



TECHNICAL ADVISORY COMMITTEE MEETING

Martin County Administrative Center
4th Floor Workshop Room
2401 SE Monterey Road, Stuart, FL 34996
www.martinmpo.com
(772) 221-1498

Wednesday, September 6, 2023 @ 1:30 PM

AGENDA

<u>ITEM</u>	<u>ACTION</u>
1. CALL TO ORDER	
2. ROLL CALL	
3. APPROVE AGENDA	APPROVE
4. APPROVE MINUTES (PG. 3) <ul style="list-style-type: none">• TAC Meeting – June 5, 2023	APPROVE
5. COMMENTS FROM THE PUBLIC (PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)	
6. AGENDA ITEMS	
A. FY24 - FY28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ROLL-FORWARD AMENDMENT #1 (PG. 8)	APPROVE
B. FY23/24 UNIFIED PLANNING WORK PROGRAM (UPWP) REVISION 2 / AMENDMENT (PG. 22)	APPROVE
C. FY24 - FY28 TIP MODIFICATIONS (PG. 33)	APPROVE
D. US-1 AT SW PALM CITY ROAD INTERSECTION FEASIBILITY STUDY - ALTERNATIVES (PG. 38)	APPROVE
E. DRAFT 2045 REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP) (PG. 199)	APPROVE
F. TRANSIT EFFICIENCY STUDY FINAL REPORT (PG. 295)	APPROVE

**G. PROFESSIONAL ASSISTANCE SUPPORT TASK
SCOPE OF SERVICES (PG. 368)**

APPROVE

**H. HOBE SOUND NORTH CORRIDOR SUN TRAIL
FEASIBILITY STUDY – FINAL REPORT (PG. 371)**

APPROVE

7. COMMENTS FROM COMMITTEE MEMBERS

8. NOTES

9. NEXT MEETING

Joint TAC/CAC/BPAC Meeting – October 16, 2023

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 American with Disabilities Act or persons who require language translation services (free of charge) should contact Ricardo Vazquez, Senior 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.

**METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

Martin County Administration Building 4th Floor Workshop Room
2401 SE Monterey Road, Stuart, FL 34996

www.martinmpo.com

(772) 221-1498

Monday, June 5, 2023 @ 1:30 PM

MINUTES

CALL TO ORDER

The meeting was called to order at 1:30 PM by Samantha Lovelady.

ROLL CALL

TAC Members in Attendance:

Thomas Lanahan
Robert Daniels
Stuart Trent
Taryn Kryzda
Peter Kunen
Samantha Lovelady
Milton Leggett
Ashman Beecher

TAC Members Excused:

Lisa Wichser, Chair
Andrew McBean

TAC Members Not in Attendance:

Mark Cocco
Ken DeAngeles

Staff in Attendance:

Beth Beltran, MPO Administrator
Ricardo Vazquez, Senior Planner
Joy Puerta, Planner
Lucine Martens, Planner
Alor Cadorna, Administrative Assistant

Others in Attendance:

Ronald Kareiva, FDOT
Tony Norat, FDOT
James Brown, FDOT-FTE
Kara Schwartz-Dimaina, FDOT-D4
Luke Lambert, Martin County

Jeff Weidner, Marlin Engineering
Jeannelia Liu, Caltran Group
Jessica Josselyn, Kittelson & Associates
Edward Ng, Corradino Group

A quorum was present.

3. APPROVE AGENDA

A motion to approve the agenda was made by Robert Daniels and seconded by Milton Leggett. The motion passed unanimously.

4. APPROVE MINUTES

- TAC Meeting – May 1, 2023

A motion to approve the Meeting Minutes of May 1, 2023 was made by Robert Daniels and seconded by Milton Leggett. The motion passed unanimously.

5. COMMENTS FROM THE PUBLIC - None

6. AGENDA ITEMS

A. FINAL DRAFT FY24-FY28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Beth Beltran gave a brief overview on the Final Draft FY24-FY28 Transportation Improvement Program (TIP). She mentioned the TIP is the document that contains all Federal, State and regionally significant transportation projects to be funded in Martin County during the next five fiscal years. This document is updated annually and is based on the Florida Department of Transportation (FDOT) District Four Tentative Work Program that was approved by the MPO Board on December 12, 2022. The Final Draft FY24 – FY28 TIP is scheduled to be adopted by the MPO Board at the June 19, 2023 meeting. She requested approval and was available to answer questions.

A motion to approve the Final Draft FY24-FY28 Transportation Improvement Program (TIP) was made by Robert Daniels and seconded by Milton Leggett. The motion passed unanimously.

B. TRANSIT EFFICIENCY STUDY ANALYSIS AND RECOMMENDATIONS

Beth Beltran introduced Jessica Josselyn from Kittelson & Associates, who gave a presentation on the Transit Efficiency Study. The purpose of this study is to describe the existing MARTY system (services and ridership) and review the adopted Transit Development Plan (TDP), socioeconomic trends, travel patterns, travel corridors, demographics trends, regional transit challenges and barriers. The study shall identify fixed-route needs and community transit opportunities that will address transit system inefficiencies.

Thomas Lanahan asked if adding 216 new bus stops would make the busses go slower therefore to maintain headways you would have to add vehicles and people. Jessica Josselyn explained that the additions of the vehicles has come up in discussions. Right now, the model is not saying it's required but that may be something to consider regardless of what the model is saying.

After a lengthy discussion, the six members voted unanimously for the Transit Efficiency Study “Hybrid” Model and two members voted for the “Coverage” Model.

Hybrid

Samantha Lovelady
Thomas Lanahan
Stuart Trent
Taryn Kryzda
Peter Kunen
Milton Leggett

Coverage

Ashman Beecher
Robert Daniels

C. TRANSIT DEVELOPMENT PLAN (TDP) SCOPE OF SERVICES

Beth Beltran introduced Jeff Weidner, from Marlin Engineering, who gave an overview of the Transit Development Plan (TDP) Scope of Services. In Florida, TDP is required by the State for recipients of Public Transit Block Grant program funding. Beyond regulatory and administrative requirements, the TDP is intended to serve as 10-year strategic plan for MARTY. The TDP will define public transportation needs, solicit broad input by coordinating with other plans, involve substantial public participation and explore community goals with decision-makers and other stakeholders, define alternative courses of action, and develop a systemic plan and monitoring program. He requested approval and was available to answer questions.

A motion to approve the Transit Development Plan (TDP) Scope of Services was made by Ashman Beecher and seconded by Thomas Lanahan. The motion passed unanimously.

D. URBAN BOUNDARY AND FUNCTIONAL CLASSIFICATION UPDATE

Beth Beltran informed the committee that this is an informational item and introduced Raj Shanmugam, Kara Schwartz, and Jeannelia Liu who gave a presentation on the Urban Boundary and Functional Classification Update. Following each census, the Federal Highway Administration (FHWA), through the various state Departments of Transportation, identifies the country's Urban Areas. Since these Urban Areas are based solely on population density, they are jagged and irregular and do not consider transportation needs and plans. To account for these shortcomings, FHWA has

developed Adjusted Urbanized Boundaries, which are expanded Urban Areas that smooth out irregularities, maintain administrative continuity of peripheral routes, and encompass fringe areas having residential, commercial, industrial, and/or national defense significance.

E. STATE ROAD (SR) 710 FEASIBILITY STUDY

Beth Beltran introduced Ron Kareiva, of FDOT-District Four, who gave a presentation on the State Road (SR) 710 Feasibility Study. This study to investigate roadway safety improvements on SR-710 from Okeechobee County to FPL Power Plant Access Road is underway (FM# 419252-3). Additionally, a left turn lane on westbound SR-710 at SW Tommy Clements Street will be starting construction in the Summer of 2023. The widening of SR-710 is the Martin MPO's #1 Priority. On March 2, 2023, the MPO Board sent a letter to FDOT Secretary Perdue requesting the widening of SR-710 from two lanes to four lanes from Okeechobee County to CR-609/SW Allapattah Road.

Thomas Lanahan inquired what the status of gentling the curve is on CR-714. Beth Beltran stated that the MPO Board supports what's reflected on District One's PD&E study that was done over 10 years ago.

F. DEVELOPMENT REVIEW INTERACTIVE MAP UPDATE

Beth Beltran introduced Ricardo Vazquez, Senior Planner, who gave a brief overview of the Development Review Interactive Map Update. Ricardo presented the map and reviewed the changes, which included the addition of projects from the List of Project Priorities (LOPP) that have received funding for construction. This information will assist the MPO Board in making decisions related to transportation project priorities. He was available to answer questions.

G. FINAL DRAFT FY25-FY29 LIST OF PROJECT PRIORITIES (LOPP)

Beth Beltran gave a brief overview of the Final Draft FY25-FY29 List of Project Priorities (LOPP). At the MPO Policy Board meeting on February 27, 2023, the Board approved the Draft FY25 – FY29 LOPP. Scoping Forms for the newly added CR-609/Allapattah Road (Priority #14) and SW Citrus Boulevard (Priority #15) projects were submitted to FDOT. Priority #9 (NW Alice Street) was edited to include the realignment of Alice Street with Wright Boulevard. The Board also made the widening of SR-710 its #1 Priority. The final LOPP will be presented at the MPO Board meeting on June 19, 2023, before adoption. She requested approval and was available to answer questions.

A motion to approve the Final Draft FY25-FY29 List of Project Priorities (LOPP) was made by Robert Daniels and seconded by Milton Leggett. The motion passed unanimously.

H. NEW MPO WEBSITE

Beth Beltran introduced Edward Ng, from The Corradino Group, who gave a presentation on the New MPO Website. The new Martin MPO website includes improved features such as a meeting calendar, document/minutes/agenda archive, emphasis areas, announcements, comment intake, and improved search functions. Also, the MPO is celebrating its 30th Anniversary and the website will be live at the end of June.

7. COMMENTS FROM COMMITTEE MEMBERS

8. NOTES

9. NEXT MEETING

- TAC Meeting – September 6, 2023 @ 1:30 PM

ADJOURNMENT: 3:34 P.M.

Prepared by:

Alor Cadorna, Administrative Assistant

Date

Approved by:

Lisa Wichser, TAC Chair

Date

Minutes Approved on September 6, 2023

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**TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: September 6, 2023	DUE DATE: August 30, 2023	UPWP#: 5
WORDING: FY24 - FY28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ROLL-FORWARD AMENDMENT #1		
REQUESTED BY: FDOT	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: FY24-FY28 TIP AMENDMENT #1

BACKGROUND

The FY24 – FY28 Transportation Improvement Program (TIP) was adopted by the MPO Policy Board on June 19, 2023 and becomes effective on October 1, 2023 to coincide with the Federal fiscal year. Each year, FDOT asks that those funds approved in the previous year that remain be “rolled forward” in order to be expended in the upcoming year. These funds are then incorporated into the FY24 TIP. The project funds to be rolled forward are incorporated into our current TIP by amendment.

ISSUES

Approval of the FY24 Martin MPO Roll Forward Report is being sought in TIP Amendment #1. The Roll-Forward funds will be added to the TIP, after being approved and signed by the MPO Policy Board Chairman. The Roll-Forward Amendment will be submitted to FDOT prior to the October 1, 2023, effective date.

RECOMMENDED ACTION

Approval of the FY24-FY28 TIP Roll-Forward Amendment #1

FISCAL IMPACT

Approval of the Roll-Forward TIP Amendment will make FY23 funds available for expenditure in Martin County in FY24.

APPROVAL

MPO

ATTACHMENTS

Martin MPO FY24 Roll-Forward Report

ROLL-FORWARD AMENDMENT

FY24 – FY28

Transportation
Improvement
Program
(TIP)



MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO)

**FY 2023/24 – FY 2027/28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TIP AMENDMENT APPROVAL CERTIFICATION FORM**

FY 2023/24 ROLL FORWARD REPORT

The Martin MPO, through administrative delegation to its MPO Administrator, approved incorporation of the attached report into the FY2023/24-FY2027/28 TIP adopted on June 19, 2023. This amendment will be incorporated and recognized by the Federal Highway Administration after the FY2023/24-FY2027/28 TIP becomes effective on October 1, 2023.

I attest that this FY 2023/24 – FY 2027/28 administrative TIP amendment was developed and approved in compliance with applicable policies and procedures.

Troy McDonald
Martin MPO Chair

September 18, 2023
Date

Introduction

The Florida Department of Transportation (FDOT) provides the Martin Metropolitan Planning Organization (MPO) with an annual database in April for the purposes of developing the MPO's Transportation Improvement Program (TIP). The database is compiled from the FDOT Tentative Work Program that is adopted on July 1. The Martin MPO TIP is usually adopted at the June Policy Board meeting. The first year of both the TIP and the FDOT Work Program should mirror each other. However, when the new TIP and Work Program are adopted, there are sometimes projects that were supposed to get authorized and encumbered prior to June 30, for many reasons, but did not. These projects will automatically roll forward in the Work Program but will not automatically roll forward in the TIP. Therefore, the TIP must be amended to include these projects and match the Work Program. This is completed by what is known as the Roll Forward TIP Amendment. This amendment is the first amendment to the TIP and occurs annually. The Roll Forward TIP Amendments are usually approved at the September MPO Policy Board Meeting.

Martin MPO staff received the proposed Roll Forward TIP Amendment request from FDOT on July 5, 2023. The Martin MPO Policy Board is required to make a decision on its approval.

Roll Forward TIP Amendment Overview

The Roll Forward TIP Amendment includes 23 projects worth \$39,657,410 rolling forward into the FY24-FY28 TIP. The amendment is rolling forward \$9,590,578 in transit funds, which is approximately 24% of total roll forward funding, \$1,184,083 of highway funds, representing about 3% of total roll forward funding, and \$28,882,749 of Turnpike funding, accounting for approximately 73% of total roll forward funding.

The following page is a summary sheet regarding the projects and funding that are being rolled over into the FY24-FY28 Martin MPO TIP.

Martin MPO FY24 Roll Forward Report Summary Sheet

Project	FM#	From	To	Work Type	Rollover Funds
I-95	434273-4	PALM BEACH/MARTIN CO LINE	CR-708 INTERCHANGE	SAFETY PROJECT	\$62,294
SR-A1A	436869-1	EAST OF LYONS BRIDGE	JENSEN BEACH BLVD.	SIDEWALK	\$6,874
JENSEN BEACH CAUSEWAY	440473-1	NE INDIAN RIVER DR	SR-A1A	SIGNING/PAVEMENT MARKINGS	\$124,814
I-95	441313-1	CR-708/SE BRIDGE ROAD INTERCHANGE		LANDSCAPING	\$30,808
COVE ROAD	441700-1	SR-76/KANNER HIGHWAY	SR-5/US-1	PD&E/EMO STUDY	\$37,886
SR-76	443995-1	N. OF SW CABANA POINT CIRCLE	SR-5/US-1	RESURFACING	\$181,791
US-1	446110-1	SE CONTRACTORS WAY	N JENSEN BEACH BLVD	RESURFACING	\$41,181
INTERSECTION LIGHTING RETROFIT IMPROVEMENT	447002-1	SR-714 @ MAPP RD / US-1 @ JOAN JEFFERSON WAY		LIGHTING	\$18,001
SR-710	447555-1	CR-714/SW MARTIN HIGHWAY		ROAD RECONSTRUCTION	\$505,650
US-1	447687-1	SB & NB OVER ST. LUCIE RIVER/ROOSEVELT BRIDGE		BRIDGE-REPAIR/REHABILITATION	\$36,967
SR-710	448397-1	TURN LANE AT TOMMY CLEMENTS STREET		ADD LEFT TURN LANE	\$127,899
SE AVALON DRIVE	448997-1	SE COVE ROAD	SE SALERNO ROAD	SIDEWALK	\$5,000
JONATHAN DICKINSON STATE PARK-FLAP GRANT	436735-2	Park entrance/through park	US-1	ENVIRONMENTAL TEST/MITIGATE	\$4,918
Transit	413493-1	SECTION 5307 FORMULA FUNDS		CAPITAL FOR FIXED ROUTE	\$8,806,700
Transit	434661-1	SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES		CAPITAL FOR FIXED ROUTE	\$690,128
Transit	453059-2	5310 CAPITAL-NON-URBAN UZA-SRA, INC		CAPITAL FOR FIXED ROUTE	\$93,750
I-95 & Turnpike Direct Connect Interchange at Bridge Rd.	446166-1	MP 125	MP 126	INTERCHANGE IMPROVEMENT	\$1,500
Widen Turnpike	446219-1	PALM BEACH/MARTIN CO LINE	I-95 CONNECTOR	ADD LANES & RECONSTRUCT	\$14,554,766
Widen Turnpike	446332-1	I-95 CONNECTOR	THOMAS B. MANUEL BRIDGE	ADD LANES & RECONSTRUCT	\$10,761,960
Widen Turnpike	446617-1	THOMAS B. MANUEL BRIDGE	SR-714	ADD LANES & RECONSTRUCT	\$1,500
Turnpike	446618-1	THOMAS B. MANUEL BRIDGE REPLACEMENT		BRIDGE REPLACEMENT	\$3,409,005
Turnpike	446975-1	TURNPIKE AND I-95 INTERCHANGE (MP 125)		PD&E/EMO STUDY	\$152,518
Turnpike	446991-1	SR91 EMERGENCY ACCESS IN MARTIN COUNTY (MP 130)		MISCELLANEOUS CONSTRUCTION	\$1,500
Total rollover funds					\$39,657,410

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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HIGHWAYS
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ITEM NUMBER:434273 4		PROJECT DESCRIPTION:SR-9/I-95 FROM PALM BEACH/MARTIN CO LINE TO CR-708 INTERCHANGE						*SIS*	
DISTRICT:04		COUNTY:MARTIN						TYPE OF WORK:SAFETY PROJECT	
EX DESC:ANTICIPATED SAFETY PROJECT NPV= 40,170,910; SHSP=1 ; B/C= 4.7 INSTALL CONTINUOUS LIGHTING ALONG I-95 FROM THE COUNTY LINE TO S.OF CR-708;ALSO, REPLACE THE EXISTING HIGH-MAST LIGHTING WITH CONVENTIONAL LIGHTING(LED LUMINAIRES)AT THE I-95/CR-708 INTERCHANGE; G/W 434273-3		PROJECT LENGTH: 7.910MI						LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0	
FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
HSP	749,334	0	0	0	0	0	0	749,334	
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	12,000	0	0	0	0	0	0	12,000	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSA	1,715	0	0	0	0	0	0	1,715	
ACSS	178,171	426	0	0	0	0	0	178,597	
DDR	13,733	0	0	0	0	0	0	13,733	
DS	467,704	0	0	0	0	0	0	467,704	
HSP	4,861,509	61,868	0	0	0	0	0	4,923,377	
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
SA	40,742	0	0	0	0	0	0	40,742	
TOTAL 434273 4	6,324,908	62,294	0	0	0	0	0	6,387,202	
TOTAL PROJECT:	6,324,908	62,294	0	0	0	0	0	6,387,202	

ITEM NUMBER:436869 1		PROJECT DESCRIPTION:SR-A1A FROM EAST OF LYONS BRIDGE TO SR-732/JENSEN BEACH BLVD.						*NON-SIS*	
DISTRICT:04		COUNTY:MARTIN						TYPE OF WORK:SIDEWALK	
EX DESC:2015 MPO PRIORITY #6 FILLING IN SIDEWALK GAPS PER THE MPO SIDEWALK LIMITS OF EXCEPTION FROM MP 6.183 TO MP 6.498		PROJECT LENGTH: 2.060MI						LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	185,186	0	0	0	0	0	0	185,186	
DIH	64,328	0	0	0	0	0	0	64,328	
DS	229,051	0	0	0	0	0	0	229,051	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	583,250	0	0	0	0	0	0	583,250	
DIH	6,984	6,874	0	0	0	0	0	13,858	
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DS	14,832	0	0	0	0	0	0	14,832	
TOTAL 436869 1	1,083,631	6,874	0	0	0	0	0	1,090,505	
TOTAL PROJECT:	1,083,631	6,874	0	0	0	0	0	1,090,505	

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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HIGHWAYS
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ITEM NUMBER:440473 1 PROJECT DESCRIPTION:SR-732/JENSEN BEACH CAUSEWAY FROM NE INDIAN RIVER DR TO SR-A1A *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:SIGNING/PAVEMENT MARKINGS
EX DESC:2017 MPO PRIORITY #5 PROVIDE BUFFERED SHOULDERS/BIKE LANE

ROADWAY ID:89030000 PROJECT LENGTH: 1.842MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	575,679	0	0	0	0	0	0	575,679
DIH	70,373	1,182	0	0	0	0	0	71,555
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	142,719	0	0	0	0	0	0	142,719
DIH	0	123,489	0	0	0	0	0	123,489
DS	4,238,605	0	0	0	0	0	0	4,238,605
LF	6,265	143	0	0	0	0	0	6,408
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	33,470	0	0	0	0	0	0	33,470
TOTAL 440473 1	5,067,111	124,814	0	0	0	0	0	5,191,925
TOTAL PROJECT:	5,067,111	124,814	0	0	0	0	0	5,191,925

ITEM NUMBER:441313 1 PROJECT DESCRIPTION:SR-9/I-95 @ CR-708/SE BRIDGE ROAD INTERCHANGE *SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:LANDSCAPING
EX DESC:STANDALONE INDEPENDENT PROJECT

ROADWAY ID:89095000 PROJECT LENGTH: .679MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	116,965	0	0	0	0	0	0	116,965
DIH	6,035	0	0	0	0	0	0	6,035
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	519,626	0	0	0	0	0	0	519,626
DIH	378	30,808	0	0	0	0	0	31,186
TOTAL 441313 1	643,004	30,808	0	0	0	0	0	673,812
TOTAL PROJECT:	643,004	30,808	0	0	0	0	0	673,812

ITEM NUMBER:441700 1 PROJECT DESCRIPTION:COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1 *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:PD&E/EMO STUDY
EX DESC:2023 MPO PRIORITY #1 WIDEN FROM 2 TO 4 LANES NO R/W NEEDED

ROADWAY ID:89000003 PROJECT LENGTH: 3.230MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	180,753	0	0	0	0	0	0	180,753
ACSU	235,559	0	0	0	0	0	0	235,559
SA	1,634,692	0	0	0	0	0	0	1,634,692
SH	960,806	62,886	0	0	0	0	0	1,023,692

TAC 09/06/23

FLORIDA DEPARTMENT OF TRANSPORTATION
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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACPR	0	0	0	125,760	0	0	0	125,760
CM	0	0	1,035,129	0	0	0	0	1,035,129
SU	0	0	464,184	1,748,753	0	0	0	2,212,937
TRIP	0	0	1,811,977	0	0	0	0	1,811,977
TOTAL 441700 1	3,011,810	62,886	3,311,290	1,874,513	0	0	0	8,260,499
TOTAL PROJECT:	3,011,810	62,886	3,311,290	1,874,513	0	0	0	8,260,499

ITEM NUMBER:443995 1 PROJECT DESCRIPTION:SR-76 FROM N. OF SW CABANA POINT CIRCLE TO SR-5/US-1 *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
 ROADWAY ID:89060000 PROJECT LENGTH: 1.409MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	47,067	0	0	0	0	0	0	47,067
DS	1,246,005	0	0	0	0	0	0	1,246,005
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	232,560	51,506	0	0	0	0	0	284,066
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,493,603	0	0	0	0	0	0	1,493,603
DIH	9,203	130,285	0	0	0	0	0	139,488
DS	3,855,312	0	0	0	0	0	0	3,855,312
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	12,133	0	0	0	0	0	0	12,133
TOTAL 443995 1	6,895,883	181,791	0	0	0	0	0	7,077,674
TOTAL PROJECT:	6,895,883	181,791	0	0	0	0	0	7,077,674

ITEM NUMBER:446110 1 PROJECT DESCRIPTION:SR-5/US-1 FROM SE CONTRACTORS WAY TO N JENSEN BEACH BLVD *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
 EX DESC:RRR EXCEPTION FROM JOAN JEFFERSON WAY TO NW WRIGHT BLVD (INCLUDING ROOSEVELT BRIDGE) INCLUDES EXTENDING SB LEFT TUR
 N AT SB OCEAN BLVD 52-02 FOR UWHCA CITY OF STUART 52-03 FOR UWHCA MARTIN COUNTY

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,204,166	0	0	0	0	0	0	1,204,166
DIH	65,847	2,059	0	0	0	0	0	67,906
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	11,650,000	0	0	0	0	0	0	11,650,000
DIH	8,839	80,681	0	0	0	0	0	89,520
DS	1,140,596	0	0	0	0	0	0	1,140,596
LF	24,351	1,356	0	0	0	0	0	25,707
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	8,247	0	0	0	0	0	0	8,247
DS	250	0	0	0	0	0	0	250
TOTAL 446110 1	14,102,296	84,096	0	0	0	0	0	14,186,392
TOTAL PROJECT:	14,102,296	84,096	0	0	0	0	0	14,186,392

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MARTIN MPO

HIGHWAYS
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ITEM NUMBER:447002 1 PROJECT DESCRIPTION:INTERSECTION LIGHTING RETROFIT IMPROVEMENT TYPE OF WORK:LIGHTING *NON-SIS*
DISTRICT:04 COUNTY:MARTIN
EX DESC:INTERSECTION LIGHTING RETROFIT IMPROVEMENT SR-714 @ MAPP RD. G/W 447001.1 AND 447003.1

ROADWAY ID:89091000 PROJECT LENGTH: .015MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	78,957	4,393	0	0	0	0	0	83,350
HSP	549	0	0	0	0	0	0	549
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	13,608	0	0	0	0	0	13,608
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	107,930	0	0	0	0	0	107,930
TOTAL 447002 1	79,506	125,931	0	0	0	0	0	205,437
TOTAL PROJECT:	79,506	125,931	0	0	0	0	0	205,437

ITEM NUMBER:447555 1 PROJECT DESCRIPTION:SR-710/SW WARFIELD BOULEVARD AT CR-714/SW MARTIN HIGHWAY TYPE OF WORK:ROAD RECONSTRUCTION - 2 LANE *SIS*
DISTRICT:04 COUNTY:MARTIN
EX DESC:2023 MPO PRIORITY #3 B/C RATIO = 4.3. 1) FLATTEN THE HORIZONTAL CURVE ON CR-714 2) CONVERT THE EXISTING STOP CONTROLLED INTERSECTION SR 710 SE 126 BLVD NPV=\$19,582,722

ROADWAY ID:89090500 PROJECT LENGTH: .485MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	250,854	62,266	0	0	0	0	0	313,120
ACSS	4,448	43,384	0	0	0	0	0	47,832
HSP	2,885	0	0	0	0	0	0	2,885
SU	0	400,000	0	0	0	0	0	400,000
TOTAL 447555 1	258,187	505,650	0	0	0	0	0	763,837
TOTAL PROJECT:	258,187	505,650	0	0	0	0	0	763,837

ITEM NUMBER:447687 1 PROJECT DESCRIPTION:SR-5/US-1/SB & NB OVER ST. LUCIE RIVER/SR-707 NEW ROOSEVELT BRIDGE TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION *NON-SIS*
DISTRICT:04 COUNTY:MARTIN
EX DESC:DECLARATION OF EMERGENCY DATED 6/18/2020 BRIDGE NUMBER 890151 & 890152 MARTIN COUNTY PH 62-99 CHARGES FOR SMO (JOHN PETTY CONTRACT)

ROADWAY ID:89015000 PROJECT LENGTH: 1.772MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	30,000	0	0	0	0	0	0	30,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	115,419	0	0	0	0	0	0	115,419
DDR	563,268	0	0	0	0	0	0	563,268
DIH	427,454	627	0	0	0	0	0	428,081
RBRP	1,330,860	29,124	0	0	0	0	0	1,359,984
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BFA	1,098,331	0	0	0	0	0	0	1,098,331

TAC 09/06/23

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DDR	1,507,281	0	0	0	0	0	0	1,507,281
DS	1,676,267	0	0	0	0	0	0	1,676,267
RBRP	18,916,836	7,216	0	0	0	0	0	18,924,052
TOTAL 447687 1	25,665,716	36,967	0	0	0	0	0	25,702,683
TOTAL PROJECT:	25,665,716	36,967	0	0	0	0	0	25,702,683

ITEM NUMBER:448397 1 PROJECT DESCRIPTION:SR-710/SW WARFIELD BLVD TURN LANE AT TOMMY CLEMENTS STREET *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ADD LEFT TURN LANE(S)
 EX DESC:2021 MPO PRIORITY # 1

ROADWAY ID:89070000 PROJECT LENGTH: .386MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 2

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	209,458	0	0	0	0	0	0	209,458
SU	17,171	36,635	0	0	0	0	0	53,806
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACPR	192,903	0	0	0	0	0	0	192,903
ACSU	7,351	0	0	0	0	0	0	7,351
DS	51,849	0	0	0	0	0	0	51,849
GFS A	690,609	0	0	0	0	0	0	690,609
GFSU	1,113,647	0	0	0	0	0	0	1,113,647
SU	3,110,304	91,264	0	0	0	0	0	3,201,568
TOTAL 448397 1	5,393,292	127,899	0	0	0	0	0	5,521,191
TOTAL PROJECT:	5,393,292	127,899	0	0	0	0	0	5,521,191

ITEM NUMBER:448997 1 PROJECT DESCRIPTION:SE AVALON DRIVE FROM SE COVE ROAD TO SE SALERNO ROAD *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:SIDEWALK
 ROADWAY ID:89900061 PROJECT LENGTH: .501MI LANES EXIST/IMPROVED/ADDED: 2/ 1/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALU	0	5,000	0	0	0	0	0	5,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C								
LF	0	0	91,880	0	0	0	0	91,880
TALT	0	0	214,397	0	0	0	0	214,397
TALU	0	0	183,831	0	0	0	0	183,831
TOTAL 448997 1	0	5,000	490,108	0	0	0	0	495,108
TOTAL PROJECT:	0	5,000	490,108	0	0	0	0	495,108
TOTAL DIST: 04	68,525,344	1,355,010	3,801,398	1,874,513	0	0	0	75,556,265
TOTAL HIGHWAYS	68,525,344	1,355,010	3,801,398	1,874,513	0	0	0	75,556,265

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ITEM NUMBER:446166 1 PROJECT DESCRIPTION:I95&SR91 DIRECT CONNECT INTCHG AT BRIDGE RD (MP 125-126) *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:INTERCHANGE IMPROVEMENT
 ROADWAY ID:89470000 PROJECT LENGTH: 1.000MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 446166 1	0	1,500	0	0	0	0	0	1,500
TOTAL PROJECT:	0	1,500	0	0	0	0	0	1,500

ITEM NUMBER:446219 1 PROJECT DESCRIPTION:WIDEN TPK(SR91), PALM BEACH C/L TO I-95 CONNECTOR (MP117.7-125) (4TO8) *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:89470000 PROJECT LENGTH: 7.147MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 4

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	14,551,766	0	0	0	0	14,553,266
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 446219 1	0	3,000	14,551,766	0	0	0	0	14,554,766
TOTAL PROJECT:	0	3,000	14,551,766	0	0	0	0	14,554,766

ITEM NUMBER:446332 1 PROJECT DESCRIPTION:WIDEN TPK(SR91), I-95 CONNECTOR TO T.B.MANUEL BRIDGE (MP125-131)(4TO8) *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:89470000 PROJECT LENGTH: 4.539MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 4

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	10,758,960	0	0	0	0	10,760,460
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 446332 1	0	3,000	10,758,960	0	0	0	0	10,761,960
TOTAL PROJECT:	0	3,000	10,758,960	0	0	0	0	10,761,960

ITEM NUMBER:446617 1 PROJECT DESCRIPTION:WIDEN TPK(SR91) FROM T.B.MANUEL BRIDGE TO SR714 (MP131-135) *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:89470000 PROJECT LENGTH: 3.941MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 446617 1	0	1,500	0	0	0	0	0	1,500
TOTAL PROJECT:	0	1,500	0	0	0	0	0	1,500

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ITEM NUMBER:446618 1 PROJECT DESCRIPTION:THOMAS B MANUEL BRIDGE REPLACEMENT (SB ONLY) (MP 131.2) *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:BRIDGE REPLACEMENT
 ROADWAY ID:89470000 PROJECT LENGTH: .021MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	3,407,505	0	0	0	0	3,409,005
TOTAL 446618 1	0	1,500	3,407,505	0	0	0	0	3,409,005
TOTAL PROJECT:	0	1,500	3,407,505	0	0	0	0	3,409,005

ITEM NUMBER:446975 1 PROJECT DESCRIPTION:TPK (SR91) AND I-95 INTERCHANGE (MP 125) *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:PD&E/EMO STUDY
 ROADWAY ID:89470000 PROJECT LENGTH: 3.000MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,284,829	152,518	0	0	0	0	0	1,437,347
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,949	0	0	0	0	0	0	1,949
TOTAL 446975 1	1,286,778	152,518	0	0	0	0	0	1,439,296
TOTAL PROJECT:	1,286,778	152,518	0	0	0	0	0	1,439,296

ITEM NUMBER:446991 1 PROJECT DESCRIPTION:SR91 EMERGENCY ACCESS IN MARTIN COUNTY (MP 130) *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
 ROADWAY ID:89470000 PROJECT LENGTH: .002MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	18,122	0	0	0	0	0	0	18,122
PKYR	0	1,500	0	0	0	0	0	1,500
TOTAL 446991 1	18,122	1,500	0	0	0	0	0	19,622
TOTAL PROJECT:	18,122	1,500	0	0	0	0	0	19,622
TOTAL DIST: 04	1,304,900	164,518	28,718,231	0	0	0	0	30,187,649
TOTAL TURNPIKE	1,304,900	164,518	28,718,231	0	0	0	0	30,187,649

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TRANSIT
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ITEM NUMBER:413493 1 PROJECT DESCRIPTION:PSL UZA - MARTIN COUNTY SECTION 5307 FORMULA FUNDS *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:MARTIN COUNTY SEC 5307 OPERATING ASSISTANCE GRANT FL-90-X786 FOR 848,725 EXECUTED 8/30/12 PER L.MERRITT GRANT FL-90
-X813 FOR 885,078 EXECUTED 10/25/13 PER L.MERRITT

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY								
FTA	1,459,695	5,044,413	510,000	510,000	510,000	510,000	0	8,544,108
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY								
FTA	1,357,429	4,922,287	650,000	650,000	650,000	650,000	0	8,879,716
TOTAL 413493 1	2,817,124	9,966,700	1,160,000	1,160,000	1,160,000	1,160,000	0	17,423,824
TOTAL PROJECT:	2,817,124	9,966,700	1,160,000	1,160,000	1,160,000	1,160,000	0	17,423,824

ITEM NUMBER:434661 1 PROJECT DESCRIPTION:PSL UZA - MARTIN COUNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:GRANT FL-34-0018 EXECUTED 7/30/2014 FL-2017-077-00:\$79,083; EXECUTED 8/8/2017 NON-BUDGET REVENUE

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY								
FTA	293,017	820,128	130,000	130,000	130,000	130,000	0	1,633,145
TOTAL 434661 1	293,017	820,128	130,000	130,000	130,000	130,000	0	1,633,145
TOTAL PROJECT:	293,017	820,128	130,000	130,000	130,000	130,000	0	1,633,145

ITEM NUMBER:453059 2 PROJECT DESCRIPTION:5310 CAPITAL-NON-URBAN UZA-SRA, INC *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY SENIOR RESOURCE ASSOCIATION								
DPTO	0	9,375	0	0	0	0	0	9,375
DU	0	75,000	0	0	0	0	0	75,000
LF	0	9,375	0	0	0	0	0	9,375
TOTAL 453059 2	0	93,750	0	0	0	0	0	93,750
TOTAL PROJECT:	0	93,750	0	0	0	0	0	93,750
TOTAL DIST: 04	3,110,141	10,880,578	1,290,000	1,290,000	1,290,000	1,290,000	0	19,150,719
TOTAL TRANSIT	3,110,141	10,880,578	1,290,000	1,290,000	1,290,000	1,290,000	0	19,150,719

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MISCELLANEOUS
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ITEM NUMBER:436735 2
DISTRICT:04
EX DESC:GOPHER TORTOISE RELOCATION

PROJECT DESCRIPTION:JONATHAN DICKINSON STATE PARK-FLAP GRANT FOR TRAIL & US-1 SIGNALIZATN
COUNTY:MARTIN

NON-SIS
TYPE OF WORK:ENVIRONMENTAL TEST/MITIGATE

ROADWAY ID:89010000

PROJECT LENGTH: .070MI

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	82	4,918	0	0	0	0	0	5,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	104,396	0	0	0	0	0	0	104,396
SA	10,794	0	0	0	0	0	0	10,794
TOTAL 436735 2	115,272	4,918	0	0	0	0	0	120,190
TOTAL PROJECT:	115,272	4,918	0	0	0	0	0	120,190
TOTAL DIST: 04	115,272	4,918	0	0	0	0	0	120,190
TOTAL MISCELLANEOUS	115,272	4,918	0	0	0	0	0	120,190
GRAND TOTAL	73,055,657	12,405,024	33,809,629	3,164,513	1,290,000	1,290,000	0	125,014,823



**TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: September 6, 2023	DUE DATE: August 30, 2023	UPWP#: 1
WORDING: FY22/23 – FY23/24 UNIFIED PLANNING WORK PROGRAM (UPWP) REVISION 2 / AMENDMENT		
REQUESTED BY: MPO	PREPARED BY: Joy Puerta / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: FY22/23-FY23/24 UPWP Revision 2

BACKGROUND

The MPO is required to develop a Unified Planning Work Program (UPWP) document identifying the planning activities budgeted for a two-year time period. Funding received by each MPO is awarded in accordance with a distribution formula developed by the Florida Department of Transportation (FDOT) and approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and may be expended only in accordance with an approved UPWP.

The Martin MPO Board approved the FY22/23-FY23/24 UPWP on May 9, 2022. Revisions to the UPWP fall into two categories: modifications and amendments, requiring different actions by the FDOT. Modifications are revisions that do not change the approved FHWA/FTA budget, do not change the scope of an FHWA/FTA work task(s); and do not add or delete a work task. Amendments are revisions that change the approved FHWA/FTA budget, change the scope of an FHWA/FTA work task(s); or add or delete a work task(s).

ISSUES

This Revision #2 is an Amendment since we are increasing the budget by \$150,963.00. MPO staff recommends that this increase in funding be added to Task 4 - Consultant "2050 Long Range Transportation Plan" line item and Task 6 - Transportation Systems Planning Consultant "Bicycle and Pedestrian Facility Map" line item:

FY21-FY22 UPWP Close-out		
Bike/Ped map update	\$ 22,500	
FY21-FY22 UPWP Close-out		
2050 LRTP	<u>127,500</u>	\$150,000
CPG – FTA 5305 funds		<u>+ 963</u>
2050 LRTP		
TOTAL FY24 UPWP BUDGET INCREASE		\$150,963

RECOMMENDED ACTION

- a. Approve Revision 2 of the FY2022/23-FY2023/24 UPWP
- b. Approve Revision 2 of the FY2022/23-FY2023/24 UPWP, with comments

FISCAL IMPACT

\$150,000	FY21-FY22 UPWP Close-out funds
+ 963	CPG – FTA 5305 funds increase
\$150,963	Total increase to FY24 UPWP Budget

APPROVAL

MPO

ATTACHMENTS

- a. UPWP Revision Form for Revision 2 – Amendment
- b. Revised UPWP Task Sheet(s) Original and Proposed (40)
- c. Revised UPWP Task Sheet(s) Original and Proposed (48)
- d. Revised UPWP Summary Budget Table(s) Original and Proposed (57, 58)

Task 4 LONG RANGE TRANSPORTATION PLAN		
2022/2023		
Funding Source	FHWA	FY 2022/2023 Total
Contract Number	GXX1	
Source Level	PL	
MPO Budget Reference		
Lookup Name	2022/2023 FHWA GXX1 (PL)	
Personnel (salary and benefits)		
MPO staff salaries, fringe benefits, and other deductions	\$ 17,000	\$ 17,000
		\$ -
Personnel (salary and benefits)	\$ 17,000	\$ 17,000
Consultant		
		\$ -
Consultant Subtotal	\$ -	\$ -
Total	\$ 17,000	\$ 17,000
2023/2024		
Funding Source	FHWA	FY 2023/2024 Total
Contract Number	GXX1	
Source	PL	
MPO Budget Reference		
Lookup Name	2023/2024 FHWA GXX1 (PL)	
Personnel (salary and benefits)		
MPO staff salaries, fringe benefits, and other deductions	\$ 20,000	\$ 20,000
		\$ -
Personnel (salary and benefits)	\$ 20,000	\$ 20,000
Consultant		
2050 Long Range Transportation Plan	\$ 7,700	\$ 7,700
		\$ -
Consultant Subtotal	\$ 7,700	\$ 7,700
Total	\$ 27,700	\$ 27,700

Task 4: Budget Category Description Detail	
Consultant/Contract Services	
2050 LRTP	Every five years, the MPO is required to review and update the Long Range Transportation Plan (LRTP). The LRTP sets the vision for transportation for all modes of travel throughout the Planning Area and influences projects included in the 5-year Transportation Improvement Program (TIP). The LRTP will include twenty years of projects and funding and provide a complete picture of revenues and costs for the planning horizon. The first five years of projects will be included in the Cost Feasible Plan and financial plan that compares costs to revenues to demonstrate how the plan can be implemented. The MPO will develop a scope of services and begin this work effort at the end of FY24.

Task 4 LONG RANGE TRANSPORTATION PLAN		
2022/2023		
Funding Source	FHWA	FY 2022/2023 Total
Contract Number	G2929	
Source Level	PL	
MPO Budget Reference		
Lookup Name	2022/2023 FHWA G2929 (PL)	
Personnel (salary and benefits)		
MPO staff salaries, fringe benefits, and other deductions	\$ 17,000	\$ 17,000
		\$ -
Personnel (salary and benefits)	\$ 17,000	\$ 17,000
Consultant		
		\$ -
Consultant Subtotal	\$ -	\$ -
Total	\$ 17,000	\$ 17,000
2023/2024		
Funding Source	FHWA	FY 2023/2024 Total
Contract Number	G2929	
Source	PL	
MPO Budget Reference		
Lookup Name	2023/2024 FHWA G2929 (PL)	
Personnel (salary and benefits)		
MPO staff salaries, fringe benefits, and other deductions	\$ 20,000	\$ 20,000
		\$ -
Personnel (salary and benefits)	\$ 20,000	\$ 20,000
Consultant		
2050 Long Range Transportation Plan	\$ 136,163	\$ 136,163
		\$ -
Consultant Subtotal	\$ 136,163	\$ 136,163
Total	\$ 156,163	\$ 156,163

Task 4: Budget Category Description Detail	
Consultant/Contract Services	
2050 LRTP	Every five years, the MPO is required to review and update the Long Range Transportation Plan (LRTP). The LRTP sets the vision for transportation for all modes of travel throughout the Planning Area and influences projects included in the 5-year Transportation Improvement Program (TIP). The LRTP will include twenty years of projects and funding and provide a complete picture of revenues and costs for the planning horizon. The first five years of projects will be included in the Cost Feasible Plan and financial plan that compares costs to revenues to demonstrate how the plan can be implemented. The MPO will develop a scope of services and begin this work effort at the end of FY24.

CURRENT

Task 6 TRANSPORTATION SYSTEMS PLANNING					
2022/2023					
Funding Source	FHWA	CTD	FFY 21 FTA 5305(d)	FFY 21 FTA 5305(d)	FY 2022/2023 Total
Contract Number	GXX1	GXX2	G1V44	G2174	
Source Level	PL	State	Federal	Federal	
MPO Budget Reference					
Lookup Name	2022/2023 FHWA GXX1 (PL)	2022/2023 CTD GXX2 (State)	2022/2023 FFY 21 FTA 5305(d) G1V44	2022/2023 FFY 21 FTA 5305(d) G2174	
Personnel (salary and benefits)					
MPO staff salaries, fringe benefits, and other deductions	\$ 107,500	\$ 23,000	\$ 23,000		\$ 153,500
					\$ -
Personnel (salary and benefits)	\$ 107,500	\$ 23,000	\$ 23,000	\$ -	\$ 153,500
Consultant					
Bicycle and Pedestrian Facility Map	\$ 2,500				\$ 2,500
US-1 Congestion Management Strategies: Public Outreach	\$ 120,000				\$ 120,000
Transit Efficiency Study			\$ 12,803	\$ 33,197	\$ 46,000
Transit Development Plan	\$ 68,306			\$ 31,000	\$ 99,306
					\$ -
Consultant Subtotal	\$ 190,806	\$ -	\$ 12,803	\$ 64,197	\$ 267,806
Total	\$ 298,306	\$ 23,000	\$ 35,803	\$ 64,197	\$ 421,306
2023/2024					
Funding Source	FHWA	CTD	FFY 21 FTA 5305(d)	FY 21 FTA 5305(d)	FY 2023/2024 Total
Contract Number	GXX1	GXX2	G1V44	G2174	
Source	PL	State	Federal	Federal	
MPO Budget Reference					
Lookup Name	2023/2024 FHWA GXX1	2023/2024 CTD GXX2 (State)	2023/2024 FFY 21 FTA 5305(d)	2023/2024 FFY 21 FTA 5305(d)	
Personnel (salary and benefits)					
MPO staff salaries, fringe benefits, and other deductions	\$ 129,432	\$ 23,000			\$ 152,432
					\$ -
Personnel (salary and benefits)	\$ 129,432	\$ 23,000	\$ -	\$ -	\$ 152,432
Consultant					
Complete Streets: Vision Zero	\$ 60,000				\$ 60,000
Transit Development Plan	\$ 55,306				\$ 55,306
					\$ -
Consultant Subtotal	\$ 115,306	\$ -	\$ -	\$ -	\$ 115,306
Total	\$ 244,738	\$ 23,000	\$ -	\$ -	\$ 267,738

PROPOSED

Task 6 TRANSPORTATION SYSTEMS PLANNING					
2022/2023					
Funding Source	FHWA	CTD	FFY 21 FTA 5305(d)	FFY 21 FTA 5305(d)	FY 2022/2023 Total
Contract Number	G2929	G2965	G1V44	G2174	
Source Level	PL	State	Federal	Federal	
MPO Budget Reference					
Lookup Name	2022/2023 FHWA G2929 (PL)	2022/2023 CTD G2965 (State)	2022/2023 FFY 21 FTA 5305(d) G1V44	2022/2023 FFY 21 FTA 5305(d) G2174	
Personnel (salary and benefits)					
MPO staff salaries, fringe benefits, and other deductions	\$ 107,500	\$ 23,000	\$ 23,000		\$ 153,500
					\$ -
Personnel (salary and benefits)	\$ 107,500	\$ 23,000	\$ 23,000	\$ -	\$ 153,500
Consultant					
Bicycle and Pedestrian Facility Map	\$ 2,500				\$ 2,500
US-1 Congestion Management Strategies: Public Outreach	\$ 120,000				\$ 120,000
Transit Efficiency Study			\$ 12,803	\$ 33,197	\$ 46,000
Transit Development Plan	\$ 68,306			\$ 31,000	\$ 99,306
					\$ -
Consultant Subtotal	\$ 190,806	\$ -	\$ 12,803	\$ 64,197	\$ 267,806
Total	\$ 298,306	\$ 23,000	\$ 35,803	\$ 64,197	\$ 421,306
2023/2024					
Funding Source	FHWA	CTD	FFY 21 FTA 5305(d)	FY 21 FTA 5305(d)	FY 2023/2024 Total
Contract Number	G2929	G2965	G1V44	G2174	
Source	PL	State	Federal	Federal	
MPO Budget Reference					
Lookup Name	2023/2024 FHWA G2929	2023/2024 CTD G2965 (State)	2023/2024 FFY 21 FTA 5305(d)	2023/2024 FFY 21 FTA 5305(d)	
Personnel (salary and benefits)					
MPO staff salaries, fringe benefits, and other deductions	\$ 129,432	\$ 23,000			\$ 152,432
					\$ -
Personnel (salary and benefits)	\$ 129,432	\$ 23,000	\$ -	\$ -	\$ 152,432
Consultant					
Complete Streets: Vision Zero	\$ 60,000				\$ 60,000
Transit Development Plan	\$ 55,306				\$ 55,306
Bicycle and Pedestrian Facility Map	\$ 22,500				\$ 22,500
Consultant Subtotal	\$ 137,806	\$ -	\$ -	\$ -	\$ 137,806
Total	\$ 267,238	\$ 23,000	\$ -	\$ -	\$ 290,238

SUMMARY BUDGET TABLES

CURRENT

Table 1A: Agency Participation FY 22/23 & FY 23/24

Agency Participation

Funding Source Contract	CTD G2965		FFY 21 FTA 5305(d) G1V44		FFY 21 FTA 5305(d) G2174		FHWA G2929		FHWA		Local		
	2022/2023	2023/2024	2022/2023	2023/2024	2022/2023	2023/2024	2022/2023	2023/2024	2022/2023	2023/2024	2022/2023	2023/2024	
	Total Budget		\$ 23,000	\$ 23,000	\$ 35,803	\$ -	\$ 64,197	\$ -	\$ 791,168	\$ 691,521	\$ 50,000	\$ 20,000	\$ 143,213
Task 1 UPWP AND ORGANIZATION ADMINISTRATION													
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90,562	\$ 90,915	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,300	\$ 11,500	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,000	\$ 18,000	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,800	\$ 20,800	\$ -	\$ -	\$ -	\$ -
Indirect Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,500	\$ 5,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 149,162	\$ 148,215	\$ -	\$ -	\$ -	\$ -
Task 2 PUBLIC INVOLVEMENT AND OUTREACH													
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,000	\$ 40,168	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ 44,168	\$ -	\$ -	\$ -	\$ -
Task 3 DATA COLLECTION													
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,000	\$ 30,500	\$ -	\$ -	\$ 103,213	\$ 105,277
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,000	\$ 34,500	\$ -	\$ -	\$ 103,213	\$ 105,277
Task 4 LONG RANGE TRANSPORTATION PLAN													
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,700	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,000	\$ 27,700	\$ -	\$ -	\$ -	\$ -
Task 5 TRANSPORTATION IMPROVEMENT PROGRAM													
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,200	\$ 7,200	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,200	\$ 32,200	\$ -	\$ -	\$ -	\$ -
Task 6 TRANSPORTATION SYSTEMS PLANNING													
Personnel (salary and benefits)	\$ 23,000	\$ 23,000	\$ 23,000	\$ -	\$ -	\$ -	\$ -	\$ 107,500	\$ 129,432	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ 12,803	\$ -	\$ 64,197	\$ -	\$ -	\$ 190,806	\$ 115,306	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 23,000	\$ 23,000	\$ 35,803	\$ -	\$ 64,197	\$ -	\$ -	\$ 298,306	\$ 244,738	\$ -	\$ -	\$ -	\$ -
Task 7 SPECIAL PROJECT PLANNING													
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,500	\$ 70,000	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 137,500	\$ 160,000	\$ -	\$ -	\$ -	\$ -
8 REGIONAL PLANNING													
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 20,000	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 40,000	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 20,000	\$ 40,000	\$ -
TOTAL PROGRAMMED	\$ 23,000	\$ 23,000	\$ 35,803	\$ -	\$ 64,197	\$ -	\$ -	\$ 791,168	\$ 691,521	\$ 50,000	\$ 20,000	\$ 143,213	\$ 105,277

PROPOSED

SUMMARY BUDGET TABLES

Table 1A: Agency Participation FY 22/23 & FY 23/24

Agency Participation

Funding Source Contract	CTD G2965		FFY 21 FTA 5305(d) G1V44		FFY 21 FTA 5305(d) G2174		FHWA G2929		FHWA		Local	
	2022/2023	2023/2024	2022/2023	2023/2024	2022/2023	2023/2024	2022/2023	2023/2024	2022/2023	2023/2024	2022/2023	2023/2024
	Total Budget											
	\$ 23,000	\$ 23,000	\$ 35,803	\$ -	\$ 64,197	\$ -	\$ 791,168	\$ 842,484	\$ 50,000	\$ 20,000	\$ 143,213	\$ 105,277
Task 1 UPWP AND ORGANIZATION ADMINISTRATION												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90,562	\$ 90,915	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,300	\$ 11,500	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,000	\$ 18,000	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,800	\$ 20,800	\$ -	\$ -	\$ -	\$ -
Indirect Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,500	\$ 5,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 149,162	\$ 148,215	\$ -	\$ -	\$ -	\$ -
Task 2 PUBLIC INVOLVEMENT AND OUTREACH												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,000	\$ 40,168	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ 44,168	\$ -	\$ -	\$ -	\$ -
Task 3 DATA COLLECTION												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,000	\$ 30,500	\$ -	\$ -	\$ 103,213	\$ 105,277
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,000	\$ 34,500	\$ -	\$ -	\$ 103,213	\$ 105,277
Task 4 LONG RANGE TRANSPORTATION PLAN												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 136,163	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,000	\$ 156,163	\$ -	\$ -	\$ -	\$ -
Task 5 TRANSPORTATION IMPROVEMENT PROGRAM												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,200	\$ 7,200	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,200	\$ 32,200	\$ -	\$ -	\$ -	\$ -
Task 6 TRANSPORTATION SYSTEMS PLANNING												
Personnel (salary and benefits)	\$ 23,000	\$ 23,000	\$ 23,000	\$ -	\$ -	\$ -	\$ 107,500	\$ 129,432	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ 12,803	\$ -	\$ 64,197	\$ -	\$ 190,806	\$ 137,806	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 23,000	\$ 23,000	\$ 35,803	\$ -	\$ 64,197	\$ -	\$ 298,306	\$ 267,238	\$ -	\$ -	\$ -	\$ -
Task 7 SPECIAL PROJECT PLANNING												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,500	\$ 70,000	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 137,500	\$ 160,000	\$ -	\$ -	\$ -	\$ -
8 REGIONAL PLANNING												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 20,000	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 40,000	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 20,000	\$ 40,000	\$ -
TOTAL PROGRAMMED	\$ 23,000	\$ 23,000	\$ 35,803	\$ -	\$ 64,197	\$ -	\$ 791,168	\$ 842,484	\$ 50,000	\$ 20,000	\$ 143,213	\$ 105,277

Table 2A: Funding Source FY 22/23 & FY 23/24

CURRENT

Funding Source

Contract	Funding Source	Source Level	2022/2023		2023/2024		FY 2022/2023 Funding Source				FY 2023/2024 Funding Source				
							Soft Match	Federal	State	Local	Soft Match	Federal	State	Local	
GXX2	CTD	State	\$ 23,000	\$ 23,000	\$ -	\$ -	\$ -	\$ -	\$ 23,000.00	\$ -	\$ -	\$ -	\$ -	\$ 23,000.00	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		CTD GXX2 TOTAL	\$ 23,000	\$ 23,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000	\$ -	\$ -	\$ -	\$ -	\$ 23,000
G1V44	FFY 21 FTA 5305(d)	Federal	\$ 35,803	\$ -	\$ 8,950.75	\$ 35,803.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FFY 21 FTA 5305(d) G1V44 TOTAL	\$ 35,803	\$ -	\$ 8,951	\$ 35,803	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G2174	FFY 21 FTA 5305(d)	Federal	\$ 64,197	\$ -	\$ 16,049.25	\$ 64,197.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FFY 21 FTA 5305(d) G2174 TOTAL	\$ 64,197	\$ -	\$ 16,049	\$ 64,197	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GXX1	FHWA	PL	\$ 791,168	\$ 691,521	\$ 174,495.37	\$ 791,168.00	\$ -	\$ -	\$ 152,517.81	\$ 691,521.00	\$ -	\$ -	\$ -	\$ -	
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		FHWA GXX1 TOTAL	\$ 791,168	\$ 691,521	\$ 174,495	\$ 791,168	\$ -	\$ -	\$ 152,518	\$ 691,521	\$ -	\$ -	\$ -	\$ -	\$ -
	FHWA	PL	\$ 50,000	\$ 20,000	\$ 11,027.71	\$ 50,000.00	\$ -	\$ -	\$ 4,411.08	\$ 20,000.00	\$ -	\$ -	\$ -	\$ -	
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		FHWA TOTAL	\$ 50,000	\$ 20,000	\$ 11,028	\$ 50,000	\$ -	\$ -	\$ 4,411	\$ 20,000	\$ -	\$ -	\$ -	\$ -	
	Local	Local Transfers	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Source 1	\$ 103,213	\$ 105,277	\$ -	\$ -	\$ -	\$ 103,213.00	\$ -	\$ -	\$ -	\$ -	\$ 105,277.00		
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		Local TOTAL	\$ 143,213	\$ 105,277	\$ -	\$ -	\$ -	\$ 143,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 105,277	
TOTAL			\$ 1,107,381	\$ 839,798	\$ 210,523	\$ 941,168	\$ 23,000	\$ 143,213	\$ 156,929	\$ 711,521	\$ 23,000	\$ 105,277			

PROPOSED

Table 2A: Funding Source FY 22/23 & FY 23/24

Funding Source

Contract	Funding Source	Source Level			FY 2022/2023 Funding Source				FY 2023/2024 Funding Source				
			2022/2023	2023/2024	Soft Match	Federal	State	Local	Soft Match	Federal	State	Local	
G2965	CTD	State	\$ 23,000	\$ 23,000	\$ -	\$ -	\$ 23,000.00	\$ -	\$ -	\$ -	\$ -	\$ 23,000.00	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		CTD G2965 TOTAL	\$ 23,000	\$ 23,000	\$ -	\$ -	\$ 23,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000
G1V44	FFY 21 FTA 5305(d)	Federal	\$ 35,803	\$ -	\$ 8,950.75	\$ 35,803.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FFY 21 FTA 5305(d) G1V44 TOTAL	\$ 35,803	\$ -	\$ 8,951	\$ 35,803	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G2174	FFY 21 FTA 5305(d)	Federal	\$ 64,197	\$ -	\$ 16,049.25	\$ 64,197.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FFY 21 FTA 5305(d) G2174 TOTAL	\$ 64,197	\$ -	\$ 16,049	\$ 64,197	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G2929	FHWA	PL	\$ 791,168	\$ 842,484	\$ 174,495.37	\$ 791,168.00	\$ -	\$ -	\$ 185,813.33	\$ 842,484.00	\$ -	\$ -	
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		FHWA G2929 TOTAL	\$ 791,168	\$ 842,484	\$ 174,495	\$ 791,168	\$ -	\$ -	\$ 185,813	\$ 842,484	\$ -	\$ -	\$ -
	FHWA	PL	\$ 50,000	\$ 20,000	\$ 11,027.71	\$ 50,000.00	\$ -	\$ -	\$ 4,411.08	\$ 20,000.00	\$ -	\$ -	
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		FHWA TOTAL	\$ 50,000	\$ 20,000	\$ 11,028	\$ 50,000	\$ -	\$ -	\$ 4,411	\$ 20,000	\$ -	\$ -	\$ -
	Local	Local Transfers	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000.00	\$ -	\$ -	\$ -	\$ -	
		Source 1	\$ 103,213	\$ 105,277	\$ -	\$ -	\$ -	\$ 103,213.00	\$ -	\$ -	\$ -	\$ 105,277.00	
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Local TOTAL	\$ 143,213	\$ 105,277	\$ -	\$ -	\$ -	\$ 143,213	\$ -	\$ -	\$ -	\$ -	\$ 105,277
TOTAL			\$ 1,107,381	\$ 990,761	\$ 210,523	\$ 941,168	\$ 23,000	\$ 143,213	\$ 190,224	\$ 862,484	\$ 23,000	\$ 105,277	



**TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: September 6, 2023	DUE DATE: August 30, 2023	UPWP#: 5
WORDING: FY24 - FY28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATIONS		
REQUESTED BY: FDOT	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: FY24-FY28 TIP MODIFICATIONS

BACKGROUND

The Florida Department of Transportation (FDOT) requested four modifications for the FY24 – FY28 Transportation Improvement Program (TIP). The modifications are listed below:

- US1 @ Joan Jefferson (FM# 438345-2)
 - Revise project name to include US1 @ Ocean Blvd., revise description, length, and add \$60,000 (previously \$300,000) to FY2023/24 PE funds
- Cove Road from SR-76/Kanner Highway to US1 (FM# 441700-1)
 - Revise project description
- Intersection Lighting Retrofit Improvement (FM# 447002-1)
 - Revise project description and length
- Martin County FY2022/2023-2023/2024 UPWP (FM# 439328-4)
 - Amendment to add \$150,00 in PL funds to FY24

ISSUES

At the September 2023 MPO advisory committee meetings, MPO staff will present the TIP modifications.

RECOMMENDED ACTION

Approve FY24 – FY28 TIP Modifications

APPROVAL

MPO

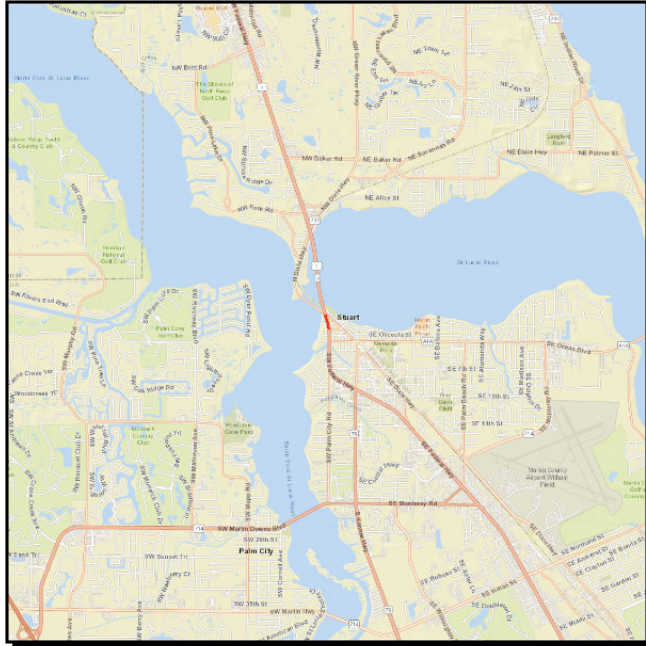
ATTACHMENTS

FY24 – FY28 TIP - modified project sheets

4383452

SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD

Non-SIS



Project Description: 2022 MPO PRIORITY #11 REPLACE THE SIGNAL MAST ARMS AND BACK PLATES WITH VIDEO DETECTION SYSTEM AT SR-5/US-1 AND SW JOAN JEFFERSON, & SR-5/US-1 AND SW OCEAN BLVD INTERSECTIONS. PROVIDE QUEUE DETECTION CAMERA FOR EB TRAFFIC ALONG SW JOAN JEFFERSON WAY. R/W NEEDED. MPO AGREES TO GREEN MAST ARMS.

Work Summary: TRAFFIC SIGNALS **From:**
To: SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD

Lead Agency: FDOT **Length:** -206 0.113

Prior Year Cost: 379,384
Future Year Cost: 3,574,766
Total Project Cost: 3,954,150

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	27,398	27,398	0	0	0	54,796
PE	DDR	360,000	0	0	0	0	360,000
ROW	DDR	0	0	1,057,213	0	0	1,057,213
ROW	DIH	0	0	54,000	0	0	54,000
RRU	DDR	0	0	0	3,000	0	3,000
CST	SU	0	0	0	0	136,830	136,830
CST	DIH	0	0	0	0	76,258	76,258
CST	DDR	0	0	0	0	1,832,669	1,832,669
Total		387,398	27,398	1,111,213	3,000	2,045,757	3,574,766

4417001

COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1

Non-SIS



Project Description: 2023 MPO PRIORITY #1 WIDEN FROM 2 TO 4 LANES NO R/W NEEDED

Work Summary: PD&E/EMO STUDY **From:** SR-76/KANNER HWY

To: SR-5/US-1

Lead Agency: FDOT

Length: 3.23

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PDE	SU	25,000	0	0	0	0	25,000
PE	CM	0	1,035,129	0	0	0	1,035,129
PE	TRIP	0	1,811,977	0	0	0	1,811,977
PE	SU	0	464,184	1,748,753	0	0	2,212,937
PE	ACPR	0	0	125,760	0	0	125,760
Total		25,000	3,311,290	1,874,513	0	0	5,210,803

Prior Year Cost: 3,049,696
Future Year Cost: 5,210,803
Total Project Cost: 8,260,499

4470021

INTERSECTION LIGHTING RETROFIT IMPROVEMENT

Non-SIS



Project Description: INTERSECTION LIGHTING RETROFIT IMPROVEMENT SR-714 @ MAPP RD. ~~/US-1 @ JOAN JEFFERSON WAY.~~ GOES WITH 447001-1 and 447003-1

Work Summary: LIGHTING **From:**
To: SR-714 @ MAPP RD. ~~/SR-5 @ JOAN JEFFERSON WAY~~

Lead Agency: FDOT **Length:** ~~0.2~~ 0.015

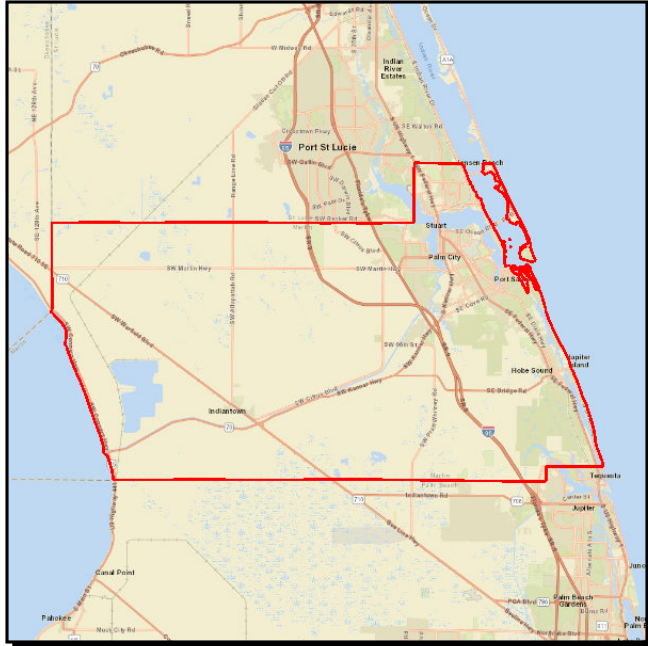
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	ACSS	107,930	0	0	0	0	107,930
Total		107,930	0	0	0	0	107,930

Prior Year Cost: 97,796
Future Year Cost: 107,930
Total Project Cost: 205,726

4393284

MARTIN COUNTY FY 2022/2023-2023/2024 UPWP

Non-SIS



Project Description: FHWA PLANNING (PL) FUNDS

Work Summary: TRANSPORTATION PLANNING

From:

To: N/A

Lead Agency: Martin MPO

Length: .000

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PLN	PL	862,484	0	0	0	0	862,484
Total		862,484	0	0	0	0	862,484

Prior Year Cost: 841,168
Future Year Cost: 862,484
Total Project Cost: 1,703,652



**TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: September 6, 2023	DUE DATE: August 30, 2023	UPWP#: 7
WORDING: US-1 AT SW PALM CITY ROAD INTERSECTION FEASIBILITY STUDY - ALTERNATIVES		
REQUESTED BY: MPO	PREPARED BY: Joy Puerta / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: US-1 at Palm City Road Intersection Feasibility Study Preferred Alternative

BACKGROUND

At the November 28, 2022, Joint Citizens/Technical/Bicycle and Pedestrian Advisory Committee, a scope of services was approved for the US-1 @ SW Palm City Road Intersection Feasibility Study with The Corradino Group, Inc. as the consultant. The intent of this study is to improve safety and mobility for all modes at the US-1/SW Palm City Road intersection, as well as manage speeds along SW Palm City Road. The scope of services includes identifying and evaluating conceptual alternatives and gathering input from the public and relevant stakeholders to recommend an alternative to eliminate the uncontrolled right turn from southbound US-1 onto southbound SW Palm City Road and deter traffic from using SW Palm City Road.

Since the project inception, the Project Team (Corradino and Martin MPO) have convened a Project Advisory Committee (PAC) and conducted two PAC meetings to review the existing conditions, potential concepts and to identify a preferred alternative. The PAC included representatives from the Martin MPO, Martin County, City of Stuart, Florida Department of Transportation (FDOT), Stuart/Martin Chamber of Commerce, Treasure Coast Regional Planning Council (TCRPC), Publix, CubeSmart, Royal Palm Financial Center and the City of Stuart Mayor’s citizen representative.

Additionally, an initial Public Workshop was held on March 8, 2023, to present the existing conditions, conceptual alternatives and gather feedback from the public. At the second Public Workshop held on August 23, 2023, six alternatives were presented to the public to gather feedback and identify a preferred alternative from a public’s perspective. Finally, an agenda item for this project was scheduled on the August 28, 2023, City of Stuart Commission meeting to identify a preferred alternative to move forward through the final stages of the project scope. At this meeting they recommended to move forward with Alternative 5 that was also the public’s preferred alternative and also recommended that the project be included on the Martin MPO’s project priority list.

AGENDA ITEM 6D

ISSUES

At the September 2023 advisory committee meetings, the consultant will present the alternatives for the US-1 at Palm City Road Intersection Feasibility Study.

RECOMMENDED ACTION

- a. Approval of the US-1/Palm City Road Intersection Feasibility Study Preferred Alternative as presented.
- b. Approval of the US-1/Palm City Road Intersection Feasibility Study Preferred Alternative, with comments.

APPROVAL

MPO

ATTACHMENTS

- a. PowerPoint Presentation
- b. US-1 @ SW Palm City Road Feasibility Study Existing Conditions Memo

US 1 /SR 5/FEDERAL HIGHWAY at SW PALM CITY ROAD FEASIBILITY STUDY



City of Stuart Commission – AUGUST 28, 2023



THE CORRADINO GROUP

1



PRESENTATION OUTLINE



- Project Team and Project Advisory Committee
- Project Information
 - Goals & Objectives
 - Study Area
 - Schedule
- Alternatives
- PAC and Public Workshop Preferred Alternatives
- Q & A



THE CORRADINO GROUP

2




PROJECT ADVISORY COMMITTEE MEMBERS



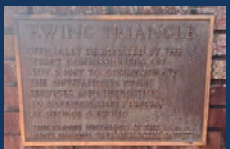
- City of Stuart City Manager
- Florida Department of Transportation Representative
- Martin County Public Works Director
- Martin County Engineer
- Martin County Traffic Engineering Manager
- City of Stuart Public Works Director
- City of Stuart Utilities & Engineering Director
- Stuart/Martin Chamber President
- Treasure Coast Regional Planning Council Executive Director
- Royal Palm Financial Center Representative
- CubeSmart (MacArthur Holdings, LLC) Representative
- Publix Representative
- Mayor’s Citizen Representative






3



GOALS & OBJECTIVES



- ▶ Improve safety and mobility for all modes at the intersection of US-1 and SW Palm City Road.
- ▶ Manage speeds along SW Palm City Road
- ▶ Reduce traffic volumes along SW Palm City Road

4



**PROJECT OVERVIEW
STUDY AREA**

SR 714 (SW Monticello Rd)

SW Palm City Rd

SR 76 (S Kanner Hwy)

US 1 (SW Federal Hwy)

MARTIN MPO
Metropolitan Planning Organization

THE CORRADINO GROUP

SWING TRIANGLE
OFFICIALLY DESIGNATED BY THE
FLORIDA DEPARTMENT OF
TRANSPORTATION IN
1997 AS PART OF ITS
STRATEGIC PLAN TO
IMPROVE THE STATE
ROADWAY SYSTEM
IN 1997 AS PART OF
ITS STRATEGIC PLAN TO
IMPROVE THE STATE
ROADWAY SYSTEM

5



**PROJECT OVERVIEW
STUDY AREA**

CubeSmart

SW Palm City Rd

Publix

US 1 (SW Federal Hwy)

MARTIN MPO
Metropolitan Planning Organization

THE CORRADINO GROUP

SWING TRIANGLE
OFFICIALLY DESIGNATED BY THE
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ROADWAY SYSTEM

6



PROJECT SCHEDULE KEY DATES/DELIVERABLES



- ✓ First PAC Meeting – February 15, 2023
- ✓ First Public Workshop – March 8, 2023
- ✓ Existing Conditions Technical Memorandum – March 17, 2023
- ✓ Second PAC Meeting – August 1, 2023
- ✓ Second Public Workshop – August 23, 2023
- 🎯 Stuart Commission Meeting – August 28, 2023
- Other Meetings (CAC, BPAC, TAC, MPO) – September 2023; November 2023
- Alternatives Technical Memorandum – October 5, 2023
- Draft Report – November 8, 2023
- Final Report – December 11, 2023



7

ALTERNATIVE 1




Elimination of Free-Flow Right-Turn & Replace w/ Green Space


Addition of 12' Right-Turn Lane



8






ALTERNATIVE 1




Pros

- Minor reduction of the right-turn volume from southbound US 1 to SW Palm City Road.
- Reduce the speeds in the immediate vicinity of the intersection.
- Improve pedestrian safety at the pedestrian crossing of the uncontrolled right turn.


Preliminary Opinion of Probable Cost : \$1,100,000

9






ALTERNATIVE 1



Cons

- ROW and utility impacts
 - Turn lane storage length may impact properties north of intersection.
 - Significant utility conflicts.
 - Traffic signal rebuild/major modification.
- Not expected to reduce speeds along SW Palm City Road, south of intersection.
- Safety - Potential to create rear-end collisions on southbound US 1 as vehicles slow to maneuver into the southbound US 1 right turn lane.

Preliminary Opinion of Probable Cost : \$1,100,000

10

ALTERNATIVE 2



2

Add Channelized Right-Turn Lane Along Southbound US 1 (SW Federal Highway) with Raised Pedestrian Island

1


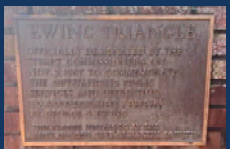
Installing Crosswalk Across Southern Leg of US 1 (SW Federal Highway)

SOURCE: FDOT – Preliminary Multimodal Project Recommendations and Corridor-Wide Strategies



11


ALTERNATIVE 2





Pros

- Minor reduction of the right-turn volume from southbound US 1 to SW Palm City Road.
- Reduce the speeds in the immediate vicinity of the intersection of US 1 and SW Palm City Road.
- Improve pedestrian safety at the pedestrian crossing of the uncontrolled right turn.

Preliminary Opinion of Probable Cost: \$1,335,000






2

Add Channelized Right-Turn Lane Along Southbound US 1 (SW Federal Highway) with Raised Pedestrian Island


1

Installing Crosswalk Across Southern Leg of US 1 (SW Federal Highway)

12





ALTERNATIVE 2




Cons

- ROW and utility impacts
 - Turn lane storage length may impact additional properties north of intersection.
 - Significant utility conflicts.
 - Potential traffic signal rebuild/major modification.
- Not expected to reduce speeds along SW Palm City Road, south of intersection.
- Safety - Potential to create rear-end collisions on southbound US 1 as vehicles slow to maneuver into the southbound US 1 right turn lane
- Safety – Pedestrian safety concerns.

Preliminary Opinion of Probable Cost : \$1,335,000



13

ALTERNATIVE 3







14



ALTERNATIVE 3

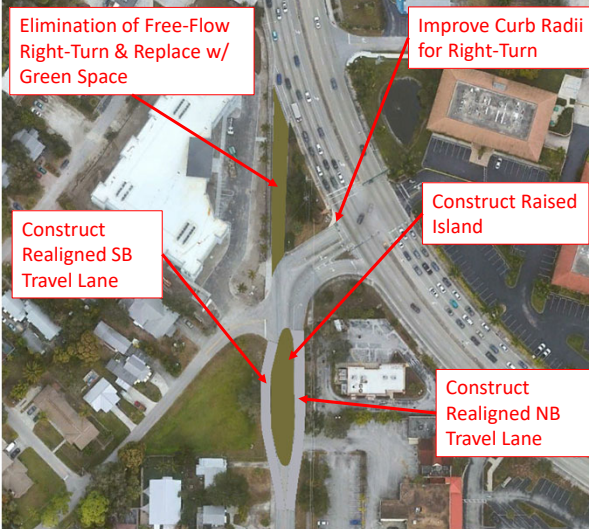


Pros


- Reduce the right-turn volume from southbound US 1 to SW Palm City Road.
- Reduce the speeds in the immediate vicinity of intersection of SW Palm City Road with SW Pine Avenue and SW Indianola Street.
- Improve pedestrian safety.

Preliminary Opinion of Probable Cost: \$1,850,000



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ALTERNATIVE 3

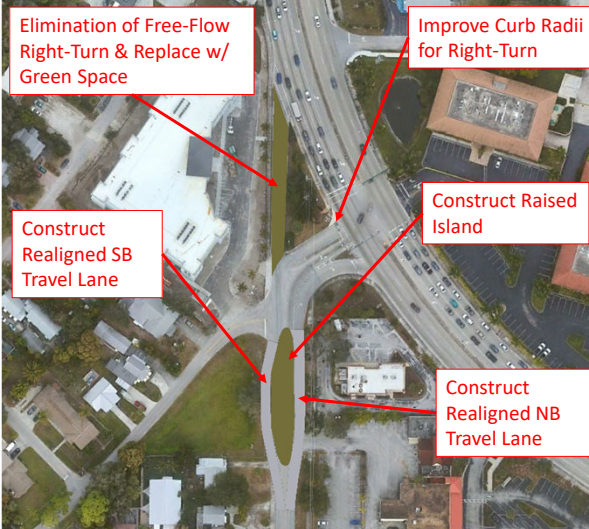


Cons

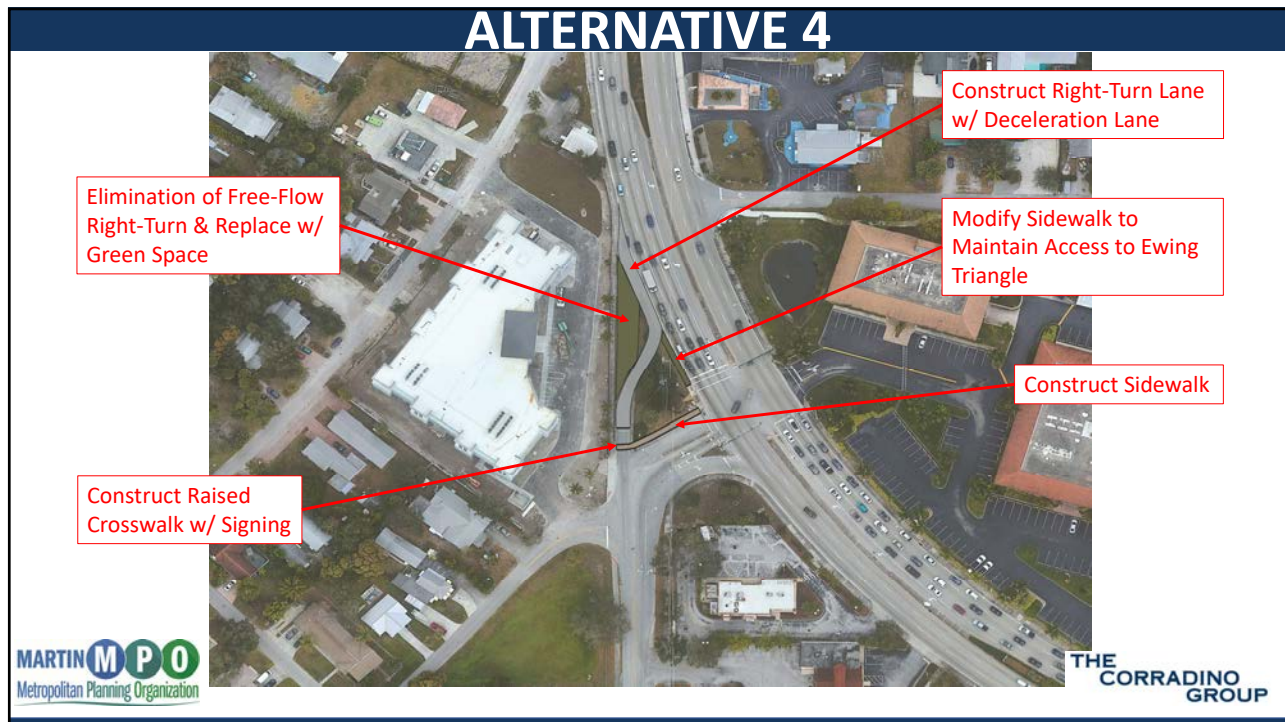
- Not expected to reduce speeds along SW Palm City Road south of SW Indianola Street.
- Potential ROW impact on SW Palm City Road between SW Pine Avenue and SW Indianola Street.
- Utility impacts
 - Potential overhead electrical conflict.
 - Potential gas line conflict.
 - Potential water line conflicts on both sides of SW Palm City Road.
- Safety – High potential to create rear-end collisions on southbound US 1 as vehicles slow to maneuver for the right turn at SW Palm City Road.

Preliminary Opinion of Probable Cost: \$1,850,000







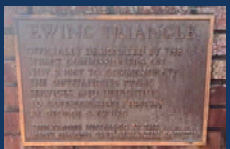
16



17



ALTERNATIVE 4




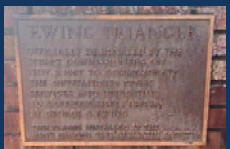
Pros

- Minor reduction of the right-turn volume from southbound US 1 to SW Palm City Road.
- Reduced speeds in the immediate vicinity of intersection of SW Palm City Road with SW Pine Avenue and SW Indianola Street.
- Improve pedestrian safety.

Preliminary Opinion of Probable Cost: \$975,000

18



ALTERNATIVE 4





Cons

- Not expected to reduce speeds along SW Palm City Road south of intersection.
- Potential utility impacts within Ewing Triangle
 - Overhead electrical; gas line; AT&T and water
- Safety – Potential to create rear-end collisions on southbound US 1 as vehicles slow to maneuver into the southbound US 1 right turn lane.



Preliminary Opinion of Probable Cost : \$975,000

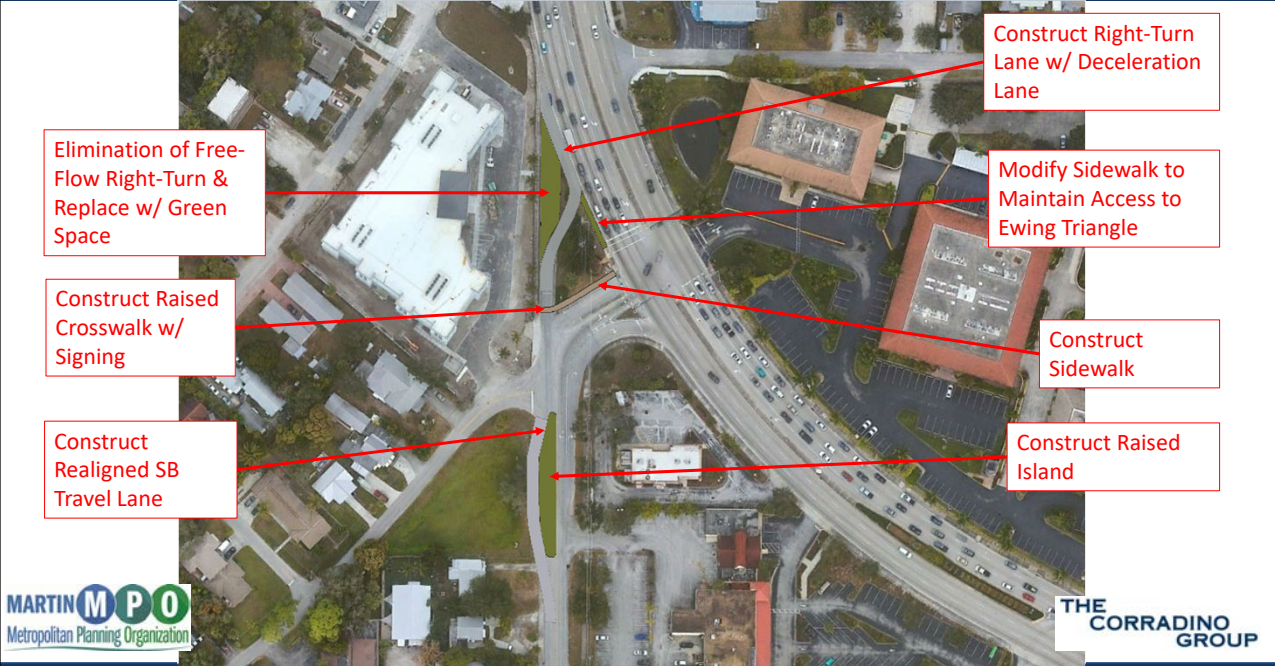





19

ALTERNATIVE 5



20




ALTERNATIVE 5

Pros

- Minor reduction of the right-turn volume from southbound US 1 to SW Palm City Road.
- Reduced speeds in the immediate vicinity of intersection of SW Palm City Road with SW Pine Avenue and SW Indianola Street.
- Improve pedestrian safety.

Preliminary Opinion of Probable Cost: \$1,350,000






- Elimination of Free-Flow Right-Turn & Replace w/ Green Space
- Construct Right-Turn Lane w/ Deceleration Lane
- Modify Sidewalk to Maintain Access to Ewing Triangle
- Construct Sidewalk
- Construct Raised Island
- Construct Raised Crosswalk w/ Signing
- Construct Realigned SB Travel Lane

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ALTERNATIVE 5

Cons

- Potential utility impacts within Ewing Triangle
 - Overhead electrical; gas line; AT&T and water
- Some potential utility conflicts along west side of SW Palm City Road for realignment.
- Not expected to reduce speeds along SW Palm City Road, south of Poppleton Creek Bridge.
- Safety - Potential to create rear-end collisions on southbound US 1 as vehicles slow to maneuver into the southbound US 1 right turn lane.

Preliminary Opinion of Probable Cost: \$1,350,000



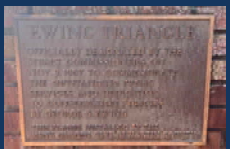



- Elimination of Free-Flow Right-Turn & Replace w/ Green Space
- Construct Right-Turn Lane w/ Deceleration Lane
- Modify Sidewalk to Maintain Access to Ewing Triangle
- Construct Sidewalk
- Construct Raised Island
- Construct Raised Crosswalk w/ Signing
- Construct Realigned SB Travel Lane

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SW PALM CITY ROAD TRAFFIC CALMING ALTERNATIVE



IV. COMPLETE STREETS - SELECTED SEGMENT CONCEPTS

SW PALM CITY ROAD (CONTINUED)


EXISTING CONDITIONS		CONCEPTUAL DESIGN	
ROW	12.5m (41' 0")	Bike/Ped Facilities	Bike/Ped Facilities
EDGE CONDITION	Park Plaza - Concrete (10' - 12' - 14' - 16' - 18' - 20' - 22' - 24' - 26' - 28' - 30' - 32' - 34' - 36' - 38' - 40' - 42' - 44' - 46' - 48' - 50' - 52' - 54' - 56' - 58' - 60' - 62' - 64' - 66' - 68' - 70' - 72' - 74' - 76' - 78' - 80' - 82' - 84' - 86' - 88' - 90' - 92' - 94' - 96' - 98' - 100')	Lighting	Lighting
TRAVEL LANE	2 lanes, 11' each	Landscaping	Landscaping






COMPLETE STREETS - ACCESS TO TRANSIT STUDY 41



23



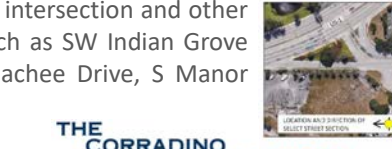

SW PALM CITY ROAD TRAFFIC CALMING ALTERNATIVE






IV. COMPLETE STREETS - SELECTED SEGMENT CONCEPTS

SW PALM CITY ROAD (CONTINUED)


EXISTING CONDITIONS		CONCEPTUAL DESIGN	
ROW	12.5m (41' 0")	Bike/Ped Facilities	Bike/Ped Facilities
EDGE CONDITION	Park Plaza - Concrete (10' - 12' - 14' - 16' - 18' - 20' - 22' - 24' - 26' - 28' - 30' - 32' - 34' - 36' - 38' - 40' - 42' - 44' - 46' - 48' - 50' - 52' - 54' - 56' - 58' - 60' - 62' - 64' - 66' - 68' - 70' - 72' - 74' - 76' - 78' - 80' - 82' - 84' - 86' - 88' - 90' - 92' - 94' - 96' - 98' - 100')	Lighting	Lighting
TRAVEL LANE	2 lanes, 11' each	Landscaping	Landscaping



COMPLETE STREETS - ACCESS TO TRANSIT STUDY 41




Pros

- Potential reduction of speeds on SW Palm City Road.
- Potential reduction of traffic volumes on SW Palm City Road.
- Increased bicycle safety on SW Palm City Road.

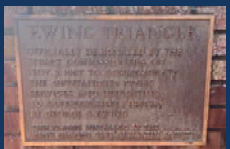
Cons

- Redistribution of traffic to US 1 and Kanner Highway intersection and other local streets, such as SW Indian Grove Drive, SW Winnachee Drive, S Manor Drive.

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SUMMARY OF ALTERNATIVES




Alternative	Traffic Operations	Physical Impacts	Opinion of Probable Cost	Goals & Objectives
1				
2				
3				
4				
5				
6	Alternative 6 could be inclusive with any of the above alternatives. The objective of Alternative 6 is to address vehicle speeds both southbound and northbound and safety along SW Palm City Road outside of the US 1 intersection limits.			

Legend

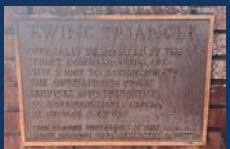
- Best
- ◐ Very Good
- ◑ Good
- ◒ OK
- Not Good

25





PAC GENERAL COMMENTS



General Comments

1. Concern about curb radii for delivery trucks to Publix and commercial businesses.
2. Concern of potential traffic operations of intersection and overall cost for Alternative 3.
3. Concern about the raised crosswalk at the southern end of the new southbound lane for Alternatives 4 and 5.
4. Consider including the Traffic Calming Alternative in combination with selected alternative to address the speeding along SW Palm City Road.

26



PAC PREFERRED ALTERNATIVES

ALTERNATIVE 1

ALTERNATIVE 2

27

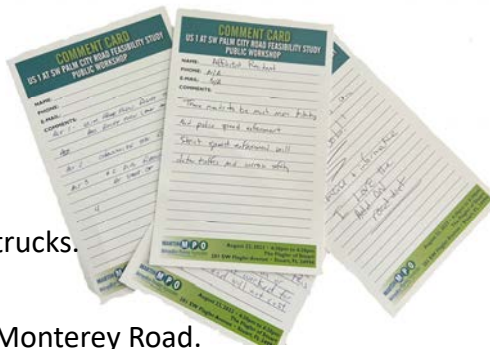
GENERAL PUBLIC COMMENTS






- Over 80 people in attendance
- Number of Written Comments: 23 comment cards filled out

General Comments

1. Need more enforcement for speeding and trucks.
2. Love the traffic calming alternative.
3. Need to address SW Palm City Road at SW Monterey Road.
4. These are all band-aids and don't address the real problem.
5. Multiuse path along SW Palm City Road.



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PUBLIC COMMENTS - ALTERNATIVE 1

General Comments

- I would like to see a blended hybrid of Alternative 1 and Alternative 3.
- If not completely closing it off, then leave as is.

Public Response to Alternatives

- Yes/Acceptable – 10
- Maybe – 6
- No/Doubtful – 28

29

PUBLIC COMMENTS - ALTERNATIVE 2

General Comments

- Look at a northbound right turn lane at the signal since there is a queue backup.

Public Response to Alternatives

- Yes/Acceptable – 0
- Maybe – 3
- No/Doubtful – 37

30

PUBLIC COMMENTS - ALTERNATIVE 3

General Comments

- Alternative 3 is the only option to slow traffic.
- Concern about access to business on east side of new island.

Public Response to Alternatives

- Yes/Acceptable – 30
- Maybe – 12
- No/Doubtful – 19

31

PUBLIC COMMENTS - ALTERNATIVE 4

General Comments

- Leave the slip lane as is, but add the raised crosswalk as proposed with Alternative 4.
- This alternative will not slow traffic along SW Palm City Road.

Public Response to Alternatives

- Yes/Acceptable – 33
- Maybe – 10
- No/Doubtful – 10

32

PUBLIC COMMENTS - ALTERNATIVE 5

ALTERNATIVE 5

- Elimination of Free-Flow Right-Turn & Replace w/ Green Space
- Construct Raised Crosswalk w/ Signing
- Construct Realigned SB Travel Lane
- Construct Right-Turn Lane w/ Deceleration Lane
- Modify Sidewalk to maintain access to Ewing Triangle
- Construct Sidewalk
- Construct Raised Island

MARTIN MPO
Metropolitan Planning Organization

THE CORRADINO GROUP

General Comments

- Strongly in favor of Alternative 5.
- Alternative 5 plus some reasonable non-speed bump calming could help the neighborhood feel.
- Modify to add traffic signal control for southbound right turn in sync with main intersection.
- Right-of-way/stop sign needs to be inverted at the merge point of southbound lane and eastbound approach.

Public Response to Alternatives

- Yes/Acceptable – 39
- Maybe – 4
- No/Doubtful – 7

33

PUBLIC COMMENTS – TRAFFIC CALMING ALT.

General Comments

- Love the traffic calming alternative!
- In addition to intersection improvement, it is imperative to install the traffic calming alternative.
- Definitely need the traffic calming in addition to whatever option is chosen!
- Speed table or speed bumps does not slow traffic down.

SW PALM CITY ROAD TRAFFIC CALMING ALTERNATIVE

MARTIN MPO
Metropolitan Planning Organization

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Public Response to Alternatives

- Yes – 57
- No – 3

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PREFERRED ALTERNATIVE (PUBLIC WORKSHOP)

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
YES/Acceptable	10	0	30	33	39
Maybe	6	3	12	10	4
NO/Doubtful	28	37	19	10	7



35

PREFERRED ALTERNATIVE (PUBLIC WORKSHOP)



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CITY COMMISSION RECOMMENDATION?

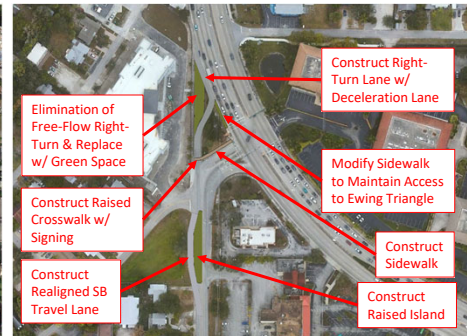
We need your recommendation and support to move the project forward!



ALTERNATIVE 1



ALTERNATIVE 2



ALTERNATIVE 5




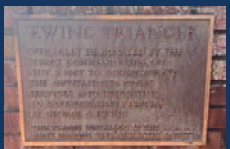
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NEXT STEPS



- CAC/BPAC/TAC – September 6 & 11, 2023
- MPO – September 18, 2023
- Joint CAC/BPAC/TAC – December 4, 2023
- MPO Meeting/Final Report – December 11, 2023



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Q & A

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US 1 AT SW PALM CITY ROAD FEASIBILITY STUDY EXISTING CONDITIONS



**US 1/SR 5/Federal Highway at SW Palm City Road
Multimodal Intersection Improvement Feasibility Study**

Stuart, Florida

**EXISTING CONDITIONS
TECHNICAL MEMORANDUM**

Prepared For:
Martin MPO

Prepared By:
The Corradino Group
Franklin, TN

June 2023

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Introduction

The US 1/SR 5/Federal Highway at SW Palm City Road Multimodal Intersection Improvement Feasibility Study (US 1 at SW Palm City Road Feasibility Study) is identified for completion in the Martin MPO's FY22/23 – FY 23/24 Unified Planning Work Program. This Existing Conditions Report contains information on the data collected, the initial evaluations, the existing traffic operations, and documentation on the input from the initial Project Advisory Committee (PAC) meeting and first Public Workshop.

Project Information

The study area is located at City of Stuart, Martin County, Florida. The intent of the study is to improve safety and mobility for all modes at the US 1 at SW Palm City Road intersection, as well as manage speeds along SW Palm City Road. The scope of services includes identifying and evaluating conceptual alternatives and gathering input from the public and relevant stakeholders to recommend an alternative to eliminate the uncontrolled right turn from southbound US 1 onto southbound SW Palm City Road and deter traffic from using SW Palm City Road.



Traffic Data Collection

Corradino collected and reviewed available FDOT and Martin County traffic data in the immediate vicinity of the study intersection. Florida Traffic Online site provides online access to the Florida Department of Transportation’s (FDOT) Traffic Information. The traffic information accessible through this site is released annually. Initial traffic data was collected through this online website to provide an overview of the traffic characteristics and movements in and around the study area. This site provided traffic data on AADT, AM Peak, and PM Peak periods. **Figure 1** shows the map for AADTs in the study area. **Table 1** shows the summary of peak hour periods.

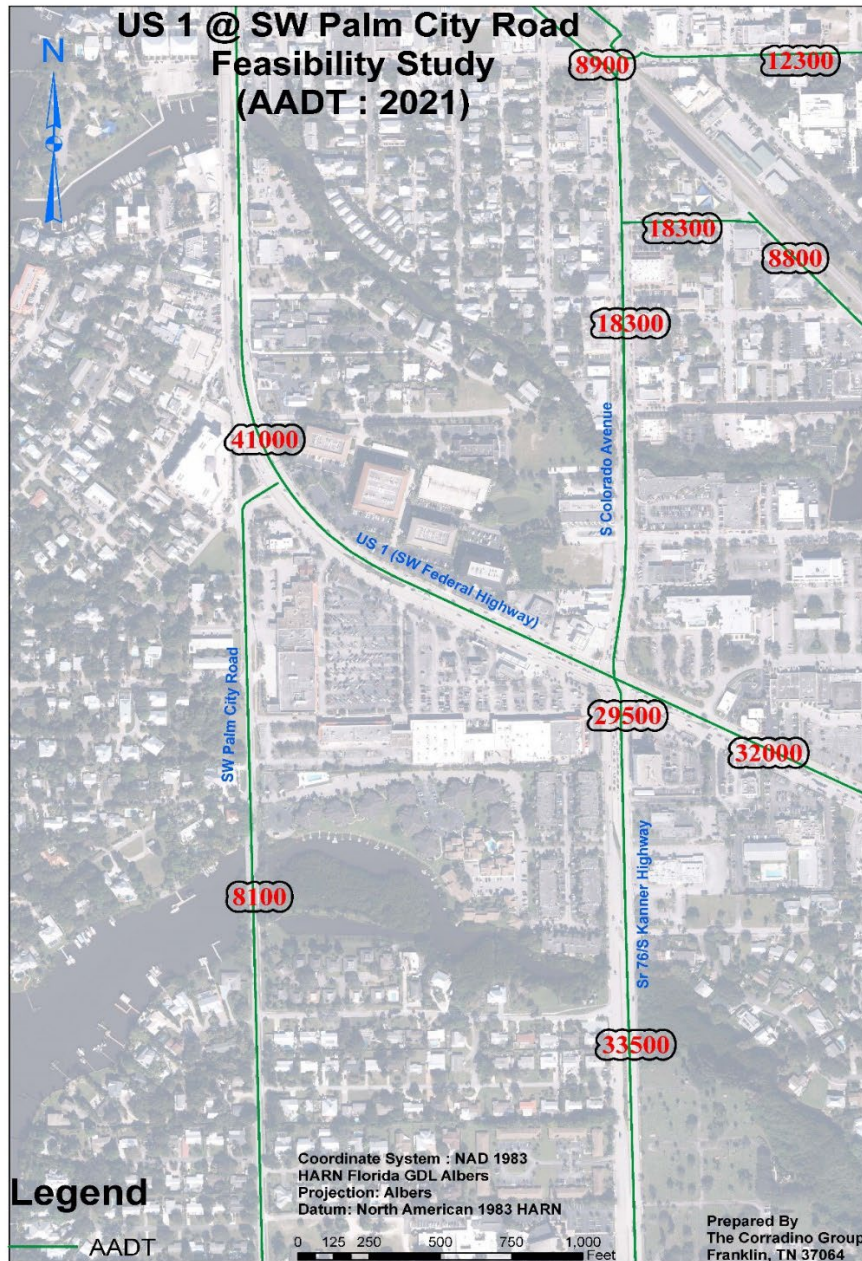


Figure 1 Study Area AADTs

Table 1
Study Area Peak Hour

ID (Portable Traffic Monitoring Site)	Road Name	Direction	AM Peak Hour	PM Peak Hour
898509	SW Palm City Road	Northbound	7:45-8:45	4:30-5:30
		Southbound	7:30-8:30	4:30-5:30
		Combined	7:45-8:45	4:30-5:30
895003	S Kanner Highway	Northbound	8:00-9:00	3:00-4:00
		Southbound	7:15-8:15	4:30-5:30
		Combined	7:45-8:45	4:30-5:30
895006	US 1	Northbound/Westbound	8:45-9:45	4:30-5:30
		Southbound/Eastbound	7:15-8:15	12:00-1:00
		Combined	8:00-9:00	4:30-5:30
895030	S Colorado Avenue	Data not available		

The table shows that the AM and PM Peak period varies between 7:45 AM – 9:00 AM and 4:30 PM - 5:30 PM, respectively. The peak period data for the midday period was not available as part of the portable traffic monitoring site. Therefore, traffic data collected by Martin County Traffic Division near the SW Palm City Road slip ramp from January 18, 2023 through January 23, 2023 was reviewed and consulted to obtain an understanding of the peak traffic periods in the specific area of the US 1 and SW Palm City Road intersection.

Based on the collected traffic data and on-site observations, it was determined a considerable amount of traffic travels on the southbound slip ramp between 12:00 PM and 3:00 PM. Based on this information, Corradino identified the AM and Midday/PM traffic movement count periods to be 7:00 AM – 9:00 AM, and 12:00 PM – 6:00 PM, respectively. Once the count periods were identified, turning movement counts were collected at each of the study area intersections listed below:

- US 1 and SW Palm City Road
- US 1 and S Kanner Highway/S Colorado Avenue
- S Kanner Highway and SW Monterey Road

Additionally, Corradino collected average daily traffic (ADT) counts with speed data at the following locations:

- Slip ramp from US 1 to SW Palm City Road – southbound free-flow movement
- SW Palm City Road – just south of SW Riverview Street

General Data Collection

In addition to the traffic data, Corradino collected and analyzed relevant data from available sources, including outreach partner agencies for traffic signal timings, land use, crash history, transit operations, bicycle and pedestrian traffic & infrastructure, activity data and programmed projects. As part of programmed projects, the following studies and plans were collected:

- FDOT Resurfacing Project (FM 446110-1)
- FDOT Right Turn Lane Project (FM 446257-1)
- The Intersection Operations Study – City of Stuart, prepared by FDOT (June 2014)
- Preliminary Multimodal Project Recommendations and Corridor-Wide Strategies (June 2015)
- Martin MPO Bicycle, Pedestrian & Trails Master Plan (November 2017)
- Martin MPO Complete Streets: Access to Transit Study (June 2020)
- City of Stuart Federal Highway Master Plan (August 2021)



Field Review

Corradino conducted a field review of the intersection and the study area. The field review was conducted on January 30, 2023, and January 31, 2023, during the AM, Midday and PM Peak periods. During the site visit, Corradino gathered data on intersection sight distance, constraints or potential conflicts related to utilities, geometrics, property/ROW, visible ground features, buildings, etc.

In this visit, traffic operations, pedestrian activities, and heavy vehicle movements in the study area were also monitored closely and notes were taken. Some of the key observations from the site visit are provided below:

- Vehicles utilizing the free flow right-turn (slip ramp) from US 1 to SW Palm City Road continue through at or above the posted speed limit.
- The free-flow (slip ramp) right-turn volume doesn't appear to be heavily impacted by congestion levels along US 1. Throughout the day, a significant percentage of vehicles utilize the slip ramp even when US 1 appears to not be overly congested.
- There is some pedestrian activity along US 1 in the vicinity of the US 1 and SW Palm City Road intersection. Pedestrians appear to traverse to/from the immediate adjacent residential areas to the Publix shopping center area. Several pedestrians were observed crossing the slip ramp.
- There are rumble strips on the slip-ramp, however, they appear to be significantly worn down and are not effective in slowing traffic speeds.
- There is a brick wall/monument located in the triangular island. The monument has a plaque stating:
 - "Ewing Triangle – Officially designated by the Stuart Commissions on Nov. 9, 1987 to commemorate the outstanding public services and dedication to conservation policies by George S. Ewing. This plaque installed by the Men's Garden Club of Martin County."



- There are a variety of utilities located within the Ewing Triangle and throughout the intersection area. These utilities will conflict with the various intersection modification concepts.
- With any modification to the US 1 curb line on the west side of the intersection, the traffic signal will be impacted and may require a significant modification or total rebuild.
- During the PM period, there is a significant southbound queue on SW Palm City Road at SR 714 (SW Monterey Road).
- Overall, the signal operation at US 1 and SW Palm City Road appears to function acceptably during non-peak periods.

Multimodal Evaluation

Sidewalks/Crosswalks

Sidewalks are available along SW Palm City Road and US 1 in the study area. However, there are no physical barriers to protect pedestrians. Physical barriers have the added benefit of providing speed reduction and further enhancing the safety of all roadway users when the barrier is on-street parking, etc. that creates a buffer zone between the pedestrians and vehicular traffic. There are no facilities (e.g., bike lanes, shared use path) existing for bicyclists in the vicinity of the intersection of SW Palm City Road and US 1.

In the study intersection, marked crosswalks are provided on the north, east and west legs of the intersection. During this site visit, these crosswalks were worn out not highly visible to the users. Additionally, a marked crosswalk is located along US 1 for crossing the slip ramp to SW Palm City Road.

Public Transit

Marty On The Move is a public transit system operated by Martin County Public Transit. *Marty on the Move* (the 2020-2029 Transit Development Plan) is consistent with the requirements of the State of Florida Public Transit Block Grant Program. There are two Marty bus routes with stops on US 1 in Stuart. The US 1 and SW Palm City Road study area intersection is located on Route 1 that runs the length of US 1 from SE Cove Road to the south to the Treasure Coast Connector which operates in St. Lucie County to the north. However, there are no stops within the functional area of the study intersection. The nearest stops on US 1 are located south of the study intersection near the interaction with S Kanner Highway/S Colorado Avenue.

Bicycles and Pedestrian Counts

To understand the bicycle and pedestrian movement at the intersection of SW Palm City Road slip ramp and US 1, bicycle and pedestrian movement counts were collected from Martin County Traffic Division. The following graphic (**Figure 2**) depicts the count from January 18th through January 23rd. The graphic also shows the amount of traffic taking a right from US 1 onto the SW Palm City Road slip ramp. It is evident from the figure that a substantial number of bicyclists and pedestrians travel northbound and southbound while crossing the slip ramp.

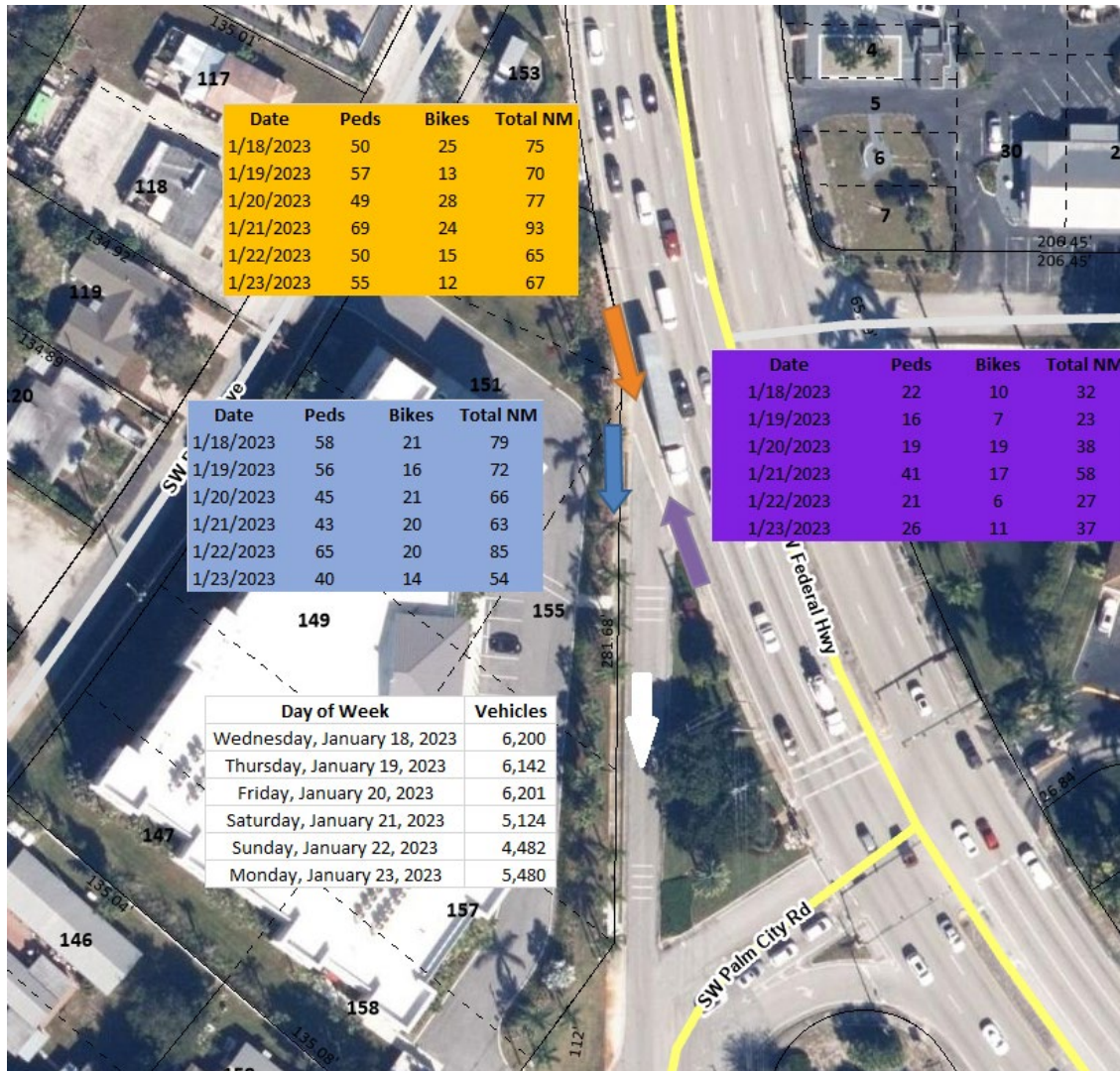


Figure 2 Bicycle and Pedestrian Movements and Counts

Literature Review

A thorough review of the recent state and local plans and studies related to the bicycle and pedestrian traffic was conducted to better understand the potential future improvements in the study area. After careful evaluation, the following reports were found to relate to the study area and details related to the study are provided:

- Preliminary Multimodal Project Recommendations and Corridor-Wide Strategies (June 2015)
- Martin MPO Bicycle, Pedestrian & Trails Master Plan (November 2017)
- Martin MPO Complete Streets: Access to Transit (June 2020)
- City of Stuart Federal Highway Master Plan (August 2021)

Preliminary Multimodal Project Recommendations and Corridor-Wide Strategies (June 2015)

This study identified potential multimodal infrastructure projects and strategies designed to support the overall goal of increasing mobility options along the US 1 Corridor. The summary of the recommended improvements is outlined in **Table 2** and **Figure 3**.



Figure 3 Study Area Multimodal Recommendations

(Source: Preliminary Multimodal Project Recommendations and Corridor-Wide Strategies, June 2015)

Table 2
Study Area Recommended Multimodal Projects
 (Source: Preliminary Multimodal Project Recommendations and Corridor-Wide Strategies, June 2015)

ID	Location	Description
1	Intersection south leg	Consider installing a crosswalk across the southern leg of US 1; would require pulling the northbound US 1 stop bars back to the median nose.
2	Southbound right-turn slip lane	The southbound “slip lane” from US 1 onto SW Palm City Road allows for high-speed right turn movements and reduces the likelihood that drivers will yield to non-motorized users traveling along the west side of US 1. Drivers that do stop/slow in the outside lane to yield may create rear-end and sideswipe crash risks. This high-speed movement may also contribute to speeding along SW Palm City Road, a known cut-through route from southbound US 1 to westbound SR 714 (SW Monterey Road). Evaluate closing the southbound slip-lane and reconstructing the existing island to accommodate a channelized right turn lane along southbound US 1 with a raised pedestrian island. Design of the right turn lane and smaller, right turn island should be done in such a way as to avoid relocation of the electric transmission pole. Access to the property between SW Palm City Road and SW Bryant Ave may be provided by a driveway in the right turn lane.

Martin MPO Bicycle, Pedestrian & Trails Master Plan (November 2017)

The Master Plan builds from the non-motorized transportation foundation set by the 2040 Long Range Transportation Plan (LRTP), known as Moving Martin Forward, and prior plans and studies including the Bicycle and Pedestrian Action Plan. This study recommends building a bike lane on SW Palm City Road (**Figure 4**). The project length extends from US 1 to SW Monterey Road. The following guidance is provided for this recommended bike lane:

- A portion of a roadway designated through pavement markings and striping for exclusive or preferential use by bicyclists, typically 4 or 5 feet wide.
- Route, way-finding signage, and pavement markings to guide bicyclists and raise driver awareness at key locations.
- Can be enhanced by green pavement marking, which will increase visibility.

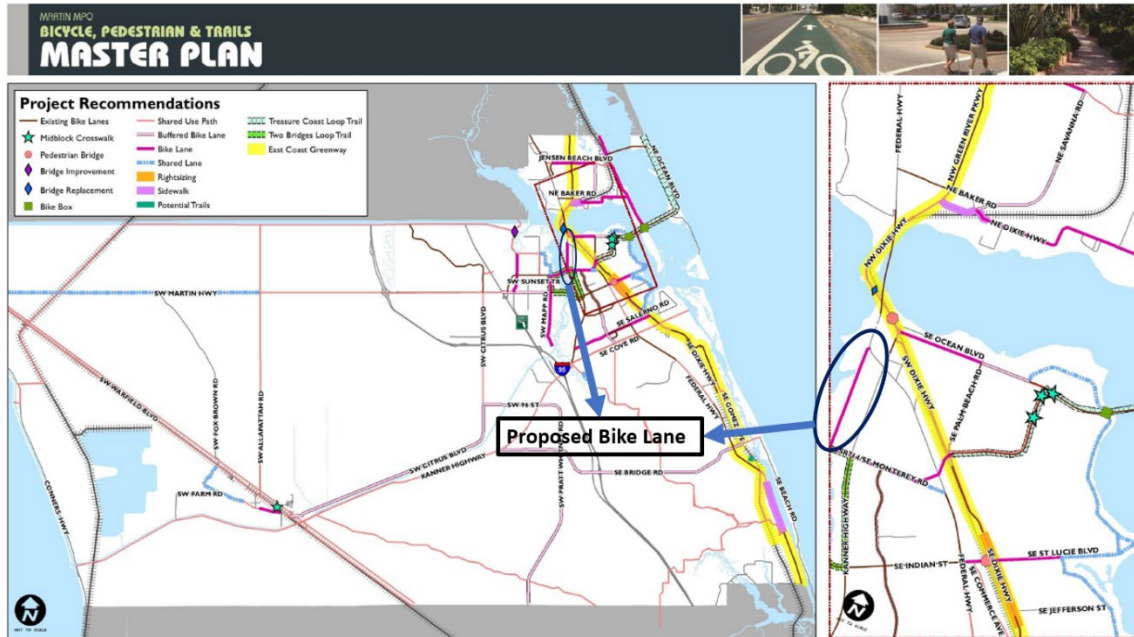


Figure 4 Proposed Bike Lane on SW Palm City Road
 (Source: Martin MPO Bicycle, Pedestrian & Trails Master Plan, November 2017)

Martin MPO Complete Streets: Access to Transit (June 2020)

The purpose of the MPO’s Complete Streets: Access to Transit Study is to improve efficiency, effectiveness and safety for transit users; enhance safety, functionality, and quality of life; and expand the economic benefits to the community. As a representative Tier One segment in the study, the conceptual design recommendations for SW Palm City Road included:

- Installing curb and gutter on the west side of the roadway for improved stormwater treatment.
- Installing new raised, painted bike lanes.
- Installing a new 10’ shared-use path on the east side of the roadway.
- Improving the sidewalk connectivity with a 6’ sidewalk on the west side of the roadway.
- Installing new lighted, raised, colored crosswalk/speed tables.
- Installing new pedestrian scaled lighting.
- Installing new consistent shade trees.

The conceptual design from the study is shown in **Figure 5**.

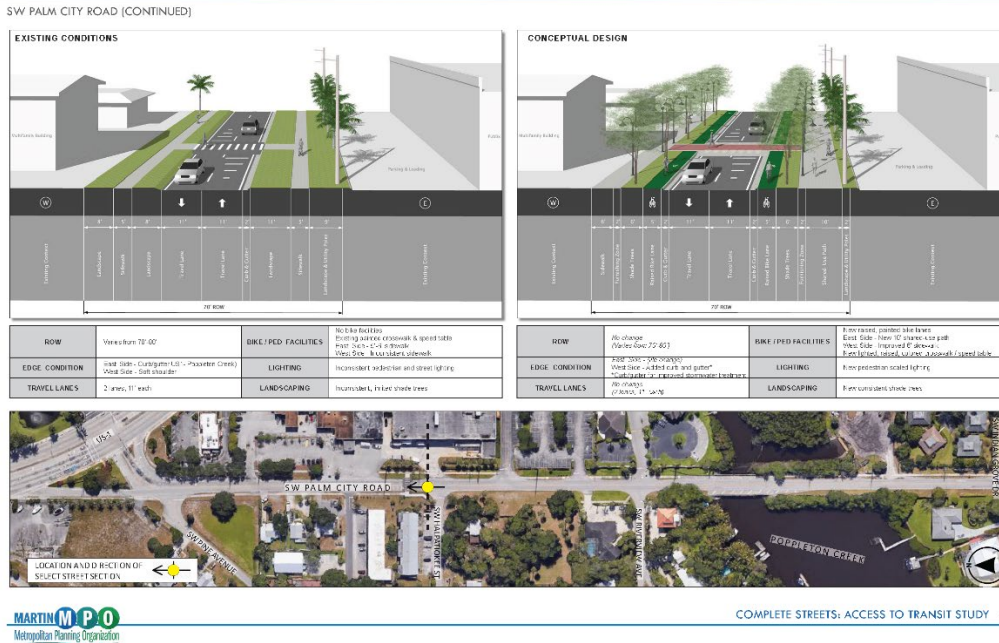


Figure 5 Complete Streets Concept on SW Palm City Road
(Source: Martin MPO Complete Streets: Access to Transit, June 2020)

City of Stuart Federal Highway Master Plan (August 2021)

In coordination with the City of Stuart and with funding from the Department of Economic Opportunity the developed Master Plan provides clear design recommendations for detailed urban design and redevelopment scenarios along the Federal Highway corridor in Stuart. Through this study, it has been noted that there are inconsistencies between the assigned Future Land Use (FLU) designations and Zoning categories and the desired community vision and national and regional market trends. For this reason, the study recommends investigating the assignment of land to Commercial FLU and B-1 Zoning through much of the corridor. This redevelopment plan illustrates concepts for the Publix shopping center at the SW corner of US 1 and Kanner Highway.

Publix redevelopment plan proposes a shift in land uses favoring in-town residential. In addition, this plan recommends rebuilding Publix in an urban multi-story format. An obvious benefit to the multi-story store and structured parking is that far less land is consumed with asphalt. This creates other redevelopment opportunities and can make bicycle and pedestrian access safer and more inviting which is essential for those who might be transit dependent. In addition, the removal of surface parking greatly reduces heat gain and can enable more robust landscaping.

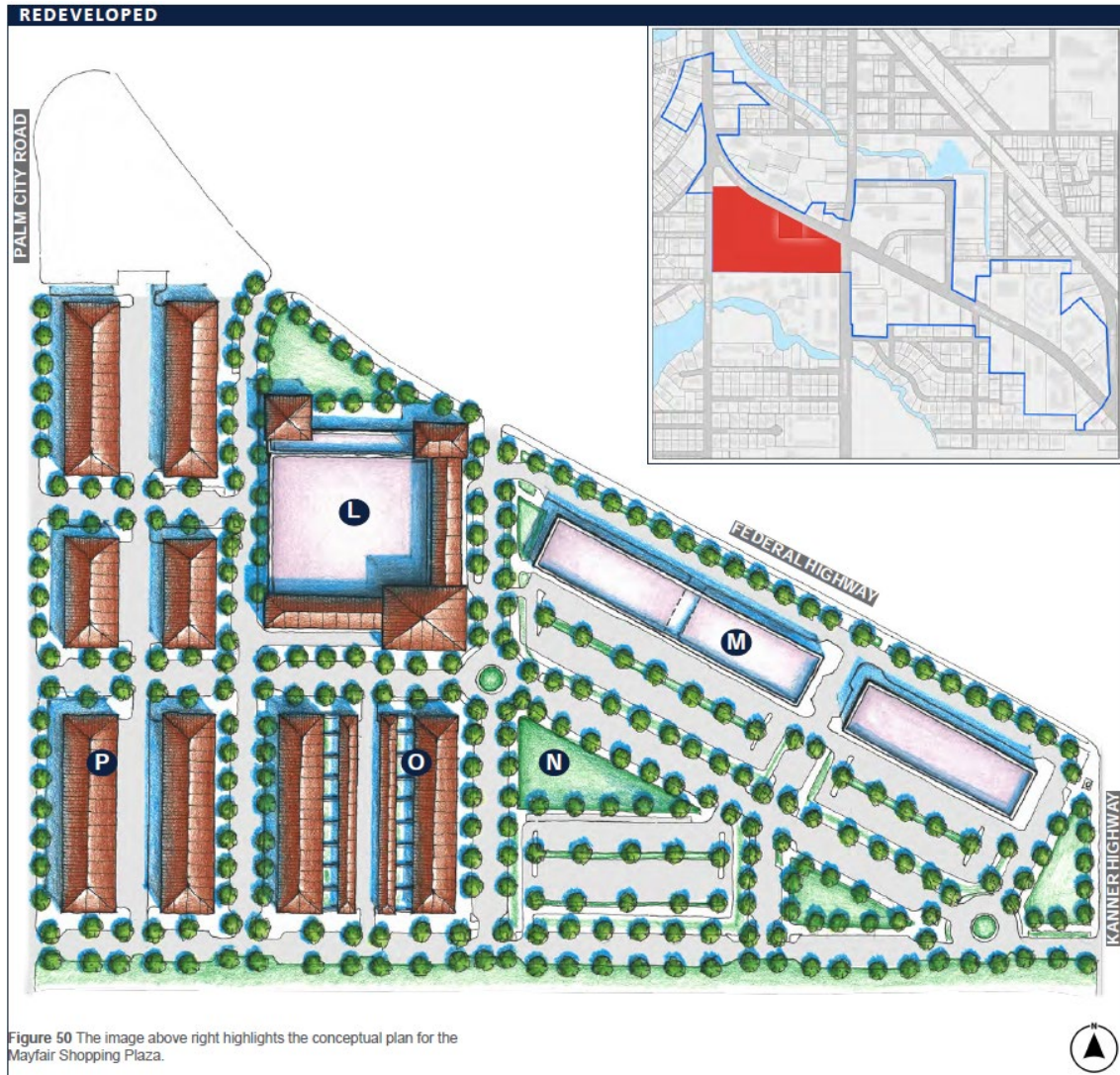


Figure 6 Publix Redevelopment Plan
(Source: City of Stuart Federal Highway Master Plan, August 2021)

Crash History

Crash data for the study area was collected from Signal Four Analytics website for years 2018 through January 2023. The crash data included crashes that occurred on US 1 (between SW St Lucie Crescent and Publix North Access) and SW Palm City Road (between US 1 and SW Halpatiokee Street). Details of every crash was provided with different crash category: event, driver, vehicle etc. At first, crashes were compiled together using the crash report number. After that, crashes were separated for SW Palm City Road and the intersection of US 1 and SW Palm City Road. The summary of crash history is provided in **Table 3**. **Figure 7** shows the crashes for the study area in a map.

Table 3
Study Area Crash History

Intersection of US 1 & SW Palm City Road				
Collision Type	Injury	No Injury	Serious Injury	Total
Rear End	9	30	0	39
Sideswipe	0	13	0	13
Left Turn	4	0	0	4
Others	4	3	1	8
Total	17	46	1	64
Palm City Road				
Collision Type	Injury	No Injury	Serious Injury	Total
Head On	1	0	0	1
Left Turn	0	2	0	2
Off Road	2	2	0	4
Other	0	1	0	1
Rear End	0	6	0	6
Sideswipe	0	1	0	1
Total	3	12	0	15

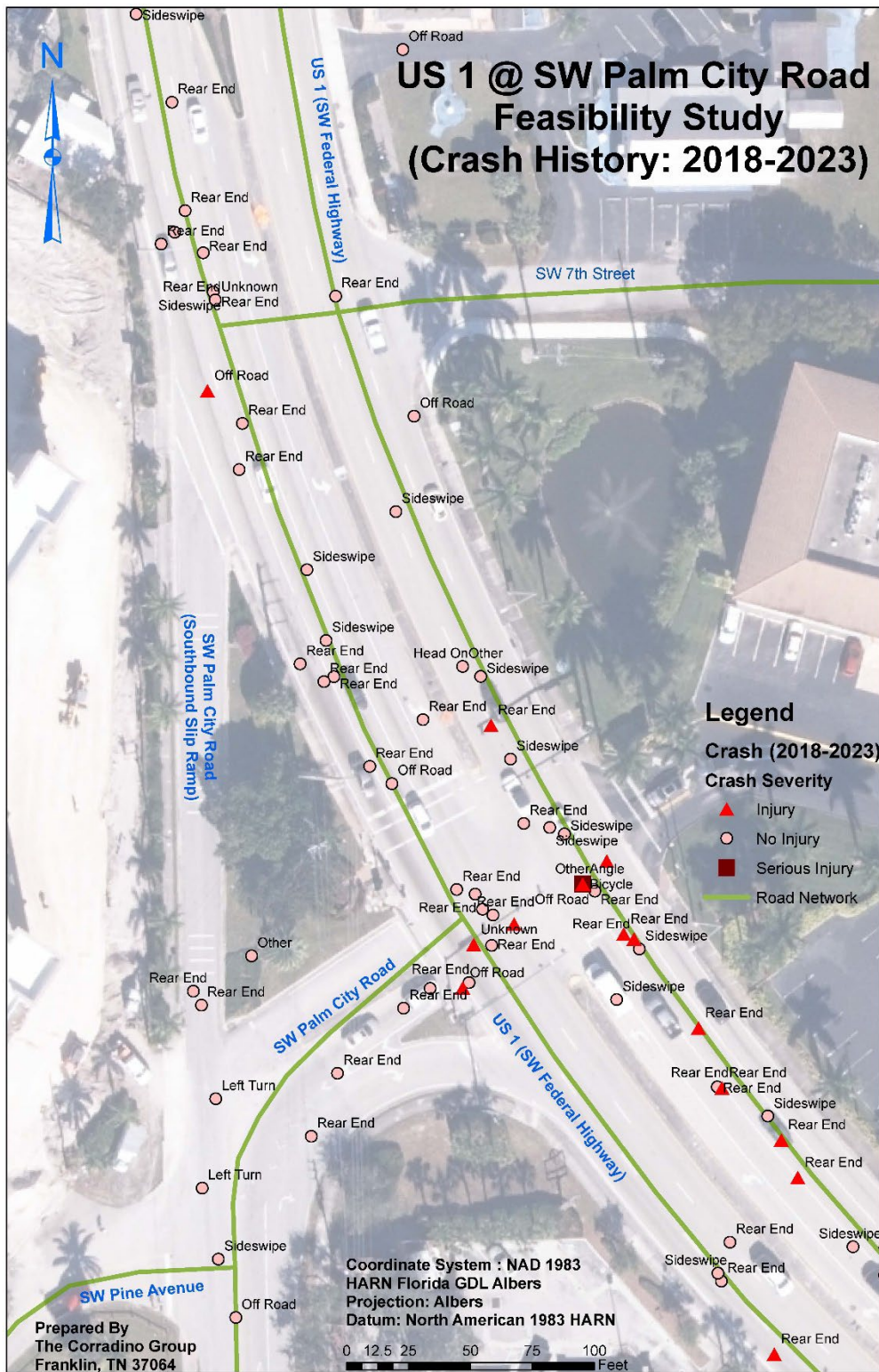


Figure 7 Study Area Crash Diagram

At the intersection of US 1 and SW Palm City Road, most of the crashes are non-injury crashes. The governing crash collision types are rear-end and sideswipe. On the corridor of SW Palm City Road, the crashes are mostly due to rear-end collisions and road departure.

There are a total of 3 non-motorist crashes in the study area. Two of them are bicycle injury crashes and one is related to a pedestrian serious injury crash. According to the crash data, one pedestrian and one bicycle crash occurred on the intersection of US 1 and Palm City Road. Another bicycle crash occurred at the intersection of US 1 and SW McPherson Street.

Existing Traffic Operations

Traffic counts were collected on Tuesday, February 28, 2023, during the AM and Midday/PM peak periods while school was in full session. The AM and Midday/PM period was from 7:00 AM – 9:00 AM and 12:00 PM - 6:00 PM, respectively. The turning movement count sheets are included in **Appendix A**.

Operational analysis of the roadway network in the study area was conducted using the latest version of Synchro Traffic Analysis Software. The operational analysis resulted in a Level of Service (LOS) for each intersection during the AM and Midday/PM peak periods.

The LOS is based on the industry standard outlined in the *Highway Capacity Manual 2010*. The LOS results range from an “A” to an “F” with “A” being the best and “F” the worst. For intersections, the LOS is based on the volume-to-capacity ratio and amount of delay experienced by each movement. As shown in **Table 4**, for unsignalized intersections, the LOS is reported for critical turning movements based on delay and volume-to-capacity (v/c) ratio, and for signalized intersection the LOS is reported for each approach and for the overall intersection based on delay.

The LOS for the existing traffic volumes at the study intersections is shown in **Table 5** and **Appendix B** contains the LOS reports.

Table 4
LOS Ranges

LOS	Control Delay/Vehicle (s/veh)	
	Unsignalized	Signalized
A	0 – 10	≤ 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

Table 5
Existing Conditions LOS Analysis

Intersection	Movement	AM Peak				PM Peak			
		LOS	Delay	95 th % Q	V/C	LOS	Delay	95 th % Q	V/C
US 1 and SW Palm City Road	Eastbound Through/Left-Turn	F	90.6	349	0.85	F	102.7	#587	0.92
	Eastbound Approach	F	90.6	-	-	F	102.7	-	-
	Westbound Through/Left-Turn	F	94.1	29	0.17	F	95.6	66	0.52
	Westbound Right-Turn	F	84.8	0	0.03	F	90.2	0	0.17
	Westbound Approach	F	91.2	-	-	F	93.3	-	-
	Northbound Left-Turn	E	79.0	m54	0.51	F	84.3	m41	0.54
	Northbound Through	E	59.2	m149	0.52	E	64.4	m581	0.79
	Northbound Through/Right-Turn	E	59.4	-	-	E	64.8	-	-
	Northbound Approach	E	59.9	-	-	E	64.9	-	-
	Southbound Left-Turn	D	42.8	106	0.21	E	74.1	15	0.05
	Southbound Through	C	22.0	819	0.77	C	25.5	484	0.59
	Southbound Through/Right-Turn	C	23.7	-	-	C	26.4	-	-
	Southbound Approach	C	23.1	-	-	C	25.9	-	-
	Overall Intersection	D	39.7	-	-	D	54.9	-	-
US 1 and SR 76/Kanner Highway	US 1 Eastbound Left-Turn	E	60.0	m246	0.62	E	64.4	245	0.41
	US 1 Eastbound Through	F	527.9	#1408	2.10	F	256.2	#929	1.37
	US 1 Eastbound Through /Right-Turn	F	563.0	-	-	F	262.9	-	-
	US 1 Eastbound Approach	F	498.0	-	-	F	241.5	-	-
	US 1 Westbound Left-Turn	F	179.8	#318	1.06	F	99.2	#440	0.91
	US 1 Westbound Through	F	384.8	#534	1.61	F	305.5	#1012	1.60
	US 1 Westbound Through /Right-Turn	F	401.6	-	-	F	311.9	-	-
	US 1 Westbound Approach	F	358.5	-	-	F	278.0	-	-
	Northbound Left-Turn	D	35.3	m255	0.56	E	59.9	#687	1.09
	Northbound Through	C	30.0	m270	0.51	D	39.4	283	0.44
	Northbound Right-Turn	-	-	m102	0.38	-	-	53	0.29
	Northbound Approach	C	32.6	-	-	D	51.8	-	-
	Southbound Left-Turn	F	85.5	166	0.67	F	117.3	#309	0.97
	Southbound Through	E	75.9	188	0.64	E	72.7	337	0.74
	Southbound Right-Turn	E	68.7	0	0.20	E	65.4	89	0.36
	Southbound Approach	E	77.2	-	-	E	79.5	-	-
Overall Intersection	F	310.8	-	-	F	184.9	-	-	
SR 76/S Kanner Highway and	Eastbound Left-Turn	F	94.3	#721	1.18	F	112.9	#397	1.02
	Eastbound Through	D	49.3	633	0.87	D	41.8	396	0.59
	Eastbound Right-Turn	C	35.0	55	0.26	C	34.5	0	0.12

SW Monterey Road	Eastbound Approach	E	67.1	-	-	E	68.4	-	-
	Westbound Left-Turn	F	92.1	#186	0.83	F	83.9	196	0.75
	Westbound Through	F	84.6	380	0.83	E	63.6	600	0.89
	Westbound Through/Right-Turn	F	84.9	-	-	E	63.3	-	-
	Westbound Approach	F	86.8	-	-	E	67.9	-	-
	Northbound Left-Turn	F	101.4	#391	0.94	F	125.5	#516	1.04
	Northbound Through	F	89.0	#425	0.99	F	81.1	#505	0.96
	Northbound Thru/Right-Turn	F	105.8	-	-	F	93.9	-	-
	Northbound Approach	F	96.0	-	-	F	93.7	-	-
	Southbound Left-Turn	E	64.9	m125	0.69	E	65.3	234	0.61
	Southbound Through	E	74.7	m218	0.98	E	69.2	#514	0.95
	Southbound Right-Turn	A	8.7	m34	0.31	D	51.3	493	0.70
	Southbound Approach	E	60.0	-	-	E	62.5	-	-
	Overall Intersection	E	74.8	-	-	E	73.3	-	-
SW Palm City Road and SW Pine Avenue	Eastbound Approach	C	16.2	3	0.02	C	18.4	3	0.03
	Westbound Approach	C	19.5	13	0.16	D	25.4	28	0.27

m = Volume for 95th percentile queue is metered by upstream signal

= 95th Percentile volume exceeds capacity, queue maybe longer

US 1 and SW Palm City Road

- Overall, the intersection operates at LOS D with an acceptable delay.
- All movements on eastbound approach of SW Palm City Road and Westbound Driveway approach operate at LOS F. This situation is common for low volume minor roads approaching high volume major roads. However, eastbound SW Palm City Road left-turn/thru movement has a 95th percentile queue length of 587 feet in the PM period that leads to traffic backing up beyond SW Indianola Street.
- The northbound US 1 approach movements operate at LOS E and/or worse. In the PM peak period, the northbound through movement has a 95th percentile queue length of 581 feet that leads to traffic backing up to the south access at the nearby Publix located on the west side of US 1.
- The southbound approach movements operate under LOS D or better with the exception of the southbound left-turn movement that operates at LOS E in the PM peak period. Despite having a LOS C, surprisingly, the southbound through movement has a 95th percentile queue length of 819 feet in the AM peak period.

US 1 @ SR 76/S. Kanner Highway

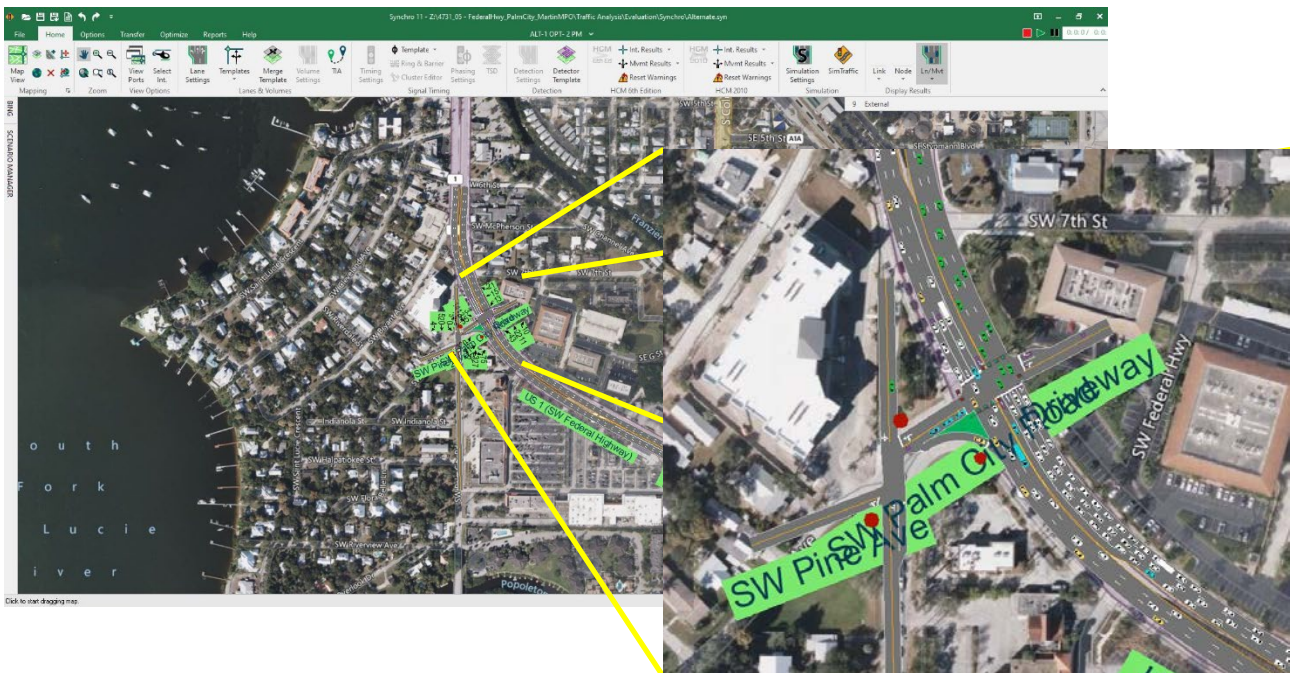
- Overall, the intersection operates at LOS F both in the AM peak and PM peak periods with a delay of 310.8 seconds and 184.9 seconds, respectively.
- The eastbound approach movements operate at LOS E or worse. Notably, in the AM peak period the eastbound through movement has a 95th percentile queue length of 1,408 feet that leads to traffic backing up upstream to the intersection of US 1 and SW Palm City Road. Also, in the

AM peak period, both eastbound through and shared through/right-turn movements have a delay of 527.9 seconds and 563.0 seconds, respectively.

- The US 1 westbound approach movements operate at LOS E or worse. In the PM peak period, the westbound through has a 95th percentile queue length of 1,012 feet. The 95th percentile queue for the US 1 westbound left-turn volume exceeds capacity both in the AM peak and PM peak periods.
- The northbound approach movements operate at LOS D or better except northbound left-turn movement that operates at LOS E in the PM peak period with a 95th queue length of 687 feet which exceeds existing turn lane capacity.
- The southbound approach movements operate at LOS E or worse. In the PM peak period, the southbound left-turn 95th percentile volume exceeds existing turn lane capacity.

SR 76/S Kanner Highway @ SW Monterey Road

- Overall, the intersection operates at LOS E in the AM Peak and PM peak periods.
- The eastbound through and right-turn movement operates at LOS D or better. However, the eastbound left-turn movement 95th percentile volume exceeds capacity both in the AM peak and PM peak periods. Also, the eastbound through movement has a 95th percentile queue length of 600 feet.
- The westbound approach movements operate at LOS E or worse both in the AM peak and PM peak periods. The westbound through has a 95th percentile queue length of 600 feet in the PM peak period.
- The northbound approach movements operate at LOS E or worse both in the AM peak and PM peak periods. The westbound through has a 95th percentile queue length of 600 feet in the PM peak period. The northbound left-turn movement 95th percentile volume exceeds capacity both in the AM peak and PM peak periods.
- The southbound approach, through, and left-turn movements operate at LOS E in the AM peak and PM peak periods.



Speed Analysis on SW Palm City Road

As previously noted, 24-hour speed data is collected on two locations on SW Palm City Road. Data analysis results are shown in **Table 6**, **Figure 8**, and **Figure 9**. As shown in the table, 10 mph Pace Speed, Average Speed and 85th Percentile Speed on both locations on SW Palm City Road are above the posted speed limit of 25 mph thus indicating a speeding problem.

Table 6
Speed Analysis on SW Palm City Road

Location	Direction	10 mph Pace Speed		Average Speed (mph)	85 th Percentile Speed (mph)	ADT
		Range (mph)	% Of Vehicle			
1- SW Palm City Road Slip Ramp- North of SW Pine Avenue	Southbound	24-33	66.9%	28	34	6,080
2- SW Palm City Road- South of SW Riverview Street	Bi-directional	27-36	75.8%	31	36	10,375
	Northbound	25-34	81.6%	30	34	3,740
	Southbound	28-37	73.2%	32	37	6,635

At Location 1- SW Palm City Road slip ramp, during every hour throughout the day, the % of traffic travelling above the posted speed limit (PSL) is inversely proportional to the total amount of traffic travelling within the same time period. Additionally, the percentage is even higher in the early AM and late PM periods.

However, at Location 2- south of SW Riverview Street, the percentage of traffic travelling above the posted speed limit is generally constant during each hour throughout the day.

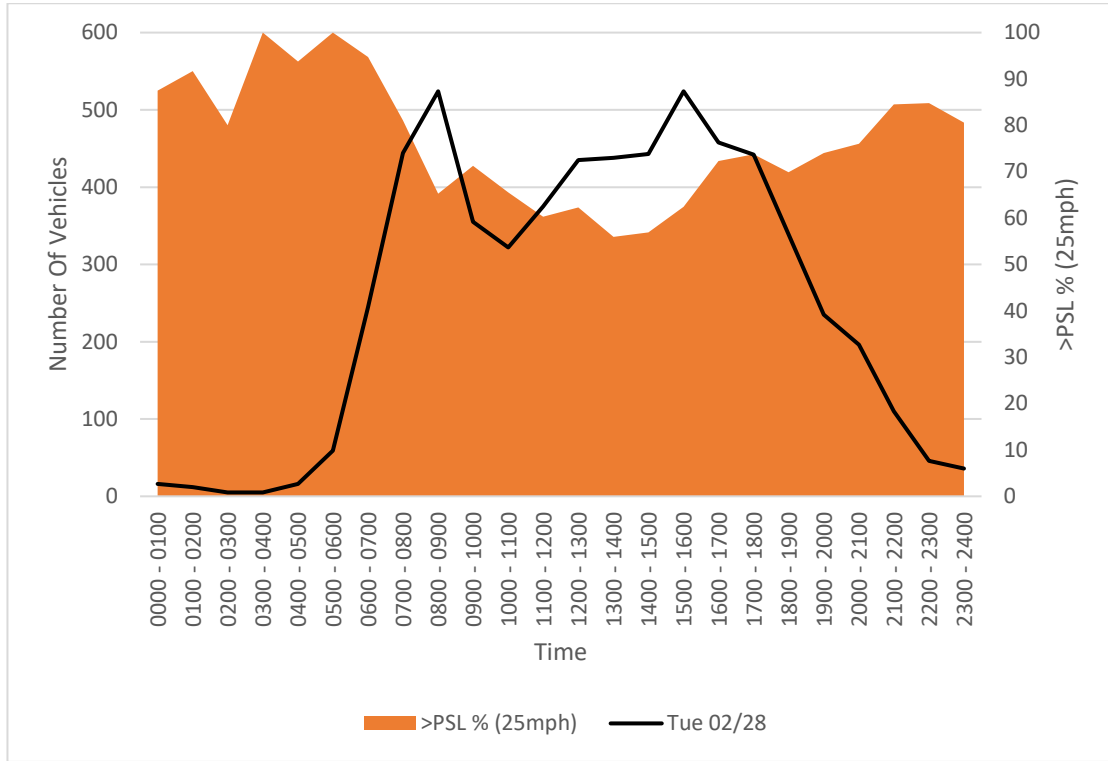


Figure 8 Number of Vehicles VS % PSL VS Time Graph (Location 1)

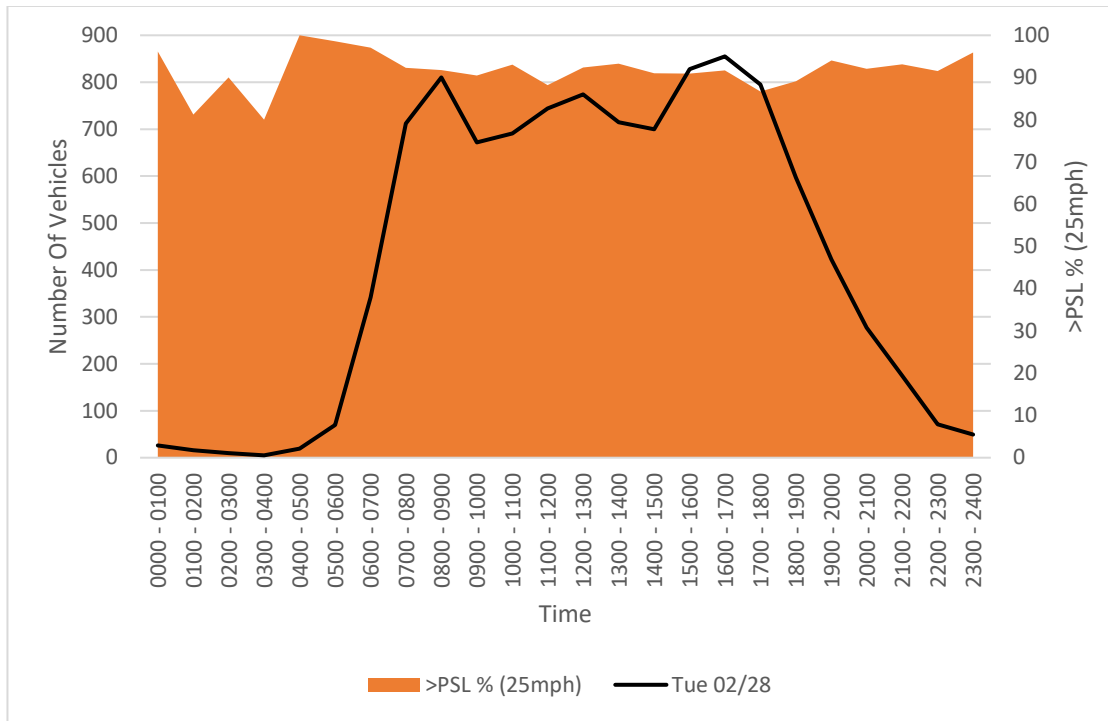


Figure 9 Number of Vehicles VS % PSL VS Time Graph (Location 2)

Meetings

Project Advisory Committee (PAC) Meeting

First PAC meeting was held on February 15, 2023, at 3:00 PM local time. This was an online meeting executed through Microsoft Teams. In total, 15 representatives from Martin MPO, City of Stuart Public Works, Martin County Public Works, Treasure Coast Regional Planning Council, FDOT, Cube Smart, and The Corradino Group attended the meeting. Corradino prepared a presentation for the meeting that included Introductions, Project Overview, Project Scope & Schedule, Overview of Data Collected, Initial Review & High-Level Ideas/Concepts, PAC Member Input and Next Steps for the project. A copy of the presentation along with the Meeting Minutes are included in **Appendix C**.

Public Workshop

The first Public Workshop was held on March 8, 2023, from 4:30 PM to 6:30 PM local time. This was an in-person meeting that took place at City of Stuart City Hall, Stuart, FL. The Workshop Flyer and neighborhood street signs were circulated in advance of the meeting to gain attendance. There was a total of 79 individuals that signed in for the Public Workshop. The prime objective of the Public Workshop was to get input from the community.

Corradino described the Workshop Format and provided a general Project Overview (e.g., study area, goals & objectives, and scope). Once the initial information was shared, there were breakout stations for the citizens to view and discuss the conceptual layouts, the data, the existing condition. Comment cards were provided so that each individual could write about their ideas in detail. A representative from Project Team (either the MPO or The Corradino Group) was present at each of the stations to help people understand the alternatives and answer their questions. This was a very interactive workshop with input from the attendees. Numerous comments from community people were received through comment cards, sketches on aerial photos, etc. A copy of the presentation from the workshop along with the details of comments are attached in **Appendix D**.



APPENDIX A
TRAFFIC DATA

 [Click here for Map](#)

Peak Hour Turning Movement Count

Stuart, FL



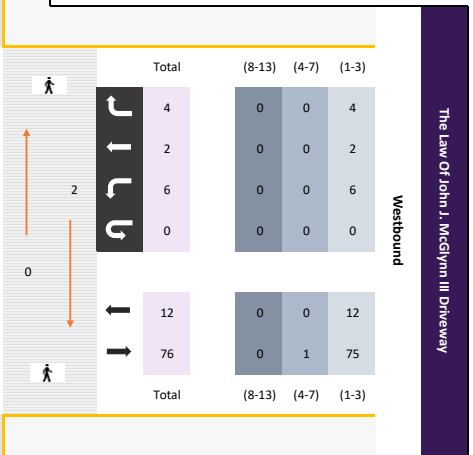
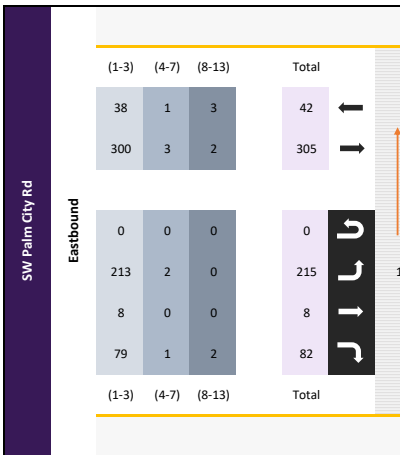
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Tuesday, February 28, 2023	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0800 - 0815	4	289	1	1	295	10	560	0	2	572	55	2	23	0	80	0	0	3	0	3	950
0815 - 0830	13	295	3	0	311	16	553	1	2	572	48	2	14	0	64	1	1	0	0	2	949
0830 - 0845	10	309	6	1	326	16	513	0	1	530	58	3	27	0	88	4	0	0	0	4	948
0845 - 0900	12	271	2	0	285	14	589	0	2	605	54	1	18	0	73	1	1	1	0	3	966
Total	39	1164	12	2	1217	56	2215	1	7	2279	215	8	82	0	305	6	2	4	0	12	3813
Approach %	3.20	95.65	0.99	0.16	-	2.46	97.19	0.04	0.31	-	70.49	2.62	26.89	0.00	-	50.00	16.67	33.33	0.00	-	-
PHF	0.75	0.94	0.50	0.50	0.93	0.88	0.94	0.25	0.88	0.94	0.93	0.67	0.76	0.00	0.87	0.38	0.50	0.33	0.00	0.75	0.99

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0800 - 0815	2	274	1	1	278	10	545	0	2	557	54	2	21	0	77	0	0	3	0	3	915
0815 - 0830	12	276	3	0	291	16	537	1	2	556	48	2	14	0	64	1	1	0	0	2	913
0830 - 0845	10	292	6	1	309	16	492	0	1	509	58	3	27	0	88	4	0	0	0	4	910
0845 - 0900	11	254	2	0	267	13	555	0	2	570	53	1	17	0	71	1	1	1	0	3	911
Total	35	1096	12	2	1145	55	2129	1	7	2192	213	8	79	0	300	6	2	4	0	12	3649
Approach %	3.06	95.72	1.05	0.17	-	2.51	97.13	0.05	0.32	-	71.00	2.67	26.33	0.00	-	50.00	16.67	33.33	0.00	-	-
PHF	0.73	0.94	0.50	0.50	0.93	0.86	0.96	0.25	0.88	0.96	0.92	0.67	0.73	0.00	0.85	0.38	0.50	0.33	0.00	0.75	1.00

Single Unit Trucks (4-7)


Time	Northbound					Southbound					Eastbound					Westbound					
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0800 - 0815	0	10	0	0	10	0	10	0	0	10	1	0	1	0	2	0	0	0	0	0	22
0815 - 0830	0	13	0	0	13	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	26
0830 - 0845	0	15	0	0	15	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	30
0845 - 0900	1	12	0	0	13	1	24	0	0	25	1	0	0	0	1	0	0	0	0	0	39
Total	1	50	0	0	51	1	62	0	0	63	2	0	1	0	3	0	0	0	0	0	117
Approach %	1.96	98.04	0.00	0.00	-	1.59	98.41	0.00	0.00	-	66.67	0.00	33.33	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.25	0.83	0.00	0.00	0.85	0.25	0.65	0.00	0.00	0.63	0.50	0.00	0.25	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.75

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0800 - 0815	2	5	0	0	7	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	13
0815 - 0830	1	6	0	0	7	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	10
0830 - 0845	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
0845 - 0900	0	5	0	0	5	0	10	0	0	10	0	0	1	0	1	0	0	0	0	0	16
Total	3	18	0	0	21	0	24	0	0	24	0	0	2	0	2	0	0	0	0	0	47
Approach %	14.29	85.71	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.38	0.75	0.00	0.00	0.75	0.00	0.60	0.00	0.00	0.60	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.73

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

 [Click here for Map](#)

Peak Hour Turning Movement Count

Stuart, FL



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Tuesday, February 28, 2023	
Period	1200 - 1800
Peak Hour	1530 - 1630

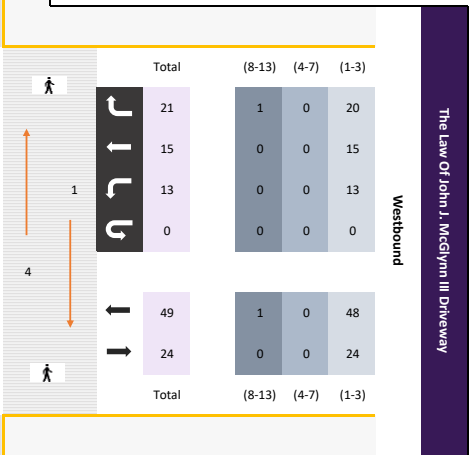
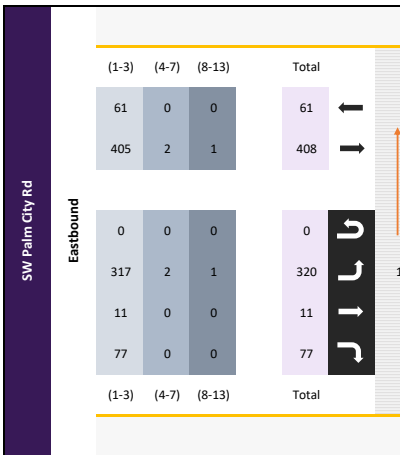
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound				
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway				
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total
1530 - 1545	7	576	3	1	587	0	347	0	4	351	69	4	15	0	88	5	3	3	0	11
1545 - 1600	10	551	1	2	564	0	392	0	2	394	75	1	21	0	97	1	1	4	0	6
1600 - 1615	12	540	3	1	556	0	345	2	10	357	79	4	18	0	101	5	6	9	0	20
1615 - 1630	14	544	3	1	562	3	329	1	5	338	97	2	23	0	122	2	5	5	0	12
Total	43	2211	10	5	2269	3	1413	3	21	1440	320	11	77	0	408	13	15	21	0	49
Approach %	1.90	97.44	0.44	0.22	-	0.21	98.13	0.21	1.46	-	78.43	2.70	18.87	0.00	-	26.53	30.61	42.86	0.00	-
PHF	0.77	0.96	0.83	0.63	0.97	0.25	0.90	0.38	0.53	0.91	0.82	0.69	0.84	0.00	0.84	0.65	0.63	0.58	0.00	0.61

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound				
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway				
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total
1530 - 1545	7	566	3	1	577	0	327	0	4	331	69	4	15	0	88	5	3	3	0	11
1545 - 1600	10	538	1	2	551	0	375	0	2	377	75	1	21	0	97	1	1	4	0	6
1600 - 1615	12	527	3	1	543	0	339	2	10	351	76	4	18	0	98	5	6	8	0	19
1615 - 1630	14	533	3	1	551	3	317	1	5	326	97	2	23	0	122	2	5	5	0	12
Total	43	2164	10	5	2222	3	1358	3	21	1385	317	11	77	0	405	13	15	20	0	48
Approach %	1.94	97.39	0.45	0.23	-	0.22	98.05	0.22	1.52	-	78.27	2.72	19.01	0.00	-	27.08	31.25	41.67	0.00	-
PHF	0.77	0.96	0.83	0.63	0.96	0.25	0.91	0.38	0.53	0.92	0.82	0.69	0.84	0.00	0.83	0.65	0.63	0.63	0.00	0.63

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound				
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway				
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total
1530 - 1545	0	10	0	0	10	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	9	0	0	9	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	13	0	0	13	0	5	0	0	5	2	0	0	0	2	0	0	0	0	0
1615 - 1630	0	10	0	0	10	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0
Total	0	42	0	0	42	0	46	0	0	46	2	0	0	0	2	0	0	0	0	0
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.00	0.81	0.00	0.00	0.81	0.00	0.72	0.00	0.00	0.72	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound				
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway				
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total
1530 - 1545	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1
1615 - 1630	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	5	0	9	0	0	9	1	0	0	0	1	0	0	1	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-
PHF	0.00	0.31	0.00	0.00	0.31	0.00	0.56	0.00	0.00	0.56	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.25

Bikes

Time	Northbound					Southbound					Eastbound					Westbound				
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway				
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



Stuart, FL

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Site 1 of 3

US-1 SW Federal Hwy (South)
 US-1 SW Federal Hwy (North)
 SW Palm City Rd
 The Law Of John J. McGlynn III Driveway

Date

Tuesday, February 28, 2023

Weather

Fair
 70°F

Lat/Long

27.193312°, -80.256652°

0700 - 0900 (Weekday 2h Session) (02-28-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	3	249	0	0	252	2	572	0	0	574	39	0	16	0	55	0	0	0	0	0	881
0715 - 0730	7	242	1	1	251	1	578	0	1	580	43	1	16	0	60	1	0	0	0	1	892
0730 - 0745	15	322	0	0	337	1	482	0	0	483	43	2	13	0	58	0	0	0	0	0	878
0745 - 0800	1	328	0	0	329	4	380	0	1	385	75	1	24	0	100	1	0	0	0	1	815
Hourly Total	26	1141	1	1	1169	8	2012	0	2	2022	200	4	69	0	273	2	0	0	0	2	3466
0800 - 0815	4	289	1	1	295	10	560	0	2	572	55	2	23	0	80	0	0	3	0	3	950
0815 - 0830	13	295	3	0	311	16	553	1	2	572	48	2	14	0	64	1	1	0	0	2	949
0830 - 0845	10	309	6	1	326	16	513	0	1	530	58	3	27	0	88	4	0	0	0	4	948
0845 - 0900	12	271	2	0	285	14	589	0	2	605	54	1	18	0	73	1	1	1	0	3	966
Hourly Total	39	1164	12	2	1217	56	2215	1	7	2279	215	8	82	0	305	6	2	4	0	12	3813
Grand Total	65	2305	13	3	2386	64	4227	1	9	4301	415	12	151	0	578	8	2	4	0	14	7279
Approach %	2.72	96.61	0.54	0.13	-	1.49	98.28	0.02	0.21	-	71.80	2.08	26.12	0.00	-	57.14	14.29	28.57	0.00	-	
Intersection %	0.89	31.67	0.18	0.04	32.78	0.88	58.07	0.01	0.12	59.09	5.70	0.16	2.07	0.00	7.94	0.11	0.03	0.05	0.00	0.19	
PHF	0.75	0.94	0.50	0.50	0.93	0.88	0.94	0.25	0.88	0.94	0.93	0.67	0.76	0.00	0.87	0.38	0.50	0.33	0.00	0.75	0.99

1200 - 1800 (Weekday 6h Session) (02-28-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1200 - 1215	13	393	4	4	414	3	398	0	6	407	62	1	22	0	85	3	2	6	0	11	917
1215 - 1230	9	435	5	4	453	3	388	1	5	397	71	5	23	0	99	3	2	4	0	9	958
1230 - 1245	4	400	2	2	408	4	402	0	2	408	67	2	26	0	95	0	2	0	0	2	913
1245 - 1300	11	393	5	0	409	5	362	0	6	373	48	3	23	0	74	1	4	5	0	10	866
Hourly Total	37	1621	16	10	1684	15	1550	1	19	1585	248	11	94	0	353	7	10	15	0	32	3654
1300 - 1315	9	449	2	1	461	3	395	0	3	401	58	2	21	0	81	3	1	5	0	9	952
1315 - 1330	18	379	4	5	406	7	383	1	6	397	53	3	22	0	78	3	0	0	0	3	884
1330 - 1345	11	433	5	1	450	3	324	1	2	330	48	0	19	0	67	3	0	3	0	6	853
1345 - 1400	6	422	3	3	434	7	418	0	4	429	49	1	20	0	70	5	0	2	0	7	940
Hourly Total	44	1683	14	10	1751	20	1520	2	15	1557	208	6	82	0	296	14	1	10	0	25	3629
1400 - 1415	11	402	1	2	416	6	369	1	2	378	47	1	25	0	73	9	1	4	0	14	881
1415 - 1430	6	474	4	0	484	6	425	2	3	436	51	3	25	0	79	2	0	3	0	5	1004
1430 - 1445	6	498	4	0	508	5	421	1	3	430	58	2	17	0	77	3	2	3	0	8	1023
1445 - 1500	5	448	4	2	459	4	361	3	1	369	52	2	22	0	76	4	3	1	0	8	912
Hourly Total	28	1822	13	4	1867	21	1576	7	9	1613	208	8	89	0	305	18	6	11	0	35	3820
1500 - 1515	2	533	1	0	536	3	377	0	2	382	69	3	12	1	85	2	1	3	0	6	1009
1515 - 1530	13	489	1	3	506	1	384	0	4	389	52	5	23	0	80	4	3	2	0	9	984
1530 - 1545	7	576	3	1	587	0	347	0	4	351	69	4	15	0	88	5	3	3	0	11	1037
1545 - 1600	10	551	1	2	564	0	392	0	2	394	75	1	21	0	97	1	1	4	0	6	1061
Hourly Total	32	2149	6	6	2193	4	1500	0	12	1516	265	13	71	1	350	12	8	12	0	32	4091
1600 - 1615	12	540	3	1	556	0	345	2	10	357	79	4	18	0	101	5	6	9	0	20	1034
1615 - 1630	14	544	3	1	562	3	329	1	5	338	97	2	23	0	122	2	5	5	0	12	1034
1630 - 1645	5	597	0	1	603	1	320	0	3	324	80	1	14	0	95	1	2	5	0	8	1030
1645 - 1700	6	540	1	0	547	1	316	0	9	326	81	2	17	0	100	1	2	6	0	9	982
Hourly Total	37	2221	7	3	2268	5	1310	3	27	1345	337	9	72	0	418	9	15	25	0	49	4080
1700 - 1715	6	591	2	0	599	0	315	0	5	320	90	3	10	0	103	4	0	11	0	15	1037
1715 - 1730	13	555	1	1	570	0	343	0	2	345	81	1	10	0	92	3	3	6	0	12	1019
1730 - 1745	8	607	0	3	618	2	381	1	5	389	75	0	14	0	89	3	4	5	0	12	1108
1745 - 1800	5	430	0	0	435	1	303	0	6	310	80	0	12	0	92	0	0	1	0	1	838
Hourly Total	32	2183	3	4	2222	3	1342	1	18	1364	326	4	46	0	376	10	7	23	0	40	4002
Grand Total	210	11679	59	37	11985	68	8798	14	100	8980	1592	51	454	1	2098	70	47	96	0	213	23276
Approach %	1.75	97.45	0.49	0.31	-	0.76	97.97	0.16	1.11	-	75.88	2.43	21.64	0.05	-	32.86	22.07	45.07	0.00	-	
Intersection %	0.90	50.18	0.25	0.16	51.49	0.29	37.80	0.06	0.43	38.58	6.84	0.22	1.95	0.00	9.01	0.30	0.20	0.41	0.00	0.92	
PHF	0.77	0.96	0.83	0.63	0.97	0.25	0.90	0.38	0.53	0.91	0.82	0.69	0.84	0.00	0.84	0.65	0.63	0.58	0.00	0.61	0.98

Classified Turn Movement Count || Passenger Vehicles (1-3)



Stuart, FL

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Site 1 of 3
 US-1 SW Federal Hwy (South)
 US-1 SW Federal Hwy (North)
 SW Palm City Rd
 The Law Of John J. McGlynn III Driveway

Date
 Tuesday, February 28, 2023

Weather
 Fair
 70°F

Lat/Long
 27.193312°, -80.256652°

0700 - 0900 (Weekday 2h Session) (02-28-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	3	228	0	0	231	2	564	0	0	566	37	0	15	0	52	0	0	0	0	0	849
0715 - 0730	5	224	1	1	231	1	564	0	0	565	43	1	16	0	60	1	0	0	0	1	857
0730 - 0745	13	307	0	0	320	1	470	0	0	471	43	2	13	0	58	0	0	0	0	0	849
0745 - 0800	0	308	0	0	308	4	368	0	1	373	74	1	23	0	98	1	0	0	0	1	780
Hourly Total	21	1067	1	1	1090	8	1966	0	1	1975	197	4	67	0	268	2	0	0	0	2	3335
0800 - 0815	2	274	1	1	278	10	545	0	2	557	54	2	21	0	77	0	0	3	0	3	915
0815 - 0830	12	276	3	0	291	16	537	1	2	556	48	2	14	0	64	1	1	0	0	2	913
0830 - 0845	10	292	6	1	309	16	492	0	1	509	58	3	27	0	88	4	0	0	0	4	910
0845 - 0900	11	254	2	0	267	13	555	0	2	570	53	1	17	0	71	1	1	1	0	3	911
Hourly Total	35	1096	12	2	1145	55	2129	1	7	2192	213	8	79	0	300	6	2	4	0	12	3649
Grand Total	56	2163	13	3	2235	63	4095	1	8	4167	410	12	146	0	568	8	2	4	0	14	6984
Approach %	2.51	96.78	0.58	0.13	-	1.51	98.27	0.02	0.19	-	72.18	2.11	25.70	0.00	-	57.14	14.29	28.57	0.00	-	
Intersection %	0.80	30.97	0.19	0.04	32.00	0.90	58.63	0.01	0.11	59.66	5.87	0.17	2.09	0.00	8.13	0.11	0.03	0.06	0.00	0.20	

1200 - 1800 (Weekday 6h Session) (02-28-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1200 - 1215	13	374	4	4	395	3	376	0	6	385	62	1	22	0	85	3	2	6	0	11	876
1215 - 1230	9	421	5	4	439	3	372	1	5	381	70	5	23	0	98	3	2	4	0	9	927
1230 - 1245	4	382	2	2	390	4	385	0	2	391	67	2	25	0	94	0	2	0	0	2	877
1245 - 1300	11	374	5	0	390	5	351	0	6	362	47	3	22	0	72	1	4	5	0	10	834
Hourly Total	37	1551	16	10	1614	15	1484	1	19	1519	246	11	92	0	349	7	10	15	0	32	3514
1300 - 1315	9	431	2	1	443	3	380	0	3	386	58	2	21	0	81	3	1	5	0	9	919
1315 - 1330	17	366	4	5	392	7	371	1	6	385	52	3	21	0	76	3	0	0	0	3	856
1330 - 1345	11	414	5	1	431	3	317	1	2	323	46	0	18	0	64	3	0	3	0	6	824
1345 - 1400	6	403	3	3	415	6	398	0	4	408	47	1	18	0	66	5	0	2	0	7	896
Hourly Total	43	1614	14	10	1681	19	1466	2	15	1502	203	6	78	0	287	14	1	10	0	25	3495
1400 - 1415	11	388	1	2	402	6	352	1	2	361	46	1	24	0	71	8	1	4	0	13	847
1415 - 1430	6	466	4	0	476	6	411	2	3	422	51	3	23	0	77	2	0	3	0	5	980
1430 - 1445	5	478	4	0	487	5	397	1	3	406	57	2	17	0	76	3	2	3	0	8	977
1445 - 1500	5	429	4	2	440	4	348	3	1	356	51	2	22	0	75	4	3	1	0	8	879
Hourly Total	27	1761	13	4	1805	21	1508	7	9	1545	205	8	86	0	299	17	6	11	0	34	3683
1500 - 1515	2	519	1	0	522	3	367	0	2	372	67	3	12	0	82	2	1	3	0	6	982
1515 - 1530	13	479	1	3	496	1	369	0	4	374	51	5	23	0	79	4	3	2	0	9	958
1530 - 1545	7	566	3	1	577	0	327	0	4	331	69	4	15	0	88	5	3	3	0	11	1007
1545 - 1600	10	538	1	2	551	0	375	0	2	377	75	1	21	0	97	1	1	4	0	6	1031
Hourly Total	32	2102	6	6	2146	4	1438	0	12	1454	262	13	71	0	346	12	8	12	0	32	3978
1600 - 1615	12	527	3	1	543	0	339	2	10	351	76	4	18	0	98	5	6	8	0	19	1011
1615 - 1630	14	533	3	1	551	3	317	1	5	326	97	2	23	0	122	2	5	5	0	12	1011
1630 - 1645	5	588	0	1	594	1	307	0	3	311	79	1	14	0	94	1	2	5	0	8	1007
1645 - 1700	5	532	1	0	538	1	307	0	9	317	81	2	17	0	100	1	2	6	0	9	964
Hourly Total	36	2180	7	3	2226	5	1270	3	27	1305	333	9	72	0	414	9	15	24	0	48	3993
1700 - 1715	6	587	2	0	595	0	310	0	5	315	89	3	10	0	102	4	0	11	0	15	1027
1715 - 1730	13	548	1	1	563	0	335	0	2	337	81	1	10	0	92	3	3	6	0	12	1004
1730 - 1745	8	598	0	3	609	2	378	1	5	386	74	0	14	0	88	3	4	5	0	12	1095
1745 - 1800	5	423	0	0	428	1	292	0	6	299	80	0	12	0	92	0	0	1	0	1	820
Hourly Total	32	2156	3	4	2195	3	1315	1	18	1337	324	4	46	0	374	10	7	23	0	40	3946
Grand Total	207	11364	59	37	11667	67	8481	14	100	8662	1573	51	445	0	2069	69	47	95	0	211	22609
Approach %	1.77	97.40	0.51	0.32	-	0.77	97.91	0.16	1.15	-	76.03	2.46	21.51	0.00	-	32.70	22.27	45.02	0.00	-	
Intersection %	0.92	50.26	0.26	0.16	51.60	0.30	37.51	0.06	0.44	38.31	6.96	0.23	1.97	0.00	9.15	0.31	0.21	0.42	0.00	0.93	

Classified Turn Movement Count || Single Unit Trucks (4-7)



Stuart, FL

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Site 1 of 3
 US-1 SW Federal Hwy (South)
 US-1 SW Federal Hwy (North)
 SW Palm City Rd
 The Law Of John J. McGlynn III Driveway

Date
 Tuesday, February 28, 2023

Weather
 Fair
 70°F

Lat/Long
 27.193312°, -80.256652°

0700 - 0900 (Weekday 2h Session) (02-28-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	15	0	0	15	0	6	0	0	6	1	0	1	0	2	0	0	0	0	0	23
0715 - 0730	2	14	0	0	16	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	25
0730 - 0745	2	12	0	0	14	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	22
0745 - 0800	1	16	0	0	17	0	10	0	0	10	1	0	0	0	1	0	0	0	0	0	28
Hourly Total	5	57	0	0	62	0	33	0	0	33	2	0	1	0	3	0	0	0	0	0	98
0800 - 0815	0	10	0	0	10	0	10	0	0	10	1	0	1	0	2	0	0	0	0	0	22
0815 - 0830	0	13	0	0	13	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	26
0830 - 0845	0	15	0	0	15	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	30
0845 - 0900	1	12	0	0	13	1	24	0	0	25	1	0	0	0	1	0	0	0	0	0	39
Hourly Total	1	50	0	0	51	1	62	0	0	63	2	0	1	0	3	0	0	0	0	0	117
Grand Total	6	107	0	0	113	1	95	0	0	96	4	0	2	0	6	0	0	0	0	0	215
Approach %	5.31	94.69	0.00	0.00	-	1.04	98.96	0.00	0.00	-	66.67	0.00	33.33	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	2.79	49.77	0.00	0.00	52.56	0.47	44.19	0.00	0.00	44.65	1.86	0.00	0.93	0.00	2.79	0.00	0.00	0.00	0.00	0.00	

1200 - 1800 (Weekday 6h Session) (02-28-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1200 - 1215	0	16	0	0	16	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	33
1215 - 1230	0	10	0	0	10	0	10	0	0	10	1	0	0	0	1	0	0	0	0	0	21
1230 - 1245	0	15	0	0	15	0	13	0	0	13	0	0	1	0	1	0	0	0	0	0	29
1245 - 1300	0	16	0	0	16	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0	25
Hourly Total	0	57	0	0	57	0	48	0	0	48	2	0	1	0	3	0	0	0	0	0	108
1300 - 1315	0	15	0	0	15	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	27
1315 - 1330	1	11	0	0	12	0	11	0	0	11	1	0	1	0	2	0	0	0	0	0	25
1330 - 1345	0	14	0	0	14	0	5	0	0	5	1	0	1	0	2	0	0	0	0	0	21
1345 - 1400	0	17	0	0	17	1	16	0	0	17	2	0	2	0	4	0	0	0	0	0	38
Hourly Total	1	57	0	0	58	1	44	0	0	45	4	0	4	0	8	0	0	0	0	0	111
1400 - 1415	0	10	0	0	10	0	13	0	0	13	1	0	1	0	2	1	0	0	0	1	26
1415 - 1430	0	7	0	0	7	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	16
1430 - 1445	1	15	0	0	16	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	34
1445 - 1500	0	16	0	0	16	0	10	0	0	10	1	0	0	0	1	0	0	0	0	0	27
Hourly Total	1	48	0	0	49	0	50	0	0	50	2	0	1	0	3	1	0	0	0	1	103
1500 - 1515	0	11	0	0	11	0	9	0	0	9	2	0	0	1	3	0	0	0	0	0	23
1515 - 1530	0	9	0	0	9	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	22
1530 - 1545	0	10	0	0	10	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	26
1545 - 1600	0	9	0	0	9	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	25
Hourly Total	0	39	0	0	39	0	54	0	0	54	2	0	0	1	3	0	0	0	0	0	96
1600 - 1615	0	13	0	0	13	0	5	0	0	5	2	0	0	0	2	0	0	0	0	0	20
1615 - 1630	0	10	0	0	10	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	19
1630 - 1645	0	7	0	0	7	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0	16
1645 - 1700	1	5	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	1	35	0	0	36	0	29	0	0	29	3	0	0	0	3	0	0	0	0	0	68
1700 - 1715	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
1715 - 1730	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
1730 - 1745	0	7	0	0	7	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	10
1745 - 1800	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	20	0	0	20	0	19	0	0	19	1	0	0	0	1	0	0	0	0	0	40
Grand Total	3	256	0	0	259	1	244	0	0	245	14	0	6	1	21	1	0	0	0	1	526
Approach %	1.16	98.84	0.00	0.00	-	0.41	99.59	0.00	0.00	-	66.67	0.00	28.57	4.76	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.57	48.67	0.00	0.00	49.24	0.19	46.39	0.00	0.00	46.58	2.66	0.00	1.14	0.19	3.99	0.19	0.00	0.00	0.00	0.19	

Classified Turn Movement Count || Combination Trucks (8-13)



Stuart, FL

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Site 1 of 3
 US-1 SW Federal Hwy (South)
 US-1 SW Federal Hwy (North)
 SW Palm City Rd
 The Law Of John J. McGlynn III Driveway

Date
 Tuesday, February 28, 2023

Weather
 Fair
 70°F

Lat/Long
 27.193312°, -80.256652°

0700 - 0900 (Weekday 2h Session) (02-28-2023)
 Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	6	0	0	6	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	9
0715 - 0730	0	4	0	0	4	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	10
0730 - 0745	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
0745 - 0800	0	4	0	0	4	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	7
Hourly Total	0	17	0	0	17	0	13	0	1	14	1	0	1	0	2	0	0	0	0	0	33
0800 - 0815	2	5	0	0	7	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	13
0815 - 0830	1	6	0	0	7	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	10
0830 - 0845	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
0845 - 0900	0	5	0	0	5	0	10	0	0	10	0	0	1	0	1	0	0	0	0	0	16
Hourly Total	3	18	0	0	21	0	24	0	0	24	0	0	2	0	2	0	0	0	0	0	47
Grand Total	3	35	0	0	38	0	37	0	1	38	1	0	3	0	4	0	0	0	0	0	80
Approach %	7.89	92.11	0.00	0.00	-	0.00	97.37	0.00	2.63	-	25.00	0.00	75.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	3.75	43.75	0.00	0.00	47.50	0.00	46.25	0.00	1.25	47.50	1.25	0.00	3.75	0.00	5.00	0.00	0.00	0.00	0.00	0.00	

1200 - 1800 (Weekday 6h Session) (02-28-2023)
 Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1200 - 1215	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
1215 - 1230	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
1230 - 1245	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1245 - 1300	0	3	0	0	3	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	7
Hourly Total	0	13	0	0	13	0	18	0	0	18	0	0	1	0	1	0	0	0	0	0	32
1300 - 1315	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
1315 - 1330	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1330 - 1345	0	5	0	0	5	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	8
1345 - 1400	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	12	0	0	12	0	10	0	0	10	1	0	0	0	1	0	0	0	0	0	23
1400 - 1415	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
1415 - 1430	0	1	0	0	1	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	8
1430 - 1445	0	5	0	0	5	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	12
1445 - 1500	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	13	0	0	13	0	18	0	0	18	1	0	2	0	3	0	0	0	0	0	34
1500 - 1515	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1515 - 1530	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	4
1530 - 1545	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
1545 - 1600	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	8	0	0	8	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0	17
1600 - 1615	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	3
1615 - 1630	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1630 - 1645	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
1645 - 1700	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	5	0	0	5	0	11	0	0	11	1	0	0	0	1	0	0	1	0	1	18
1700 - 1715	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1715 - 1730	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	15
Grand Total	0	58	0	0	58	0	73	0	0	73	4	0	3	0	7	0	0	1	0	1	139
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	57.14	0.00	42.86	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	41.73	0.00	0.00	41.73	0.00	52.52	0.00	0.00	52.52	2.88	0.00	2.16	0.00	5.04	0.00	0.00	0.72	0.00	0.72	

Classified Turn Movement Count || Bikes



Stuart, FL

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Site 1 of 3
 US-1 SW Federal Hwy (South)
 US-1 SW Federal Hwy (North)
 SW Palm City Rd
 The Law Of John J. McGlynn III Driveway

Date
 Tuesday, February 28, 2023

Weather
 Fair
 70°F

Lat/Long
 27.193312°, -80.256652°

0700 - 0900 (Weekday 2h Session) (02-28-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total	
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1200 - 1800 (Weekday 6h Session) (02-28-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total	
	US-1 SW Federal Hwy (South)					US-1 SW Federal Hwy (North)					SW Palm City Rd					The Law Of John J. McGlynn III Driveway						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-	-
Intersection %	0.00	50.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrian Count || All vehicles

Stuart, FL



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Site 1 of 3

US-1 SW Federal Hwy (South)
 US-1 SW Federal Hwy (North)
 SW Palm City Rd
 The Law Of John J. McGlynn III Driveway

Date

Tuesday, February 28, 2023

Weather

Fair
 70°F

Lat/Long

27.193312°, -80.256652°

0700 - 0900 (Weekday 2h Session) (02-28-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	US-1 SW Federal Hwy (South)			US-1 SW Federal Hwy (North)			SW Palm City Rd			The Law Of John J. McGlynn III Driveway				
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total		
0700 - 0715	0	0	0	0	0	0	0	1	1	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	3	1	4	0	0	0	4
0730 - 0745	0	0	0	0	0	0	0	1	1	2	0	0	0	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	4	3	7	0	0	0	7
0800 - 0815	0	0	0	0	0	0	0	1	1	2	0	0	0	2
0815 - 0830	0	0	0	0	1	0	1	0	0	0	0	1	1	2
0830 - 0845	0	0	0	0	1	0	1	0	1	1	0	1	1	3
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	2	0	2	1	2	3	0	2	2	7
Grand Total	0	0	0	0	2	0	2	5	5	10	0	2	2	14
Approach %	0.00	0.00	-	100.00	0.00	-	50.00	50.00	-	0.00	100.00	-	-	-
Intersection %	0.00	0.00	0.00	14.29	0.00	14.29	35.71	35.71	71.43	0.00	14.29	14.29	-	-

1200 - 1800 (Weekday 6h Session) (02-28-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	US-1 SW Federal Hwy (South)			US-1 SW Federal Hwy (North)			SW Palm City Rd			The Law Of John J. McGlynn III Driveway				
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total		
1200 - 1215	0	0	0	0	0	0	0	1	2	3	0	0	0	3
1215 - 1230	0	0	0	0	0	0	0	1	1	2	0	0	0	2
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	3	5	0	0	0	5
1300 - 1315	0	0	0	0	0	0	0	1	0	1	0	2	2	3
1315 - 1330	0	1	1	0	0	0	0	0	1	1	0	0	0	2
1330 - 1345	0	0	0	0	0	0	0	2	1	3	0	0	0	3
1345 - 1400	0	0	0	0	0	0	0	2	1	3	0	0	0	3
Hourly Total	0	1	1	0	0	0	0	5	3	8	0	2	2	11
1400 - 1415	0	0	0	0	0	1	1	0	4	4	0	0	0	5
1415 - 1430	0	0	0	0	0	0	0	0	2	2	0	0	0	2
1430 - 1445	1	0	1	1	0	0	0	2	0	2	1	0	0	4
1445 - 1500	0	0	0	0	0	0	0	1	4	5	0	0	0	5
Hourly Total	1	0	1	1	0	1	1	3	10	13	1	0	1	16
1500 - 1515	0	0	0	0	0	0	0	2	3	5	1	0	0	6
1515 - 1530	0	0	0	0	0	0	0	3	0	3	0	0	0	3
1530 - 1545	0	0	0	0	0	0	0	0	1	1	0	0	0	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	5	4	9	1	0	1	10
1600 - 1615	0	0	0	0	0	0	0	0	3	3	2	0	0	5
1615 - 1630	0	0	0	0	0	0	0	1	1	2	2	1	3	5
1630 - 1645	1	0	1	1	0	0	0	1	0	1	0	0	0	2
1645 - 1700	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Hourly Total	1	0	1	1	0	1	1	2	4	6	4	1	5	13
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1715 - 1730	0	0	0	0	0	0	0	0	2	2	1	0	1	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	1	2	2
1745 - 1800	0	1	1	1	0	0	0	0	1	1	0	1	1	3
Hourly Total	0	1	1	1	0	0	0	0	3	3	2	3	5	9
Grand Total	2	2	4	0	2	2	17	27	44	8	6	14	64	64
Approach %	50.00	50.00	-	0.00	100.00	-	38.64	61.36	-	57.14	42.86	-	-	-
Intersection %	3.13	3.13	6.25	0.00	3.13	3.13	26.56	42.19	68.75	12.50	9.38	21.88	-	-

Start Date: 2/28/2023	US-1 SW Federal Hwy (South)			US-1 SW Federal Hwy (North)			SW Palm City Rd			Law Of John J. McGlynn III Drive			Total
Time	Northbound		NBR	Southbound		SBR	Eastbound		EBR	Westbound		WBR	
	NBL	NBT		SBL	SBT		EBL	EBT		WBL	WBT		
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	3	249	0	2	572	0	39	0	16	0	0	0	882
07:15 AM - 07:30 AM	7	242	1	1	578	0	43	1	16	1	0	0	896
07:30 AM - 07:45 AM	15	322	0	1	482	0	43	2	13	0	0	0	880
07:45 AM - 08:00 AM	1	328	0	4	380	0	75	1	24	1	0	0	815
08:00 AM - 08:15 AM	4	289	1	10	560	0	55	2	23	0	0	3	952
08:15 AM - 08:30 AM	13	295	3	16	553	1	48	2	14	1	1	0	951
08:30 AM - 08:45 AM	10	309	6	16	513	0	58	3	27	4	0	0	951
08:45 AM - 09:00 AM	12	271	2	14	589	0	54	1	18	1	1	1	966
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	13	393	4	3	398	0	62	1	22	3	2	6	920
12:15 PM - 12:30 PM	9	435	5	3	388	1	71	5	23	3	2	4	960
12:30 PM - 12:45 PM	4	400	2	4	402	0	67	2	26	0	2	0	913
12:45 PM - 01:00 PM	11	393	5	5	362	0	48	3	23	1	4	5	866
01:00 PM - 01:15 PM	9	449	2	3	395	0	58	2	21	3	1	5	955
01:15 PM - 01:30 PM	18	379	4	7	383	1	53	3	22	3	0	0	886
01:30 PM - 01:45 PM	11	433	5	3	324	1	48	0	19	3	0	3	856
01:45 PM - 02:00 PM	6	422	3	7	418	0	49	1	20	5	0	2	943
02:00 PM - 02:15 PM	11	402	1	6	369	1	47	1	25	9	1	4	886
02:15 PM - 02:30 PM	6	474	4	6	425	2	51	3	25	2	0	3	1006
02:30 PM - 02:45 PM	6	498	4	5	421	1	58	2	17	3	2	3	1027
02:45 PM - 03:00 PM	5	448	4	4	361	3	52	2	22	4	3	1	917
03:00 PM - 03:15 PM	2	533	1	3	377	0	69	3	12	2	1	3	1015
03:15 PM - 03:30 PM	13	489	1	1	384	0	52	5	23	4	3	2	987
03:30 PM - 03:45 PM	7	576	3	0	347	0	69	4	15	5	3	3	1038
03:45 PM - 04:00 PM	10	551	1	0	392	0	75	1	21	1	1	4	1061
04:00 PM - 04:15 PM	12	540	3	0	345	2	79	4	18	5	6	9	1039
04:15 PM - 04:30 PM	14	544	3	3	329	1	97	2	23	2	5	5	1039
04:30 PM - 04:45 PM	5	597	0	1	320	0	80	1	14	1	2	5	1032
04:45 PM - 05:00 PM	6	540	1	1	316	0	81	2	17	1	2	6	983
05:00 PM - 05:15 PM	6	591	2	0	315	0	90	3	10	4	0	11	1038
05:15 PM - 05:30 PM	13	555	1	0	343	0	81	1	10	3	3	6	1022
05:30 PM - 05:45 PM	8	607	0	2	381	1	75	0	14	3	4	5	1110
05:45 PM - 06:00 PM	5	430	0	1	303	0	80	0	12	0	0	1	841
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

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Peak Hour Turning Movement Count

Stuart, FL



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Tuesday, February 28, 2023	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



FL-6 S Colorado Ave

Southbound

Class	(1-3)	(4-7)	(8-13)	Total
Left	51	243	89	383
Thru	3	7	3	13
Right	0	2	2	4
Total	54	252	94	400



Eastbound

Class	(1-3)	(4-7)	(8-13)	Total
Left	1224	53	21	1298
Thru	2112	61	26	2199
Right	9	0	0	9
Total	3345	114	47	3506

Classes

Class	(1-3)	(4-7)	(8-13)	Total
Volume	4712	149	55	4916
PHF				0.9371

Westbound

Class	(1-3)	(4-7)	(8-13)	Total
Left	67	0	4	71
Thru	653	11	31	695
Right	129	3	5	137
Total	850	14	40	904

Northbound

Class	(1-3)	(4-7)	(8-13)	Total
Left	945	1467	25	2437
Thru	25	582	607	1214
Right	25	553	595	1173
Total	995	2602	1227	4824

FL-76 S Kanner Hwy

All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0800 - 0815	151	143	50	2	346	28	67	11	0	106	37	341	112	3	493	30	117	15	1	163	1108
0815 - 0830	109	123	60	7	299	21	85	10	0	116	40	350	153	4	547	39	197	15	0	251	1213
0830 - 0845	165	150	65	8	388	21	49	13	0	83	55	398	155	1	609	26	188	18	0	232	1312
0845 - 0900	157	193	78	8	436	24	51	20	0	95	58	372	119	1	550	34	151	19	0	204	1285
Total	582	609	253	25	1469	94	252	54	0	400	190	1461	539	9	2199	129	653	67	1	850	4918
Approach %	39.62	41.46	17.22	1.70	-	23.50	63.00	13.50	0.00	-	8.64	66.44	24.51	0.41	-	15.18	76.82	7.88	0.12	-	
PHF	0.88	0.79	0.81	0.78	0.84	0.84	0.74	0.68	0.00	0.86	0.82	0.92	0.87	0.56	0.90	0.83	0.83	0.88	0.25	0.85	0.94

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0800 - 0815	141	138	49	2	330	26	64	10	0	100	36	334	107	3	480	29	109	14	1	153	1063
0815 - 0830	103	123	58	7	291	20	82	9	0	111	40	331	147	4	522	36	180	15	0	231	1155
0830 - 0845	160	145	64	8	377	21	48	13	0	82	55	387	145	1	588	25	178	16	0	219	1266
0845 - 0900	149	189	77	8	423	22	49	19	0	90	55	356	110	1	522	31	144	18	0	193	1228
Total	553	595	248	25	1421	89	243	51	0	383	186	1408	509	9	2112	121	611	63	1	796	4712
Approach %	38.92	41.87	17.45	1.76	-	23.24	63.45	13.32	0.00	-	8.81	66.67	24.10	0.43	-	15.20	76.76	7.91	0.13	-	
PHF	0.86	0.79	0.81	0.78	0.84	0.86	0.74	0.67	0.00	0.86	0.85	0.91	0.87	0.56	0.90	0.84	0.85	0.88	0.25	0.86	0.93

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0800 - 0815	5	4	1	0	10	1	3	1	0	5	1	4	1	0	6	1	5	1	0	7	28
0815 - 0830	4	0	2	0	6	1	2	1	0	4	0	15	4	0	19	2	13	0	0	15	44
0830 - 0845	4	5	1	0	10	0	1	0	0	1	0	7	7	0	14	0	8	2	0	10	35
0845 - 0900	6	2	1	0	9	1	1	1	0	3	3	11	8	0	22	2	5	1	0	8	42
Total	19	11	5	0	35	3	7	3	0	13	4	37	20	0	61	5	31	4	0	40	149
Approach %	54.29	31.43	14.29	0.00	-	23.08	53.85	23.08	0.00	-	6.56	60.66	32.79	0.00	-	12.50	77.50	10.00	0.00	-	
PHF	0.79	0.55	0.63	0.00	0.88	0.75	0.58	0.75	0.00	0.65	0.33	0.62	0.63	0.00	0.69	0.63	0.60	0.50	0.00	0.67	0.85

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0800 - 0815	5	0	0	0	5	1	0	0	0	1	0	3	4	0	7	0	3	0	0	3	16
0815 - 0830	2	0	0	0	2	0	1	0	0	1	0	4	2	0	6	1	4	0	0	5	14
0830 - 0845	1	0	0	0	1	0	0	0	0	0	0	4	3	0	7	1	2	0	0	3	11
0845 - 0900	2	1	0	0	3	1	1	0	0	2	0	5	1	0	6	1	2	0	0	3	14
Total	10	1	0	0	11	2	2	0	0	4	0	16	10	0	26	3	11	0	0	14	55
Approach %	90.91	9.09	0.00	0.00	-	50.00	50.00	0.00	0.00	-	0.00	61.54	38.46	0.00	-	21.43	78.57	0.00	0.00	-	
PHF	0.50	0.25	0.00	0.00	0.55	0.50	0.50	0.00	0.00	0.50	0.00	0.80	0.63	0.00	0.93	0.75	0.69	0.00	0.00	0.70	0.86

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50

 [Click here for Map](#)

Peak Hour Turning Movement Count

Stuart, FL



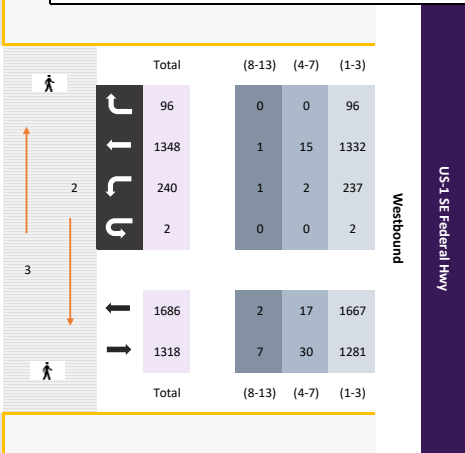
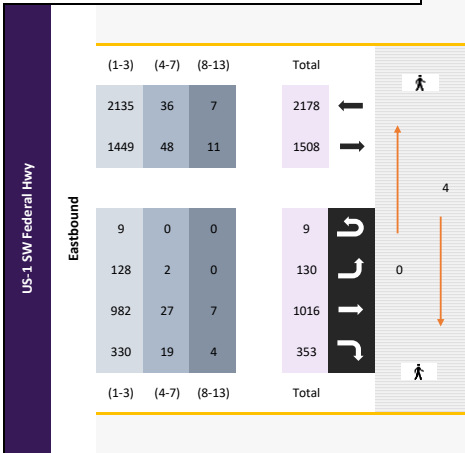
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Tuesday, February 28, 2023	
Period	1200 - 1800
Peak Hour	1530 - 1630

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1530 - 1545	2.1	2.2	2.3	2.4	306	2.5	2.6	2.7	2.8	153	2.9	2.10	2.11	2.12	401	2.13	2.14	2.15	2.16	458	1318
1545 - 1600	181	144	48	5	378	36	118	25	0	179	37	228	91	2	358	61	336	26	0	423	1338
1600 - 1615	180	91	47	6	324	40	137	38	0	215	29	232	71	1	333	60	313	24	2	399	1271
1615 - 1630	178	107	31	3	319	33	119	38	0	190	31	291	89	5	416	56	332	19	0	407	1332
Total	690	454	167	16	1327	133	473	131	0	737	130	1016	353	9	1508	240	1349	96	2	1687	5259
Approach %	52.00	34.21	12.58	1.21	-	18.05	64.18	17.77	0.00	-	8.62	67.37	23.41	0.60	-	14.23	79.96	5.69	0.12	-	
PHF	0.95	0.79	0.87	0.67	0.88	0.83	0.86	0.86	0.00	0.86	0.88	0.87	0.87	0.45	0.91	0.95	0.92	0.89	0.25	0.92	0.98

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1530 - 1545	2.1	2.2	2.3	2.4	300	2.5	2.6	2.7	2.8	153	2.9	2.10	2.11	2.12	381	2.13	2.14	2.15	2.16	453	1287
1545 - 1600	173	141	47	5	366	36	116	25	0	177	36	220	82	2	340	61	333	26	0	420	1303
1600 - 1615	174	90	46	6	316	40	137	34	0	211	28	226	67	1	322	59	306	24	2	391	1240
1615 - 1630	175	107	31	3	316	33	118	36	0	187	31	284	86	5	406	55	329	19	0	403	1312
Total	669	449	164	16	1298	133	470	125	0	728	128	982	330	9	1449	237	1332	96	2	1667	5142
Approach %	51.54	34.59	12.63	1.23	-	18.27	64.56	17.17	0.00	-	8.83	67.77	22.77	0.62	-	14.22	79.90	5.76	0.12	-	
PHF	0.96	0.80	0.87	0.67	0.89	0.83	0.86	0.87	0.00	0.86	0.89	0.86	0.87	0.45	0.89	0.96	0.91	0.89	0.25	0.92	0.98

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1530 - 1545	2.1	2.2	2.3	2.4	6	2.5	2.6	2.7	2.8	0	2.9	2.10	2.11	2.12	15	2.13	2.14	2.15	2.16	4	25
1545 - 1600	4	2	1	0	7	0	1	0	0	1	1	7	9	0	17	0	3	0	0	3	28
1600 - 1615	4	1	1	0	6	0	0	4	0	4	1	4	4	0	9	1	6	0	0	7	26
1615 - 1630	3	0	0	0	3	0	1	2	0	3	0	5	2	0	7	1	2	0	0	3	16
Total	15	4	3	0	22	0	2	6	0	8	2	27	19	0	48	2	15	0	0	17	95
Approach %	68.18	18.18	13.64	0.00	-	0.00	25.00	75.00	0.00	-	4.17	56.25	39.58	0.00	-	11.76	88.24	0.00	0.00	-	
PHF	0.94	0.50	0.75	0.00	0.79	0.00	0.50	0.38	0.00	0.50	0.50	0.61	0.53	0.00	0.71	0.50	0.63	0.00	0.00	0.61	0.85

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1530 - 1545	2.1	2.2	2.3	2.4	0	2.5	2.6	2.7	2.8	0	2.9	2.10	2.11	2.12	5	2.13	2.14	2.15	2.16	1	6
1545 - 1600	4	1	0	0	5	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	7
1600 - 1615	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
Total	6	1	0	0	7	0	1	0	0	1	0	7	4	0	11	1	1	0	0	2	21
Approach %	85.71	14.29	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	63.64	36.36	0.00	-	50.00	50.00	0.00	0.00	-	
PHF	0.38	0.25	0.00	0.00	0.35	0.00	0.25	0.00	0.00	0.25	0.00	0.88	0.33	0.00	0.55	0.25	0.25	0.00	0.00	0.50	0.75

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1530 - 1545	2.1	2.2	2.3	2.4	0	2.5	2.6	2.7	2.8	0	2.9	2.10	2.11	2.12	0	2.13	2.14	2.15	2.16	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Classified Turn Movement Count || All vehicles



Stuart, FL

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Site 2 of 3

FL-76 S Kanner Hwy
FL-6 S Colorado Ave
US-1 SW Federal Hwy
US-1 SE Federal Hwy

Date

Tuesday, February 28, 2023

Weather

Fair
70°F

Lat/Long

27.191137°, -80.253079°

0700 - 0900 (Weekday 2h Session) (02-28-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	132	85	36	5	258	8	37	10	0	55	18	313	183	1	515	26	118	3	1	148	976
0715 - 0730	115	98	28	7	248	8	38	5	0	51	32	436	162	3	633	23	131	11	0	165	1097
0730 - 0745	147	165	49	6	367	18	59	11	0	88	31	326	126	2	485	31	159	6	1	197	1137
0745 - 0800	150	137	64	4	355	23	54	8	1	86	44	308	105	0	457	29	177	15	0	221	1119
Hourly Total	544	485	177	22	1228	57	188	34	1	280	125	1383	576	6	2090	109	585	35	2	731	4329
0800 - 0815	151	143	50	2	346	28	67	11	0	106	37	341	112	3	493	30	117	15	1	163	1108
0815 - 0830	109	123	60	7	299	21	85	10	0	116	40	350	153	4	547	39	197	15	0	251	1213
0830 - 0845	165	150	65	8	388	21	49	13	0	83	55	398	155	1	609	26	188	18	0	232	1312
0845 - 0900	157	193	78	8	436	24	51	20	0	95	58	372	119	1	550	34	151	19	0	204	1285
Hourly Total	582	609	253	25	1469	94	252	54	0	400	190	1461	539	9	2199	129	653	67	1	850	4918
Grand Total	1126	1094	430	47	2697	151	440	88	1	680	315	2844	1115	15	4289	238	1238	102	3	1581	9247
Approach %	41.75	40.56	15.94	1.74	-	22.21	64.71	12.94	0.15	-	7.34	66.31	26.00	0.35	-	15.05	78.30	6.45	0.19	-	
Intersection %	12.18	11.83	4.65	0.51	29.17	1.63	4.76	0.95	0.01	7.35	3.41	30.76	12.06	0.16	46.38	2.57	13.39	1.10	0.03	17.10	
PHF	0.88	0.79	0.81	0.78	0.84	0.84	0.74	0.68	0.00	0.86	0.82	0.92	0.87	0.56	0.90	0.83	0.83	0.88	0.25	0.85	0.94

1200 - 1800 (Weekday 6h Session) (02-28-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1200 - 1215	136	101	35	5	277	40	106	32	1	179	31	267	95	3	396	66	243	25	1	335	1187
1215 - 1230	113	131	51	6	301	39	84	35	1	159	50	288	130	7	475	61	282	24	1	368	1303
1230 - 1245	130	102	57	10	299	50	65	35	0	150	32	297	97	2	428	39	257	22	1	319	1196
1245 - 1300	123	138	46	2	309	30	78	38	0	146	56	255	103	3	417	47	258	25	1	331	1203
Hourly Total	502	472	189	23	1186	159	333	140	2	634	169	1107	425	15	1716	213	1040	96	4	1353	4889
1300 - 1315	117	109	58	6	290	34	64	33	1	132	44	279	103	3	429	54	291	27	0	372	1223
1315 - 1330	145	115	55	5	320	34	91	22	0	147	36	232	120	5	393	36	268	35	1	340	1200
1330 - 1345	124	95	37	3	259	25	92	21	1	139	49	255	97	6	407	39	273	16	0	328	1133
1345 - 1400	155	97	52	4	308	41	91	28	0	160	42	290	117	2	451	43	279	21	1	344	1263
Hourly Total	541	416	202	18	1177	134	338	104	2	578	171	1056	437	16	1680	172	1111	99	2	1384	4819
1400 - 1415	134	107	37	3	281	34	77	32	0	143	44	275	106	1	426	51	227	16	0	294	1144
1415 - 1430	130	102	38	2	272	33	88	31	0	152	31	289	114	3	437	60	302	28	2	392	1253
1430 - 1445	153	116	49	1	319	37	110	34	0	181	33	321	121	3	478	29	318	18	0	365	1343
1445 - 1500	153	125	50	1	329	34	106	26	0	166	51	239	117	3	410	52	277	12	0	341	1246
Hourly Total	570	450	174	7	1201	138	381	123	0	642	159	1124	458	10	1751	192	1124	74	2	1392	4986
1500 - 1515	177	94	39	2	312	28	98	43	0	169	20	240	105	1	366	38	305	18	1	362	1209
1515 - 1530	153	88	49	4	294	33	99	43	0	175	36	261	84	3	384	53	299	17	1	370	1223
1530 - 1545	151	112	41	2	306	24	99	30	0	153	33	265	102	1	401	63	368	27	0	458	1318
1545 - 1600	181	144	48	5	378	36	118	25	0	179	37	228	91	2	358	61	336	26	0	423	1338
Hourly Total	662	438	177	13	1290	121	414	141	0	676	126	994	382	7	1509	215	1308	88	2	1613	5088
1600 - 1615	180	91	47	6	324	40	137	38	0	215	29	232	71	1	333	60	313	24	2	399	1271
1615 - 1630	178	107	31	3	319	33	119	38	0	190	31	291	89	5	416	56	332	19	0	407	1332
1630 - 1645	215	137	27	4	383	58	104	32	0	194	27	199	92	4	322	61	307	16	0	384	1283
1645 - 1700	206	93	36	5	340	33	135	29	0	197	27	213	81	3	324	61	288	15	0	364	1225
Hourly Total	779	428	141	18	1366	164	495	137	0	796	114	935	333	13	1395	238	1240	74	2	1554	5111
1700 - 1715	172	90	48	6	316	24	135	32	0	191	20	214	108	6	348	50	350	10	0	410	1265
1715 - 1730	176	123	40	3	342	26	130	36	0	192	22	231	93	3	349	63	379	17	0	459	1342
1730 - 1745	204	111	35	5	355	16	107	34	0	157	25	216	103	3	347	53	323	7	0	383	1242
1745 - 1800	152	92	38	7	289	31	113	15	0	159	26	206	111	5	348	28	236	15	0	279	1075
Hourly Total	704	416	161	21	1302	97	485	117	0	699	93	867	415	17	1392	194	1288	49	0	1531	4924
Grand Total	3758	2620	1044	100	7522	813	2446	762	4	4025	832	6083	2450	78	9443	1224	7111	480	12	8827	29817
Approach %	49.96	34.83	13.88	1.33	-	20.20	60.77	18.93	0.10	-	8.81	64.42	25.95	0.83	-	13.87	80.56	5.44	0.14	-	
Intersection %	12.60	8.79	3.50	0.34	25.23	2.73	8.20	2.56	0.01	13.50	2.79	20.40	8.22	0.26	31.67	4.11	23.85	1.61	0.04	29.60	
PHF	0.95	0.79	0.87	0.67	0.88	0.83	0.86	0.86	0.00	0.86	0.88	0.87	0.87	0.45	0.91	0.95	0.92	0.89	0.25	0.92	0.98

Classified Turn Movement Count || Passenger Vehicles (1-3)



Stuart, FL

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Site 2 of 3

FL-76 S Kanner Hwy
 FL-6 S Colorado Ave
 US-1 SW Federal Hwy
 US-1 SE Federal Hwy

Date

Tuesday, February 28, 2023

Weather

Fair
 70°F

Lat/Long

27.191137°, -80.253079°

0700 - 0900 (Weekday 2h Session) (02-28-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	130	83	35	4	252	7	34	8	0	49	18	309	178	1	506	23	112	2	1	138	945
0715 - 0730	108	98	28	7	241	8	37	5	0	50	32	428	159	3	622	20	115	11	0	146	1059
0730 - 0745	138	163	47	6	354	18	58	11	0	87	31	315	125	2	473	30	147	5	1	183	1097
0745 - 0800	141	134	61	4	340	22	54	8	1	85	44	296	101	0	441	26	162	13	0	201	1067
Hourly Total	517	478	171	21	1187	55	183	32	1	271	125	1348	563	6	2042	99	536	31	2	668	4168
0800 - 0815	141	138	49	2	330	26	64	10	0	100	36	334	107	3	480	29	109	14	1	153	1063
0815 - 0830	103	123	58	7	291	20	82	9	0	111	40	331	147	4	522	36	180	15	0	231	1155
0830 - 0845	160	145	64	8	377	21	48	13	0	82	55	387	145	1	588	25	178	16	0	219	1266
0845 - 0900	149	189	77	8	423	22	49	19	0	90	55	356	110	1	522	31	144	18	0	193	1228
Hourly Total	553	595	248	25	1421	89	243	51	0	383	186	1408	509	9	2112	121	611	63	1	796	4712
Grand Total	1070	1073	419	46	2608	144	426	83	1	654	311	2756	1072	15	4154	220	1147	94	3	1464	8880
Approach %	41.03	41.14	16.07	1.76	-	22.02	65.14	12.69	0.15	-	7.49	66.35	25.81	0.36	-	15.03	78.35	6.42	0.20	-	-
Intersection %	12.05	12.08	4.72	0.52	29.37	1.62	4.80	0.93	0.01	7.36	3.50	31.04	12.07	0.17	46.78	2.48	12.92	1.06	0.03	16.49	-

1200 - 1800 (Weekday 6h Session) (02-28-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1200 - 1215	126	97	33	5	261	39	102	31	1	173	31	258	86	3	378	64	230	25	1	320	1132
1215 - 1230	112	126	50	6	294	39	84	34	1	158	49	284	119	7	459	57	273	23	1	354	1265
1230 - 1245	121	99	56	9	285	50	64	35	0	149	31	286	89	2	408	37	246	22	1	306	1148
1245 - 1300	117	132	43	2	294	30	73	37	0	140	56	247	97	2	402	46	251	25	1	323	1159
Hourly Total	476	454	182	22	1134	158	323	137	2	620	167	1075	391	14	1647	204	1000	95	4	1303	4704
1300 - 1315	111	107	57	6	281	34	63	31	1	129	43	274	95	3	415	50	279	26	0	355	1180
1315 - 1330	138	113	53	5	309	34	90	22	0	146	36	229	112	5	382	35	261	35	1	332	1169
1330 - 1345	116	95	37	3	251	25	91	21	1	138	49	250	91	6	396	36	266	15	0	317	1102
1345 - 1400	146	94	50	4	294	41	90	28	0	159	42	276	108	2	428	41	267	21	1	330	1211
Hourly Total	511	409	197	18	1135	134	334	102	2	572	170	1029	406	16	1621	162	1073	97	2	1334	4662
1400 - 1415	129	105	37	3	274	33	76	32	0	141	43	261	101	1	406	49	221	16	0	286	1107
1415 - 1430	125	101	33	2	261	33	88	31	0	152	30	278	108	2	418	56	298	28	2	384	1215
1430 - 1445	146	115	48	1	310	37	108	34	0	179	33	307	115	3	458	29	304	18	0	351	1298
1445 - 1500	147	122	48	1	318	34	104	25	0	163	51	230	112	3	396	51	265	12	0	328	1205
Hourly Total	547	443	166	7	1163	137	376	122	0	635	157	1076	436	9	1678	185	1088	74	2	1349	4825
1500 - 1515	167	93	38	2	300	28	98	43	0	169	19	233	101	1	354	38	298	18	1	355	1178
1515 - 1530	150	85	46	4	285	32	95	43	0	170	36	255	80	3	374	52	293	17	1	363	1192
1530 - 1545	147	111	40	2	300	24	99	30	0	153	33	252	95	1	381	62	364	27	0	453	1287
1545 - 1600	173	141	47	5	366	36	116	25	0	177	36	220	82	2	340	61	333	26	0	420	1303
Hourly Total	637	430	171	13	1251	120	408	141	0	669	124	960	358	7	1449	213	1288	88	2	1591	4960
1600 - 1615	174	90	46	6	316	40	137	34	0	211	28	226	67	1	322	59	306	24	2	391	1240
1615 - 1630	175	107	31	3	316	33	118	36	0	187	31	284	86	5	406	55	329	19	0	403	1312
1630 - 1645	215	137	27	4	383	54	102	32	0	188	27	193	89	4	313	61	304	16	0	381	1265
1645 - 1700	203	91	36	5	335	33	133	29	0	195	27	208	76	3	314	61	279	15	0	355	1199
Hourly Total	767	425	140	18	1350	160	490	131	0	781	113	911	318	13	1355	236	1218	74	2	1530	5016
1700 - 1715	171	89	45	6	311	23	135	32	0	190	20	209	106	6	341	50	348	10	0	408	1250
1715 - 1730	173	122	39	3	337	26	129	36	0	191	22	225	90	3	340	63	373	17	0	453	1321
1730 - 1745	199	109	33	5	346	16	106	33	0	155	25	213	101	3	342	52	322	7	0	381	1224
1745 - 1800	148	91	38	7	284	31	111	15	0	157	26	202	109	5	342	27	234	15	0	276	1059
Hourly Total	691	411	155	21	1278	96	481	116	0	693	93	849	406	17	1365	192	1277	49	0	1518	4854
Grand Total	3629	2572	1011	99	7311	805	2412	749	4	3970	824	5900	2315	76	9115	1192	6944	477	12	8625	29021
Approach %	49.64	35.18	13.83	1.35	-	20.28	60.76	18.87	0.10	-	9.04	64.73	25.40	0.83	-	13.82	80.51	5.53	0.14	-	-
Intersection %	12.50	8.86	3.48	0.34	25.19	2.77	8.31	2.58	0.01	13.68	2.84	20.33	7.98	0.26	31.41	4.11	23.93	1.64	0.04	29.72	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



Stuart, FL

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Site 2 of 3

FL-76 S Kanner Hwy
 FL-6 S Colorado Ave
 US-1 SW Federal Hwy
 US-1 SE Federal Hwy

Date

Tuesday, February 28, 2023

Weather

Fair
 70°F

Lat/Long

27.191137°, -80.253079°

0700 - 0900 (Weekday 2h Session) (02-28-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	1	2	0	1	4	0	3	2	0	5	0	4	2	0	6	2	2	0	0	4	19
0715 - 0730	5	0	0	0	5	0	0	0	0	0	0	7	1	0	8	2	14	0	0	16	29
0730 - 0745	8	2	2	0	12	0	0	0	0	0	0	7	0	0	7	1	10	1	0	12	31
0745 - 0800	6	0	2	0	8	1	0	0	0	1	0	9	4	0	13	3	13	0	0	16	38
Hourly Total	20	4	4	1	29	1	3	2	0	6	0	27	7	0	34	8	39	1	0	48	117
0800 - 0815	5	4	1	0	10	1	3	1	0	5	1	4	1	0	6	1	5	1	0	7	28
0815 - 0830	4	0	2	0	6	1	2	1	0	4	0	15	4	0	19	2	13	0	0	15	44
0830 - 0845	4	5	1	0	10	0	1	0	0	1	0	7	7	0	14	0	8	2	0	10	35
0845 - 0900	6	2	1	0	9	1	1	1	0	3	3	11	8	0	22	2	5	1	0	8	42
Hourly Total	19	11	5	0	35	3	7	3	0	13	4	37	20	0	61	5	31	4	0	40	149
Grand Total	39	15	9	1	64	4	10	5	0	19	4	64	27	0	95	13	70	5	0	88	266
Approach %	60.94	23.44	14.06	1.56	-	21.05	52.63	26.32	0.00	-	4.21	67.37	28.42	0.00	-	14.77	79.55	5.68	0.00	-	
Intersection %	14.66	5.64	3.38	0.38	24.06	1.50	3.76	1.88	0.00	7.14	1.50	24.06	10.15	0.00	35.71	4.89	26.32	1.88	0.00	33.08	

1200 - 1800 (Weekday 6h Session) (02-28-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1200 - 1215	9	2	0	0	11	1	3	1	0	5	0	6	7	0	13	2	11	0	0	13	42
1215 - 1230	1	5	0	0	6	0	0	1	0	1	0	4	7	0	11	2	6	1	0	9	27
1230 - 1245	8	3	0	1	12	0	1	0	0	1	1	9	5	0	15	2	8	0	0	10	38
1245 - 1300	3	5	3	0	11	0	3	1	0	4	0	6	4	1	11	1	7	0	0	8	34
Hourly Total	21	15	3	1	40	1	7	3	0	11	1	25	23	1	50	7	32	1	0	40	141
1300 - 1315	6	2	1	0	9	0	1	2	0	3	1	5	6	0	12	4	9	0	0	13	37
1315 - 1330	6	1	1	0	8	0	1	0	0	1	0	2	6	0	8	1	6	0	0	7	24
1330 - 1345	6	0	0	0	6	0	1	0	0	1	0	5	5	0	10	2	4	0	0	6	23
1345 - 1400	9	3	2	0	14	0	1	0	0	1	0	14	5	0	19	2	10	0	0	12	46
Hourly Total	27	6	4	0	37	0	4	2	0	6	1	26	22	0	49	9	29	0	0	38	130
1400 - 1415	3	1	0	0	4	1	1	0	0	2	1	11	3	0	15	2	4	0	0	6	27
1415 - 1430	4	1	5	0	10	0	0	0	0	0	0	7	4	1	12	4	4	0	0	8	30
1430 - 1445	7	1	1	0	9	0	1	0	0	1	0	11	5	0	16	0	8	0	0	8	34
1445 - 1500	5	3	2	0	10	0	2	1	0	3	0	6	4	0	10	1	11	0	0	12	35
Hourly Total	19	6	8	0	33	1	4	1	0	6	1	35	16	1	53	7	27	0	0	34	126
1500 - 1515	9	1	1	0	11	0	0	0	0	0	0	7	4	0	11	0	5	0	0	5	27
1515 - 1530	3	2	2	0	7	1	3	0	0	4	0	5	4	0	9	0	5	0	0	5	25
1530 - 1545	4	1	1	0	6	0	0	0	0	0	0	11	4	0	15	0	4	0	0	4	25
1545 - 1600	4	2	1	0	7	0	1	0	0	1	1	7	9	0	17	0	3	0	0	3	28
Hourly Total	20	6	5	0	31	1	4	0	0	5	1	30	21	0	52	0	17	0	0	17	105
1600 - 1615	4	1	1	0	6	0	0	4	0	4	1	4	4	0	9	1	6	0	0	7	26
1615 - 1630	3	0	0	0	3	0	1	2	0	3	0	5	2	0	7	1	2	0	0	3	16
1630 - 1645	0	0	0	0	0	3	1	0	0	4	0	2	3	0	5	0	3	0	0	3	12
1645 - 1700	2	1	0	0	3	0	2	0	0	2	0	5	3	0	8	0	8	0	0	8	21
Hourly Total	9	2	1	0	12	3	4	6	0	13	1	16	12	0	29	2	19	0	0	21	75
1700 - 1715	1	1	1	0	3	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	8
1715 - 1730	2	1	0	0	3	0	1	0	0	1	0	5	2	0	7	0	4	0	0	4	15
1730 - 1745	4	2	1	0	7	0	1	1	0	2	0	2	2	0	4	0	1	0	0	1	14
1745 - 1800	2	1	0	0	3	0	1	0	0	1	0	3	2	0	5	1	2	0	0	3	12
Hourly Total	9	5	2	0	16	1	3	1	0	5	0	13	6	0	19	1	8	0	0	9	49
Grand Total	105	40	23	1	169	7	26	13	0	46	5	145	100	2	252	26	132	1	0	159	626
Approach %	62.13	23.67	13.61	0.59	-	15.22	56.52	28.26	0.00	-	1.98	57.54	39.68	0.79	-	16.35	83.02	0.63	0.00	-	
Intersection %	16.77	6.39	3.67	0.16	27.00	1.12	4.15	2.08	0.00	7.35	0.80	23.16	15.97	0.32	40.26	4.15	21.09	0.16	0.00	25.40	

Classified Turn Movement Count || Combination Trucks (8-13)



Stuart, FL

www.marrtraffic.com

Site 2 of 3

FL-76 S Kanner Hwy
 FL-6 S Colorado Ave
 US-1 SW Federal Hwy
 US-1 SE Federal Hwy

Date

Tuesday, February 28, 2023

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	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	1	0	1	0	2	1	0	0	0	1	0	0	3	0	3	0	4	1	0	5	11
0715 - 0730	2	0	0	0	2	0	1	0	0	1	0	1	2	0	3	1	2	0	0	3	9
0730 - 0745	1	0	0	0	1	0	1	0	0	1	0	4	1	0	5	0	2	0	0	2	9
0745 - 0800	3	1	1	0	5	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	11
Hourly Total	7	1	2	0	10	1	2	0	0	3	0	8	6	0	14	1	10	2	0	13	40
0800 - 0815	5	0	0	0	5	1	0	0	0	1	0	3	4	0	7	0	3	0	0	3	16
0815 - 0830	2	0	0	0	2	0	1	0	0	1	0	4	2	0	6	1	4	0	0	5	14
0830 - 0845	1	0	0	0	1	0	0	0	0	0	0	4	3	0	7	1	2	0	0	3	11
0845 - 0900	2	1	0	0	3	1	1	0	0	2	0	5	1	0	6	1	2	0	0	3	14
Hourly Total	10	1	0	0	11	2	2	0	0	4	0	16	10	0	26	3	11	0	0	14	55
Grand Total	17	2	2	0	21	3	4	0	0	7	0	24	16	0	40	4	21	2	0	27	95
Approach %	80.95	9.52	9.52	0.00	-	42.86	57.14	0.00	0.00	-	0.00	60.00	40.00	0.00	-	14.81	77.78	7.41	0.00	-	
Intersection %	17.89	2.11	2.11	0.00	22.11	3.16	4.21	0.00	0.00	7.37	0.00	25.26	16.84	0.00	42.11	4.21	22.11	2.11	0.00	28.42	

1200 - 1800 (Weekday 6h Session) (02-28-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1200 - 1215	1	2	2	0	5	0	1	0	0	1	0	3	2	0	5	0	2	0	0	2	13
1215 - 1230	0	0	1	0	1	0	0	0	0	0	1	0	4	0	5	2	3	0	0	5	11
1230 - 1245	1	0	1	0	2	0	0	0	0	0	0	2	3	0	5	0	3	0	0	3	10
1245 - 1300	3	0	0	0	3	0	2	0	0	2	0	2	2	0	4	0	0	0	0	0	9
Hourly Total	5	2	4	0	11	0	3	0	0	3	1	7	11	0	19	2	8	0	0	10	43
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	3	1	0	4	6
1315 - 1330	1	1	1	0	3	0	0	0	0	0	0	1	2	0	3	0	1	0	0	1	7
1330 - 1345	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	1	3	0	0	4	7
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	2	0	0	2	6
Hourly Total	3	1	1	0	5	0	0	0	0	0	0	1	9	0	10	1	9	1	0	11	26
1400 - 1415	2	1	0	0	3	0	0	0	0	0	0	3	2	0	5	0	2	0	0	2	10
1415 - 1430	1	0	0	0	1	0	0	0	0	0	1	4	2	0	7	0	0	0	0	0	8
1430 - 1445	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	0	6	0	0	6	11
1445 - 1500	1	0	0	0	1	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	6
Hourly Total	4	1	0	0	5	0	1	0	0	1	1	13	6	0	20	0	9	0	0	9	35
1500 - 1515	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	4
1515 - 1530	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	5
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	1	0	0	0	1	6
1545 - 1600	4	1	0	0	5	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	7
Hourly Total	5	2	1	0	8	0	1	0	0	1	1	4	3	0	8	2	3	0	0	5	22
1600 - 1615	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
1630 - 1645	0	0	0	0	0	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	6
1645 - 1700	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	5
Hourly Total	3	1	0	0	4	1	1	0	0	2	0	8	3	0	11	0	2	0	0	2	19
1700 - 1715	0	0	2	0	2	0	0	0	0	0	0	2	2	0	4	0	1	0	0	1	7
1715 - 1730	1	0	1	0	2	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	6
1730 - 1745	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
1745 - 1800	2	0	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Hourly Total	4	0	4	0	8	0	1	0	0	1	0	5	3	0	8	1	3	0	0	4	21
Grand Total	24	7	10	0	41	1	7	0	0	8	3	38	35	0	76	6	34	1	0	41	166
Approach %	58.54	17.07	24.39	0.00	-	12.50	87.50	0.00	0.00	-	3.95	50.00	46.05	0.00	-	14.63	82.93	2.44	0.00	-	
Intersection %	14.46	4.22	6.02	0.00	24.70	0.60	4.22	0.00	0.00	4.82	1.81	22.89	21.08	0.00	45.78	3.61	20.48	0.60	0.00	24.70	

Classified Turn Movement Count || Bikes



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Site 2 of 3

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Bikes

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	FL-76 S Kanner Hwy					FL-6 S Colorado Ave					US-1 SW Federal Hwy					US-1 SE Federal Hwy					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Hourly Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	6
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.00	66.67	0.00	0.00	66.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.67	0.00	16.67	0.00	33.33	

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Bikes

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	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	
Intersection %	0.00	25.00	0.00	0.00	25.00	0.00	25.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	25.00	0.00	50.00	

Pedestrian Count || All vehicles

Stuart, FL



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Site 2 of 3

FL-76 S Kanner Hwy
 FL-6 S Colorado Ave
 US-1 SW Federal Hwy
 US-1 SE Federal Hwy

Date

Tuesday, February 28, 2023

Weather

Fair
 70°F

Lat/Long

27.191137°, -80.253079°

0700 - 0900 (Weekday 2h Session) (02-28-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total	
	FL-76 S Kanner Hwy			FL-6 S Colorado Ave			US-1 SW Federal Hwy			US-1 SE Federal Hwy					
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total			
0700 - 0715	0	2	2	0	0	0	0	1	0	1	0	1	0	1	4
0715 - 0730	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
0730 - 0745	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	2	0	2	0	2	2	0	4
Hourly Total	0	2	2	0	0	0	0	6	0	6	0	6	2	1	11
0800 - 0815	1	0	1	0	0	0	0	0	1	1	0	1	1	0	3
0815 - 0830	1	0	1	0	0	0	0	3	0	3	0	3	0	0	4
0830 - 0845	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2
0845 - 0900	2	0	2	0	0	0	0	1	2	3	2	3	2	0	7
Hourly Total	5	1	6	0	0	0	0	4	3	7	3	7	3	0	16
Grand Total	5	3	8	0	0	0	0	10	3	13	5	1	6	27	
Approach %	62.50	37.50	-	0.00	0.00	-	76.92	23.08	-	83.33	16.67	-	-	-	-
Intersection %	18.52	11.11	29.63	0.00	0.00	0.00	37.04	11.11	48.15	18.52	3.70	22.22	-	-	-

1200 - 1800 (Weekday 6h Session) (02-28-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total	
	FL-76 S Kanner Hwy			FL-6 S Colorado Ave			US-1 SW Federal Hwy			US-1 SE Federal Hwy					
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total			
1200 - 1215	2	1	3	0	0	0	0	0	0	0	0	0	0	0	3
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	1	2	3	0	0	0	0	0	2	2	1	0	1	0	6
1245 - 1300	0	1	1	0	0	0	0	3	2	5	0	0	0	0	6
Hourly Total	3	4	7	0	0	0	0	3	4	7	1	0	1	1	15
1300 - 1315	1	1	2	0	0	0	0	2	0	2	1	1	2	1	6
1315 - 1330	0	1	1	0	0	0	0	2	0	2	1	0	1	0	4
1330 - 1345	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1345 - 1400	1	0	1	0	0	0	0	2	1	3	0	0	0	0	4
Hourly Total	3	2	5	0	0	0	0	6	1	7	2	1	3	1	15
1400 - 1415	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	1	3	0	0	0	0	1	1	2	0	0	0	0	5
1500 - 1515	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
1515 - 1530	0	2	2	0	0	0	0	0	0	0	3	0	3	0	5
1530 - 1545	1	3	4	0	0	0	0	0	0	0	1	0	1	0	5
1545 - 1600	0	1	1	0	0	0	0	0	0	0	0	1	1	0	2
Hourly Total	1	6	7	0	0	0	0	2	0	2	4	1	5	1	14
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	3	0	3	0	0	0	0	0	4	4	2	1	3	0	10
1630 - 1645	0	1	1	0	0	0	0	0	1	1	1	1	2	0	4
1645 - 1700	1	1	2	0	0	0	0	0	0	0	1	0	1	0	3
Hourly Total	4	2	6	0	0	0	0	0	5	5	4	2	6	1	17
1700 - 1715	2	4	6	0	0	0	0	0	1	1	0	3	3	0	10
1715 - 1730	0	2	2	0	0	0	0	1	1	2	0	0	0	0	4
1730 - 1745	0	0	0	0	0	0	0	0	1	1	1	1	2	0	3
1745 - 1800	1	0	1	1	0	0	1	0	0	0	0	1	1	0	3
Hourly Total	3	6	9	1	1	0	1	1	3	4	1	5	6	1	20
Grand Total	16	21	37	1	0	0	1	13	14	27	12	9	21	86	
Approach %	43.24	56.76	-	100.00	0.00	-	48.15	51.85	-	57.14	42.86	-	-	-	-
Intersection %	18.60	24.42	43.02	1.16	0.00	1.16	15.12	16.28	31.40	13.95	10.47	24.42	-	-	-

Start Date: 2/28/2023	FL-76 S Kanner Hwy Northbound			FL-6 S Colorado Ave Southbound			US-1 SW Federal Hwy Eastbound			US-1 SE Federal Hwy Westbound			Total
Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	132	85	36	8	37	10	18	313	183	26	118	3	980
07:15 AM - 07:30 AM	115	98	28	8	38	5	32	436	162	23	131	11	1099
07:30 AM - 07:45 AM	147	165	49	18	59	11	31	326	126	31	159	6	1138
07:45 AM - 08:00 AM	150	137	64	23	54	8	44	308	105	29	177	15	1123
08:00 AM - 08:15 AM	151	143	50	28	67	11	37	341	112	30	117	15	1111
08:15 AM - 08:30 AM	109	123	60	21	85	10	40	350	153	39	197	15	1217
08:30 AM - 08:45 AM	165	150	65	21	49	13	55	398	155	26	188	18	1314
08:45 AM - 09:00 AM	157	193	78	24	51	20	58	372	119	34	151	19	1292
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	136	101	35	40	106	32	31	267	95	66	243	25	1190
12:15 PM - 12:30 PM	113	131	51	39	84	35	50	288	130	61	282	24	1303
12:30 PM - 12:45 PM	130	102	57	50	65	35	32	297	97	39	257	22	1202
12:45 PM - 01:00 PM	123	138	46	30	78	38	56	255	103	47	258	25	1209
01:00 PM - 01:15 PM	117	109	58	34	64	33	44	279	103	54	291	27	1229
01:15 PM - 01:30 PM	145	115	55	34	91	22	36	232	120	36	268	35	1204
01:30 PM - 01:45 PM	124	95	37	25	92	21	49	255	97	39	273	16	1134
01:45 PM - 02:00 PM	155	97	52	41	91	28	42	290	117	43	279	21	1267
02:00 PM - 02:15 PM	134	107	37	34	77	32	44	275	106	51	227	16	1146
02:15 PM - 02:30 PM	130	102	38	33	88	31	31	289	114	60	302	28	1255
02:30 PM - 02:45 PM	153	116	49	37	110	34	33	321	121	29	318	18	1343
02:45 PM - 03:00 PM	153	125	50	34	106	26	51	239	117	52	277	12	1247
03:00 PM - 03:15 PM	177	94	39	28	98	43	20	240	105	38	305	18	1211
03:15 PM - 03:30 PM	153	88	49	33	99	43	36	261	84	53	299	17	1228
03:30 PM - 03:45 PM	151	112	41	24	99	30	33	265	102	63	368	27	1323
03:45 PM - 04:00 PM	181	144	48	36	118	25	37	228	91	61	336	26	1340
04:00 PM - 04:15 PM	180	91	47	40	137	38	29	232	71	60	313	24	1271
04:15 PM - 04:30 PM	178	107	31	33	119	38	31	291	89	56	332	19	1342
04:30 PM - 04:45 PM	215	137	27	58	104	32	27	199	92	61	307	16	1287
04:45 PM - 05:00 PM	206	93	36	33	135	29	27	213	81	61	288	15	1228
05:00 PM - 05:15 PM	172	90	48	24	135	32	20	214	108	50	350	10	1275
05:15 PM - 05:30 PM	176	123	40	26	130	36	22	231	93	63	379	17	1346
05:30 PM - 05:45 PM	204	111	35	16	107	34	25	216	103	53	323	7	1245
05:45 PM - 06:00 PM	152	92	38	31	113	15	26	206	111	28	236	15	1078
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

[Click here for Map](#)

Peak Hour Turning Movement Count

Stuart, FL



www.marrtraffic.com

Tuesday, February 28, 2023	
Period	0700 - 0900
Peak Hour	0745 - 0845

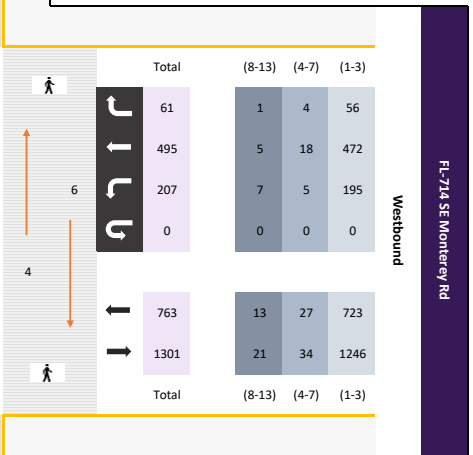
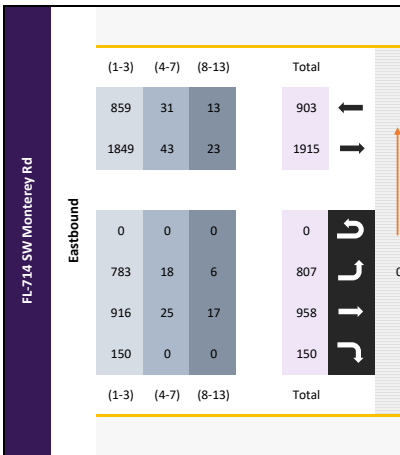
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0745 - 0800	54	189	49	6	298	48	184	63	5	300	213	215	36	0	464	67	119	9	0	195	1257
0800 - 0815	47	128	38	5	218	45	135	53	7	240	209	273	64	0	546	58	103	11	0	172	1176
0815 - 0830	53	163	28	4	248	51	168	46	5	270	193	236	27	0	456	39	132	21	0	192	1166
0830 - 0845	49	167	49	7	272	35	169	43	1	248	192	237	23	0	452	43	141	20	0	204	1176
Total	203	647	164	22	1036	179	656	205	18	1058	807	961	150	0	1918	207	495	61	0	763	4775
Approach %	19.59	62.45	15.83	2.12	-	16.92	62.00	19.38	1.70	-	42.08	50.10	7.82	0.00	-	27.13	64.88	7.99	0.00	-	-
PHF	0.94	0.86	0.84	0.79	0.87	0.88	0.89	0.81	0.64	0.88	0.95	0.88	0.59	0.00	0.88	0.77	0.88	0.73	0.00	0.94	0.95

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0745 - 0800	53	182	48	6	289	47	180	59	5	291	206	201	36	0	443	64	117	7	0	188	1211
0800 - 0815	46	122	37	4	209	43	130	50	7	230	203	264	64	0	531	55	97	10	0	162	1132
0815 - 0830	51	152	25	3	231	51	164	41	5	261	189	226	27	0	442	36	125	20	0	181	1115
0830 - 0845	49	162	46	7	264	33	164	38	1	236	185	225	23	0	433	40	133	19	0	192	1125
Total	199	618	156	20	993	174	638	188	18	1018	783	916	150	0	1849	195	472	56	0	723	4583
Approach %	20.04	62.24	15.71	2.01	-	17.09	62.67	18.47	1.77	-	42.35	49.54	8.11	0.00	-	26.97	65.28	7.75	0.00	-	-
PHF	0.94	0.85	0.81	0.71	0.86	0.85	0.89	0.80	0.64	0.87	0.95	0.87	0.59	0.00	0.87	0.76	0.89	0.70	0.00	0.94	0.95

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0745 - 0800	0	6	1	0	7	1	3	3	0	7	5	9	0	0	14	2	1	2	0	5	33
0800 - 0815	1	4	1	1	7	2	3	2	0	7	3	6	0	0	9	1	6	1	0	8	31
0815 - 0830	0	7	1	1	9	0	1	4	0	5	4	3	0	0	7	0	5	1	0	6	27
0830 - 0845	0	4	1	0	5	2	2	3	0	7	6	7	0	0	13	2	6	0	0	8	33
Total	1	21	4	2	28	5	9	12	0	26	18	25	0	0	43	5	18	4	0	27	124
Approach %	3.57	75.00	14.29	7.14	-	19.23	34.62	46.15	0.00	-	41.86	58.14	0.00	0.00	-	18.52	66.67	14.81	0.00	-	-
PHF	0.25	0.75	1.00	0.50	0.78	0.63	0.75	0.75	0.00	0.93	0.75	0.69	0.00	0.00	0.77	0.63	0.75	0.50	0.00	0.84	0.94

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0745 - 0800	1	1	0	0	2	0	1	1	0	2	2	4	0	0	6	1	1	0	0	2	12
0800 - 0815	0	2	0	0	2	0	2	1	0	3	3	2	0	0	5	2	0	0	0	2	12
0815 - 0830	2	2	2	0	6	0	3	1	0	4	0	6	0	0	6	3	2	0	0	5	21
0830 - 0845	0	1	2	0	3	0	3	2	0	5	1	5	0	0	6	1	2	1	0	4	18
Total	3	6	4	0	13	0	9	5	0	14	6	17	0	0	23	7	5	1	0	13	63
Approach %	23.08	46.15	30.77	0.00	-	0.00	64.29	35.71	0.00	-	26.09	73.91	0.00	0.00	-	53.85	38.46	7.69	0.00	-	-
PHF	0.38	0.75	0.50	0.00	0.54	0.00	0.75	0.63	0.00	0.70	0.50	0.71	0.00	0.00	0.96	0.58	0.63	0.25	0.00	0.65	0.75

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0815 - 0830	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.42

 [Click here for Map](#)

Peak Hour Turning Movement Count

Stuart, FL



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Tuesday, February 28, 2023	
Period	1200 - 1800
Peak Hour	1515 - 1615

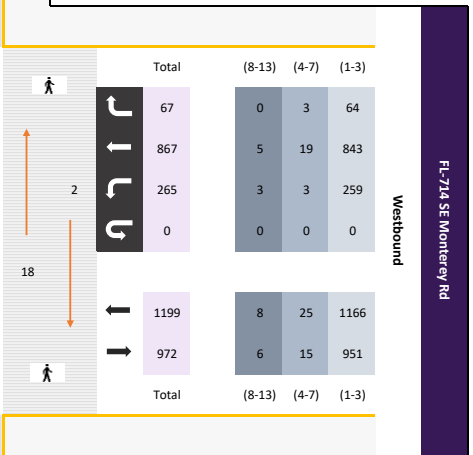
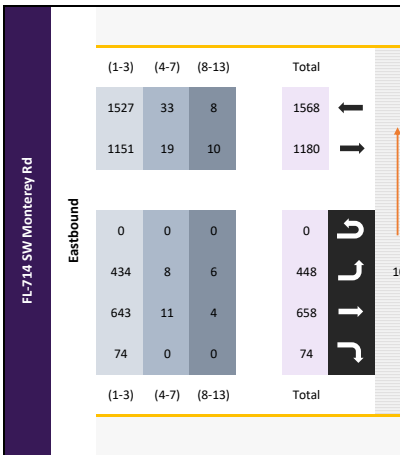
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1515 - 1530	64	196	36	9	305	43	160	111	8	322	118	174	12	0	304	75	214	20	0	309	1240
1530 - 1545	72	218	43	4	337	33	181	110	6	330	94	162	21	0	277	57	223	17	0	297	1241
1545 - 1600	50	163	39	4	256	38	175	119	6	338	124	171	20	0	315	66	220	20	0	306	1215
1600 - 1615	63	222	49	5	339	33	182	112	3	330	112	151	21	0	284	67	211	10	0	288	1241
Total	249	799	167	22	1237	147	698	452	23	1320	448	658	74	0	1180	265	868	67	0	1200	4937
Approach %	20.13	64.59	13.50	1.78	-	11.14	52.88	34.24	1.74	-	37.97	55.76	6.27	0.00	-	22.08	72.33	5.58	0.00	-	-
PHF	0.86	0.90	0.85	0.61	0.91	0.85	0.96	0.95	0.72	0.98	0.90	0.95	0.88	0.00	0.94	0.88	0.97	0.84	0.00	0.97	0.99

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1515 - 1530	64	192	35	9	300	42	156	107	8	313	113	168	12	0	293	73	206	19	0	298	1204
1530 - 1545	72	213	41	4	330	33	179	105	6	323	90	162	21	0	273	55	218	15	0	288	1214
1545 - 1600	50	159	38	4	251	37	168	114	6	325	120	169	20	0	309	64	210	20	0	294	1179
1600 - 1615	62	218	49	5	334	33	176	110	3	322	111	144	21	0	276	67	209	10	0	286	1218
Total	248	782	163	22	1215	145	679	436	23	1283	434	643	74	0	1151	259	843	64	0	1166	4815
Approach %	20.41	64.36	13.42	1.81	-	11.30	52.92	33.98	1.79	-	37.71	55.86	6.43	0.00	-	22.21	72.30	5.49	0.00	-	-
PHF	0.86	0.90	0.83	0.61	0.91	0.86	0.95	0.96	0.72	0.99	0.90	0.95	0.88	0.00	0.93	0.89	0.97	0.80	0.00	0.98	0.99

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1515 - 1530	0	4	1	0	5	1	3	3	0	7	4	6	0	0	10	1	7	1	0	9	31
1530 - 1545	0	5	1	0	6	0	2	3	0	5	2	0	0	0	2	0	4	2	0	6	19
1545 - 1600	0	2	1	0	3	0	5	5	0	10	2	1	0	0	3	2	6	0	0	8	24
1600 - 1615	1	4	0	0	5	0	5	2	0	7	0	4	0	0	4	0	2	0	0	2	18
Total	1	15	3	0	19	1	15	13	0	29	8	11	0	0	19	3	19	3	0	25	92
Approach %	5.26	78.95	15.79	0.00	-	3.45	51.72	44.83	0.00	-	42.11	57.89	0.00	0.00	-	12.00	76.00	12.00	0.00	-	-
PHF	0.25	0.75	0.75	0.00	0.79	0.25	0.75	0.65	0.00	0.73	0.50	0.46	0.00	0.00	0.48	0.38	0.68	0.38	0.00	0.69	0.74

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1515 - 1530	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	1	1	0	0	2	4
1530 - 1545	0	0	1	0	1	0	0	2	0	2	2	0	0	0	2	2	1	0	0	3	8
1545 - 1600	0	2	0	0	2	1	2	0	0	3	2	1	0	0	3	0	3	0	0	3	11
1600 - 1615	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	5
Total	0	2	1	0	3	1	3	3	0	7	6	4	0	0	10	3	5	0	0	8	28
Approach %	0.00	66.67	33.33	0.00	-	14.29	42.86	42.86	0.00	-	60.00	40.00	0.00	0.00	-	37.50	62.50	0.00	0.00	-	-
PHF	0.00	0.25	0.25	0.00	0.38	0.25	0.38	0.38	0.00	0.58	0.75	0.33	0.00	0.00	0.63	0.38	0.42	0.00	0.00	0.67	0.64

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1515 - 1530	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.50

Classified Turn Movement Count || All vehicles



Stuart, FL

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Site 3 of 3
 FL-76 S Kanner Hwy (South)
 FL-76 S Kanner Hwy (North)
 FL-714 SW Monterey Rd
 FL-714 SE Monterey Rd

Date
 Tuesday, February 28, 2023

Weather
 Fair
 70°F

Lat/Long
 27.175706°, -80.253004°

0700 - 0900 (Weekday 2h Session) (02-28-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	35	103	27	2	167	44	211	28	2	285	136	189	32	0	357	44	96	15	0	155	964
0715 - 0730	35	139	29	5	208	26	204	23	0	253	142	234	35	0	411	46	96	10	0	152	1024
0730 - 0745	36	140	37	1	214	26	194	25	3	248	187	266	46	0	499	49	105	23	0	177	1138
0745 - 0800	54	189	49	6	298	48	184	63	5	300	213	215	36	0	464	67	119	9	0	195	1257
Hourly Total	160	571	142	14	887	144	793	139	10	1086	678	904	149	0	1731	206	416	57	0	679	4383
0800 - 0815	47	128	38	5	218	45	135	53	7	240	209	273	64	0	546	58	103	11	0	172	1176
0815 - 0830	53	163	28	4	248	51	168	46	5	270	193	236	27	0	456	39	132	21	0	192	1166
0830 - 0845	49	167	49	7	272	35	169	43	1	248	192	237	23	0	452	43	141	20	0	204	1176
0845 - 0900	31	142	46	2	221	44	163	47	4	258	209	238	21	0	468	45	124	11	0	180	1127
Hourly Total	180	600	161	18	959	175	635	189	17	1016	803	984	135	0	1922	185	500	63	0	748	4645
Grand Total	340	1171	303	32	1846	319	1428	328	27	2102	1481	1888	284	0	3653	391	916	120	0	1427	9028
Approach %	18.42	63.43	16.41	1.73	-	15.18	67.94	15.60	1.28	-	40.54	51.68	7.77	0.00	-	27.40	64.19	8.41	0.00	-	
Intersection %	3.77	12.97	3.36	0.35	20.45	3.53	15.82	3.63	0.30	23.28	16.40	20.91	3.15	0.00	40.46	4.33	10.15	1.33	0.00	15.81	
PHF	0.94	0.86	0.84	0.79	0.87	0.88	0.89	0.81	0.64	0.88	0.95	0.88	0.59	0.00	0.88	0.77	0.88	0.73	0.00	0.94	0.95

1200 - 1800 (Weekday 6h Session) (02-28-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1200 - 1215	41	146	44	5	236	45	159	78	12	294	102	163	24	0	289	60	180	23	0	263	1082
1215 - 1230	36	158	39	7	240	51	162	78	10	301	118	154	20	0	292	63	195	26	0	284	1117
1230 - 1245	40	157	42	6	245	49	160	79	5	293	138	158	17	0	313	55	194	22	0	271	1122
1245 - 1300	43	126	33	7	209	45	144	75	8	272	132	189	20	0	341	45	172	24	0	241	1063
Hourly Total	160	587	158	25	930	190	625	310	35	1160	490	664	81	0	1235	223	741	95	0	1059	4384
1300 - 1315	44	155	41	4	244	47	142	64	8	261	115	170	17	0	302	54	191	19	0	264	1071
1315 - 1330	37	152	47	4	240	48	168	85	7	308	136	180	25	0	341	67	173	19	0	259	1148
1330 - 1345	38	132	42	6	218	47	132	78	8	265	109	157	20	0	286	58	208	26	0	292	1061
1345 - 1400	42	163	48	5	258	39	160	87	7	293	147	156	18	0	321	60	149	14	0	223	1095
Hourly Total	161	602	178	19	960	181	602	314	30	1127	507	663	80	0	1250	239	721	78	0	1038	4375
1400 - 1415	44	141	47	2	234	42	160	83	16	301	103	176	18	0	297	49	170	28	0	247	1079
1415 - 1430	40	153	42	7	242	42	156	73	9	280	134	157	22	0	313	60	196	23	0	279	1114
1430 - 1445	35	159	42	7	243	45	149	77	8	279	124	183	30	0	337	57	223	24	0	304	1163
1445 - 1500	42	136	33	3	214	37	171	100	4	312	125	200	27	0	352	49	221	17	0	287	1165
Hourly Total	161	589	164	19	933	166	636	333	37	1172	486	716	97	0	1299	215	810	92	0	1117	4521
1500 - 1515	57	158	41	2	258	50	175	112	9	346	110	179	18	0	307	54	206	17	0	277	1188
1515 - 1530	64	196	36	9	305	43	160	111	8	322	118	174	12	0	304	75	214	20	0	309	1240
1530 - 1545	72	218	43	4	337	33	181	110	6	330	94	162	21	0	277	57	223	17	0	297	1241
1545 - 1600	50	163	39	4	256	38	175	119	6	338	124	171	20	0	315	66	220	20	0	306	1215
Hourly Total	243	735	159	19	1156	164	691	452	29	1336	446	686	71	0	1203	252	863	74	0	1189	4884
1600 - 1615	63	222	49	5	339	33	182	112	3	330	112	151	21	0	284	67	211	10	0	288	1241
1615 - 1630	69	222	44	5	340	36	212	121	5	374	106	144	13	0	263	39	205	15	0	259	1236
1630 - 1645	62	175	34	3	274	34	191	112	9	346	128	162	19	0	309	51	228	11	0	290	1219
1645 - 1700	68	199	59	3	329	31	160	140	7	338	119	152	13	0	284	51	221	11	0	283	1234
Hourly Total	262	818	186	16	1282	134	745	485	24	1388	465	609	66	0	1140	208	865	47	0	1120	4930
1700 - 1715	60	170	41	6	277	41	183	157	8	389	108	154	30	0	292	47	226	12	0	285	1243
1715 - 1730	74	215	53	0	342	39	195	144	10	388	127	142	12	0	281	45	186	9	0	240	1251
1730 - 1745	60	198	48	3	309	45	169	130	7	351	111	128	19	0	258	63	220	11	0	294	1212
1745 - 1800	51	174	36	4	265	33	162	102	10	307	124	164	24	0	312	44	225	13	0	282	1166
Hourly Total	245	757	178	13	1193	158	709	533	35	1435	470	588	85	0	1143	199	857	45	0	1101	4872
Grand Total	1232	4088	1023	111	6454	993	4008	2427	190	7618	2864	3926	480	0	7270	1336	4857	431	0	6624	27966
Approach %	19.09	63.34	15.85	1.72	-	13.03	52.61	31.86	2.49	-	39.39	54.00	6.60	0.00	-	20.17	73.32	6.51	0.00	-	
Intersection %	4.41	14.62	3.66	0.40	23.08	3.55	14.33	8.68	0.68	27.24	10.24	14.04	1.72	0.00	26.00	4.78	17.37	1.54	0.00	23.69	
PHF	0.86	0.90	0.85	0.61	0.91	0.85	0.96	0.95	0.72	0.98	0.90	0.95	0.88	0.00	0.94	0.88	0.97	0.84	0.00	0.97	0.99

Classified Turn Movement Count || Passenger Vehicles (1-3)



Stuart, FL

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Site 3 of 3
 FL-76 S Kanner Hwy (South)
 FL-76 S Kanner Hwy (North)
 FL-714 SW Monterey Rd
 FL-714 SE Monterey Rd

Date
 Tuesday, February 28, 2023

Weather
 Fair
 70°F

Lat/Long
 27.175706°, -80.253004°

0700 - 0900 (Weekday 2h Session) (02-28-2023)
 Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	33	99	26	2	160	42	206	26	2	276	133	180	30	0	343	44	88	14	0	146	925
0715 - 0730	34	135	24	5	198	26	199	20	0	245	139	231	35	0	405	42	85	9	0	136	984
0730 - 0745	31	135	35	1	202	26	189	23	3	241	181	258	46	0	485	47	101	23	0	171	1099
0745 - 0800	53	182	48	6	289	47	180	59	5	291	206	201	36	0	443	64	117	7	0	188	1211
Hourly Total	151	551	133	14	849	141	774	128	10	1053	659	870	147	0	1676	197	391	53	0	641	4219
0800 - 0815	46	122	37	4	209	43	130	50	7	230	203	264	64	0	531	55	97	10	0	162	1132
0815 - 0830	51	152	25	3	231	51	164	41	5	261	189	226	27	0	442	36	125	20	0	181	1115
0830 - 0845	49	162	46	7	264	33	164	38	1	236	185	225	23	0	433	40	133	19	0	192	1125
0845 - 0900	31	141	44	2	218	42	153	42	4	241	205	230	21	0	456	45	117	10	0	172	1087
Hourly Total	177	577	152	16	922	169	611	171	17	968	782	945	135	0	1862	176	472	59	0	707	4459
Grand Total	328	1128	285	30	1771	310	1385	299	27	2021	1441	1815	282	0	3538	373	863	112	0	1348	8678
Approach %	18.52	63.69	16.09	1.69	-	15.34	68.53	14.79	1.34	-	40.73	51.30	7.97	0.00	-	27.67	64.02	8.31	0.00	-	
Intersection %	3.78	13.00	3.28	0.35	20.41	3.57	15.96	3.45	0.31	23.29	16.61	20.91	3.25	0.00	40.77	4.30	9.94	1.29	0.00	15.53	

1200 - 1800 (Weekday 6h Session) (02-28-2023)
 Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1200 - 1215	40	141	43	5	229	43	150	74	12	279	94	157	24	0	275	57	174	23	0	254	1037
1215 - 1230	36	153	36	6	231	51	153	72	10	286	115	152	20	0	287	62	188	26	0	276	1080
1230 - 1245	39	147	42	6	234	49	151	75	5	280	132	154	17	0	303	52	185	21	0	258	1075
1245 - 1300	42	120	31	7	200	44	135	71	8	258	126	182	20	0	328	45	162	22	0	229	1015
Hourly Total	157	561	152	24	894	187	589	292	35	1103	467	645	81	0	1193	216	709	92	0	1017	4207
1300 - 1315	44	151	36	4	235	47	134	60	8	249	110	166	17	0	293	52	178	19	0	249	1026
1315 - 1330	36	146	44	4	230	46	161	80	7	294	128	175	24	0	327	62	168	19	0	249	1100
1330 - 1345	38	125	41	6	210	47	125	75	8	255	104	146	20	0	270	58	202	26	0	286	1021
1345 - 1400	41	157	48	5	251	39	152	83	7	281	145	149	18	0	312	59	145	14	0	218	1062
Hourly Total	159	579	169	19	926	179	572	298	30	1079	487	636	79	0	1202	231	693	78	0	1002	4209
1400 - 1415	44	137	45	2	228	42	157	75	16	290	101	171	17	0	289	48	151	27	0	226	1033
1415 - 1430	40	149	39	7	235	42	154	69	9	274	129	152	22	0	303	56	189	22	0	267	1079
1430 - 1445	35	154	40	7	236	43	145	74	8	270	122	173	30	0	325	54	211	24	0	289	1120
1445 - 1500	42	127	33	3	205	37	170	90	4	301	120	193	26	0	339	48	213	17	0	278	1123
Hourly Total	161	567	157	19	904	164	626	308	37	1135	472	689	95	0	1256	206	764	90	0	1060	4355
1500 - 1515	56	150	40	2	248	49	171	108	9	337	108	174	18	0	300	52	202	17	0	271	1156
1515 - 1530	64	192	35	9	300	42	156	107	8	313	113	168	12	0	293	73	206	19	0	298	1204
1530 - 1545	72	213	41	4	330	33	179	105	6	323	90	162	21	0	273	55	218	15	0	288	1214
1545 - 1600	50	159	38	4	251	37	168	114	6	325	120	169	20	0	309	64	210	20	0	294	1179
Hourly Total	242	714	154	19	1129	161	674	434	29	1298	431	673	71	0	1175	244	836	71	0	1151	4753
1600 - 1615	62	218	49	5	334	33	176	110	3	322	111	144	21	0	276	67	209	10	0	286	1218
1615 - 1630	68	220	43	5	336	36	209	116	5	366	106	143	13	0	262	36	201	15	0	252	1216
1630 - 1645	62	173	33	3	271	34	188	109	9	340	128	156	19	0	303	49	223	11	0	283	1197
1645 - 1700	66	195	59	3	323	31	158	136	7	332	116	146	13	0	275	50	217	11	0	278	1208
Hourly Total	258	806	184	16	1264	134	731	471	24	1360	461	589	66	0	1116	202	850	47	0	1099	4839
1700 - 1715	60	168	41	6	275	41	181	153	8	383	107	152	30	0	289	47	226	12	0	285	1232
1715 - 1730	73	209	53	0	335	39	192	141	10	382	126	138	12	0	276	44	184	9	0	237	1230
1730 - 1745	59	195	48	3	305	42	168	127	7	344	107	127	18	0	252	59	219	11	0	289	1190
1745 - 1800	50	170	36	4	260	32	161	102	10	305	121	162	24	0	307	42	224	13	0	279	1151
Hourly Total	242	742	178	13	1175	154	702	523	35	1414	461	579	84	0	1124	192	853	45	0	1090	4803
Grand Total	1219	3969	994	110	6292	979	3894	2326	190	7389	2779	3811	476	0	7066	1291	4705	423	0	6419	27166
Approach %	19.37	63.08	15.80	1.75	-	13.25	52.70	31.48	2.57	-	39.33	53.93	6.74	0.00	-	20.11	73.30	6.59	0.00	-	
Intersection %	4.49	14.61	3.66	0.40	23.16	3.60	14.33	8.56	0.70	27.20	10.23	14.03	1.75	0.00	26.01	4.75	17.32	1.56	0.00	23.63	

Classified Turn Movement Count || Single Unit Trucks (4-7)



Stuart, FL

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Site 3 of 3
 FL-76 S Kanner Hwy (South)
 FL-76 S Kanner Hwy (North)
 FL-714 SW Monterey Rd
 FL-714 SE Monterey Rd

Date
 Tuesday, February 28, 2023

Weather
 Fair
 70°F

Lat/Long
 27.175706°, -80.253004°

0700 - 0900 (Weekday 2h Session) (02-28-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	2	2	1	0	5	2	4	2	0	8	3	4	2	0	9	0	6	1	0	7	29
0715 - 0730	0	3	4	0	7	0	3	2	0	5	3	0	0	0	3	2	7	1	0	10	25
0730 - 0745	1	1	2	0	4	0	2	1	0	3	4	7	0	0	11	2	3	0	0	5	23
0745 - 0800	0	6	1	0	7	1	3	3	0	7	5	9	0	0	14	2	1	2	0	5	33
Hourly Total	3	12	8	0	23	3	12	8	0	23	15	20	2	0	37	6	17	4	0	27	110
0800 - 0815	1	4	1	1	7	2	3	2	0	7	3	6	0	0	9	1	6	1	0	8	31
0815 - 0830	0	7	1	1	9	0	1	4	0	5	4	3	0	0	7	0	5	1	0	6	27
0830 - 0845	0	4	1	0	5	2	2	3	0	7	6	7	0	0	13	2	6	0	0	8	33
0845 - 0900	0	1	1	0	2	2	8	4	0	14	3	5	0	0	8	0	4	1	0	5	29
Hourly Total	1	16	4	2	23	6	14	13	0	33	16	21	0	0	37	3	21	3	0	27	120
Grand Total	4	28	12	2	46	9	26	21	0	56	31	41	2	0	74	9	38	7	0	54	230
Approach %	8.70	60.87	26.09	4.35	-	16.07	46.43	37.50	0.00	-	41.89	55.41	2.70	0.00	-	16.67	70.37	12.96	0.00	-	
Intersection %	1.74	12.17	5.22	0.87	20.00	3.91	11.30	9.13	0.00	24.35	13.48	17.83	0.87	0.00	32.17	3.91	16.52	3.04	0.00	23.48	

1200 - 1800 (Weekday 6h Session) (02-28-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1200 - 1215	0	4	1	0	5	1	7	4	0	12	6	3	0	0	9	3	4	0	0	7	33
1215 - 1230	0	4	1	1	6	0	5	3	0	8	3	2	0	0	5	1	3	0	0	4	23
1230 - 1245	1	8	0	0	9	0	6	3	0	9	4	3	0	0	7	3	6	1	0	10	35
1245 - 1300	1	4	2	0	7	1	7	4	0	12	4	6	0	0	10	0	7	2	0	9	38
Hourly Total	2	20	4	1	27	2	25	14	0	41	17	14	0	0	31	7	20	3	0	30	129
1300 - 1315	0	3	5	0	8	0	8	2	0	10	5	2	0	0	7	2	9	0	0	11	36
1315 - 1330	1	6	3	0	10	1	6	4	0	11	5	5	1	0	11	5	4	0	0	9	41
1330 - 1345	0	7	1	0	8	0	7	2	0	9	4	9	0	0	13	0	5	0	0	5	35
1345 - 1400	1	6	0	0	7	0	6	2	0	8	2	6	0	0	8	1	2	0	0	3	26
Hourly Total	2	22	9	0	33	1	27	10	0	38	16	22	1	0	39	8	20	0	0	28	138
1400 - 1415	0	4	2	0	6	0	1	8	0	9	1	3	1	0	5	1	15	1	0	17	37
1415 - 1430	0	3	3	0	6	0	1	3	0	4	4	5	0	0	9	2	7	1	0	10	29
1430 - 1445	0	5	2	0	7	2	3	3	0	8	2	6	0	0	8	3	5	0	0	8	31
1445 - 1500	0	7	0	0	7	0	1	8	0	9	5	6	1	0	12	1	6	0	0	7	35
Hourly Total	0	19	7	0	26	2	6	22	0	30	12	20	2	0	34	7	33	2	0	42	132
1500 - 1515	1	7	1	0	9	1	4	4	0	9	2	4	0	0	6	2	2	0	0	4	28
1515 - 1530	0	4	1	0	5	1	3	3	0	7	4	6	0	0	10	1	7	1	0	9	31
1530 - 1545	0	5	1	0	6	0	2	3	0	5	2	0	0	0	2	0	4	2	0	6	19
1545 - 1600	0	2	1	0	3	0	5	5	0	10	2	1	0	0	3	2	6	0	0	8	24
Hourly Total	1	18	4	0	23	2	14	15	0	31	10	11	0	0	21	5	19	3	0	27	102
1600 - 1615	1	4	0	0	5	0	5	2	0	7	0	4	0	0	4	0	2	0	0	2	18
1615 - 1630	1	2	0	0	3	0	2	5	0	7	0	1	0	0	1	2	4	0	0	6	17
1630 - 1645	0	2	0	0	2	0	3	2	0	5	0	5	0	0	5	2	4	0	0	6	18
1645 - 1700	2	2	0	0	4	0	1	4	0	5	2	6	0	0	8	1	2	0	0	3	20
Hourly Total	4	10	0	0	14	0	11	13	0	24	2	16	0	0	18	5	12	0	0	17	73
1700 - 1715	0	2	0	0	2	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	5
1715 - 1730	1	3	0	0	4	0	2	2	0	4	0	3	0	0	3	1	1	0	0	2	13
1730 - 1745	1	2	0	0	3	3	1	3	0	7	2	1	1	0	4	4	1	0	0	5	19
1745 - 1800	1	4	0	0	5	1	1	0	0	2	3	2	0	0	5	2	0	0	0	2	14
Hourly Total	3	11	0	0	14	4	5	7	0	16	5	6	1	0	12	7	2	0	0	9	51
Grand Total	12	100	24	1	137	11	88	81	0	180	62	89	4	0	155	39	106	8	0	153	625
Approach %	8.76	72.99	17.52	0.73	-	6.11	48.89	45.00	0.00	-	40.00	57.42	2.58	0.00	-	25.49	69.28	5.23	0.00	-	
Intersection %	1.92	16.00	3.84	0.16	21.92	1.76	14.08	12.96	0.00	28.80	9.92	14.24	0.64	0.00	24.80	6.24	16.96	1.28	0.00	24.48	

Classified Turn Movement Count || Combination Trucks (8-13)



Stuart, FL

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Site 3 of 3
 FL-76 S Kanner Hwy (South)
 FL-76 S Kanner Hwy (North)
 FL-714 SW Monterey Rd
 FL-714 SE Monterey Rd

Date
 Tuesday, February 28, 2023

Weather
 Fair
 70°F

Lat/Long
 27.175706°, -80.253004°

0700 - 0900 (Weekday 2h Session) (02-28-2023)
 Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	0	2	0	0	2	0	1	0	0	1	0	5	0	0	5	0	2	0	0	2	10
0715 - 0730	1	1	1	0	3	0	1	1	0	2	0	3	0	0	3	2	4	0	0	6	14
0730 - 0745	4	2	0	0	6	0	3	1	0	4	2	1	0	0	3	0	1	0	0	1	14
0745 - 0800	1	1	0	0	2	0	1	1	0	2	2	4	0	0	6	1	1	0	0	2	12
Hourly Total	6	6	1	0	13	0	6	3	0	9	4	13	0	0	17	3	8	0	0	11	50
0800 - 0815	0	2	0	0	2	0	2	1	0	3	3	2	0	0	5	2	0	0	0	2	12
0815 - 0830	2	2	2	0	6	0	3	1	0	4	0	6	0	0	6	3	2	0	0	5	21
0830 - 0845	0	1	2	0	3	0	3	2	0	5	1	5	0	0	6	1	2	1	0	4	18
0845 - 0900	0	0	1	0	1	0	2	1	0	3	1	3	0	0	4	0	3	0	0	3	11
Hourly Total	2	5	5	0	12	0	10	5	0	15	5	16	0	0	21	6	7	1	0	14	62
Grand Total	8	11	6	0	25	0	16	8	0	24	9	29	0	0	38	9	15	1	0	25	112
Approach %	32.00	44.00	24.00	0.00	-	0.00	66.67	33.33	0.00	-	23.68	76.32	0.00	0.00	-	36.00	60.00	4.00	0.00	-	-
Intersection %	7.14	9.82	5.36	0.00	22.32	0.00	14.29	7.14	0.00	21.43	8.04	25.89	0.00	0.00	33.93	8.04	13.39	0.89	0.00	22.32	-

1200 - 1800 (Weekday 6h Session) (02-28-2023)
 Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1200 - 1215	1	1	0	0	2	1	2	0	0	3	2	3	0	0	5	0	2	0	0	2	12
1215 - 1230	0	1	2	0	3	0	4	3	0	7	0	0	0	0	0	0	4	0	0	4	14
1230 - 1245	0	1	0	0	1	0	3	1	0	4	2	1	0	0	3	0	3	0	0	3	11
1245 - 1300	0	2	0	0	2	0	2	0	0	2	2	1	0	0	3	0	3	0	0	3	10
Hourly Total	1	5	2	0	8	1	11	4	0	16	6	5	0	0	11	0	12	0	0	12	47
1300 - 1315	0	1	0	0	1	0	0	2	0	2	0	2	0	0	2	0	4	0	0	4	9
1315 - 1330	0	0	0	0	0	1	1	1	0	3	3	0	0	0	3	0	1	0	0	1	7
1330 - 1345	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	1	0	0	1	5
1345 - 1400	0	0	0	0	0	0	2	2	0	4	0	1	0	0	1	0	2	0	0	2	7
Hourly Total	0	1	0	0	1	1	3	6	0	10	4	5	0	0	9	0	8	0	0	8	28
1400 - 1415	0	0	0	0	0	0	2	0	0	2	1	2	0	0	3	0	3	0	0	3	8
1415 - 1430	0	1	0	0	1	0	1	1	0	2	1	0	0	0	1	2	0	0	0	2	6
1430 - 1445	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	6	0	0	6	11
1445 - 1500	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	0	1	0	0	1	6
Hourly Total	0	3	0	0	3	0	4	3	0	7	2	7	0	0	9	2	10	0	0	12	31
1500 - 1515	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
1515 - 1530	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	1	1	0	0	2	4
1530 - 1545	0	0	1	0	1	0	0	2	0	2	2	0	0	0	2	2	1	0	0	3	8
1545 - 1600	0	2	0	0	2	1	2	0	0	3	2	1	0	0	3	0	3	0	0	3	11
Hourly Total	0	3	1	0	4	1	2	3	0	6	5	2	0	0	7	3	7	0	0	10	27
1600 - 1615	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	5
1615 - 1630	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
1630 - 1645	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	4
1645 - 1700	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	6
Hourly Total	0	2	2	0	4	0	3	1	0	4	2	4	0	0	6	1	3	0	0	4	18
1700 - 1715	0	0	0	0	0	0	1	2	0	3	1	2	0	0	3	0	0	0	0	0	6
1715 - 1730	0	3	0	0	3	0	1	1	0	2	1	1	0	0	2	0	1	0	0	1	8
1730 - 1745	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	4	0	0	4	0	2	3	0	5	4	3	0	0	7	0	2	0	0	2	18
Grand Total	1	18	5	0	24	3	25	20	0	48	23	26	0	0	49	6	42	0	0	48	169
Approach %	4.17	75.00	20.83	0.00	-	6.25	52.08	41.67	0.00	-	46.94	53.06	0.00	0.00	-	12.50	87.50	0.00	0.00	-	-
Intersection %	0.59	10.65	2.96	0.00	14.20	1.78	14.79	11.83	0.00	28.40	13.61	15.38	0.00	0.00	28.99	3.55	24.85	0.00	0.00	28.40	-

Classified Turn Movement Count || Bikes



Stuart, FL

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Site 3 of 3
 FL-76 S Kanner Hwy (South)
 FL-76 S Kanner Hwy (North)
 FL-714 SW Monterey Rd
 FL-714 SE Monterey Rd

Date
 Tuesday, February 28, 2023

Weather
 Fair
 70°F

Lat/Long
 27.175706°, -80.253004°

0700 - 0900 (Weekday 2h Session) (02-28-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total	
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd						
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
0815 - 0830	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
Grand Total	0	4	0	0	4	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	8
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-	-
Intersection %	0.00	50.00	0.00	0.00	50.00	0.00	12.50	0.00	0.00	12.50	0.00	37.50	0.00	0.00	37.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1200 - 1800 (Weekday 6h Session) (02-28-2023)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total	
	FL-76 S Kanner Hwy (South)					FL-76 S Kanner Hwy (North)					FL-714 SW Monterey Rd					FL-714 SE Monterey Rd						
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total		
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	4	6
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-	-
Intersection %	0.00	16.67	0.00	0.00	16.67	0.00	16.67	0.00	0.00	16.67	0.00	0.00	0.00	0.00	0.00	0.00	66.67	0.00	0.00	0.00	66.67	66.67

Pedestrian Count || All vehicles

Stuart, FL



www.marrtraffic.com

Site 3 of 3

FL-76 S Kanner Hwy (South)
 FL-76 S Kanner Hwy (North)
 FL-714 SW Monterey Rd
 FL-714 SE Monterey Rd

Date

Tuesday, February 28, 2023

Weather

Fair
 70°F

Lat/Long

27.175706°, -80.253004°

0700 - 0900 (Weekday 2h Session) (02-28-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-76 S Kanner Hwy (South)			FL-76 S Kanner Hwy (North)			FL-714 SW Monterey Rd			FL-714 SE Monterey Rd				
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	1	0	0	1	0	0	1
0730 - 0745	1	0	1	0	1	1	1	1	1	1	2	0	0	4
0745 - 0800	4	0	4	1	0	1	0	4	1	1	4	1	1	11
Hourly Total	5	0	5	1	1	2	2	5	7	1	1	2	16	
0800 - 0815	5	0	5	2	0	2	0	3	3	2	5	7	17	
0815 - 0830	1	1	2	2	0	2	0	0	0	0	0	0	4	
0830 - 0845	0	0	0	0	1	1	0	0	1	1	0	1	2	
0845 - 0900	2	0	2	0	0	0	0	3	3	0	0	3	5	
Hourly Total	8	1	9	4	1	5	0	6	6	3	5	8	28	
Grand Total	13	1	14	5	2	7	2	11	13	4	6	10	44	
Approach %	92.86	7.14	-	71.43	28.57	-	15.38	84.62	-	40.00	60.00	-		
Intersection %	29.55	2.27	31.82	11.36	4.55	15.91	4.55	25.00	29.55	9.09	13.64	22.73		

1200 - 1800 (Weekday 6h Session) (02-28-2023)

Pedestrians

























TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-76 S Kanner Hwy (South)			FL-76 S Kanner Hwy (North)			FL-714 SW Monterey Rd			FL-714 SE Monterey Rd				
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total		
1200 - 1215	1	1	2	0	0	0	0	1	0	1	1	0	1	4
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	4	1	5
1230 - 1245	0	1	1	0	0	0	0	0	1	0	0	0	0	2
1245 - 1300	0	0	0	0	0	0	0	1	0	0	1	0	0	1
Hourly Total	1	2	3	0	0	0	0	2	1	0	2	0	6	12
1300 - 1315	0	0	0	1	2	3	0	0	0	1	0	0	1	4
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	1	0	0	1	0	0	1
1345 - 1400	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	1	3	4	1	0	1	1	0	1	6	6
1400 - 1415	0	0	0	0	3	3	0	0	0	0	0	0	0	3
1415 - 1430	0	1	1	0	1	1	2	0	2	1	1	2	6	6
1430 - 1445	0	1	1	1	0	2	0	0	2	0	0	0	2	5
1445 - 1500	0	0	0	0	1	1	0	0	1	0	1	0	1	2
Hourly Total	0	2	2	4	3	7	2	0	2	3	2	5	16	16
1500 - 1515	0	0	0	0	0	0	1	0	1	0	3	3	4	4
1515 - 1530	0	19	19	1	7	8	9	0	9	12	2	14	50	50
1530 - 1545	0	1	1	0	2	2	1	0	1	3	0	3	7	7
1545 - 1600	0	0	0	0	1	1	0	0	0	0	0	0	2	2
Hourly Total	0	20	20	2	10	12	11	0	11	15	5	20	63	63
1600 - 1615	0	0	0	0	5	5	0	0	0	3	0	3	8	8
1615 - 1630	0	0	0	0	0	0	0	0	0	2	1	3	3	3
1630 - 1645	0	1	1	2	1	3	4	0	4	1	0	1	9	9
1645 - 1700	0	1	1	1	0	0	0	0	0	0	1	1	2	2
Hourly Total	0	2	2	2	6	8	4	0	4	6	2	8	22	22
1700 - 1715	2	0	2	0	2	2	0	0	0	2	1	3	7	7
1715 - 1730	0	2	2	0	2	2	2	0	2	1	1	2	8	8
1730 - 1745	0	0	0	1	0	1	0	2	2	1	0	1	4	4
1745 - 1800	0	0	0	0	1	1	1	0	1	0	0	0	5	5
Hourly Total	2	2	4	2	7	9	3	2	5	4	2	6	24	24
Grand Total	3	28	31	11	29	40	23	3	26	33	13	46	143	143
Approach %	9.68	90.32	-	27.50	72.50	-	88.46	11.54	-	71.74	28.26	-		
Intersection %	2.10	19.58	21.68	7.69	20.28	27.97	16.08	2.10	18.18	23.08	9.09	32.17		

Start Date: 2/28/2023	FL-76 S Kanner Hwy (South)			FL-76 S Kanner Hwy (North)			FL-714 SW Monterey Rd			FL-714 SE Monterey Rd			Total
Time	Northbound		NBR	Southbound		SBR	Eastbound		EBR	Westbound		WBR	
	NBL	NBT		SBL	SBT		EBL	EBT		WBL	WBT		
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	35	103	27	44	211	28	136	189	32	44	96	15	964
07:15 AM - 07:30 AM	35	139	29	26	204	23	142	234	35	46	96	10	1025
07:30 AM - 07:45 AM	36	140	37	26	194	25	187	266	46	49	105	23	1142
07:45 AM - 08:00 AM	54	189	49	48	184	63	213	215	36	67	119	9	1268
08:00 AM - 08:15 AM	47	128	38	45	135	53	209	273	64	58	103	11	1193
08:15 AM - 08:30 AM	53	163	28	51	168	46	193	236	27	39	132	21	1170
08:30 AM - 08:45 AM	49	167	49	35	169	43	192	237	23	43	141	20	1178
08:45 AM - 09:00 AM	31	142	46	44	163	47	209	238	21	45	124	11	1132
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	41	146	44	45	159	78	102	163	24	60	180	23	1086
12:15 PM - 12:30 PM	36	158	39	51	162	78	118	154	20	63	195	26	1122
12:30 PM - 12:45 PM	40	157	42	49	160	79	138	158	17	55	194	22	1124
12:45 PM - 01:00 PM	43	126	33	45	144	75	132	189	20	45	172	24	1064
01:00 PM - 01:15 PM	44	155	41	47	142	64	115	170	17	54	191	19	1075
01:15 PM - 01:30 PM	37	152	47	48	168	85	136	180	25	67	173	19	1148
01:30 PM - 01:45 PM	38	132	42	47	132	78	109	157	20	58	208	26	1062
01:45 PM - 02:00 PM	42	163	48	39	160	87	147	156	18	60	149	14	1096
02:00 PM - 02:15 PM	44	141	47	42	160	83	103	176	18	49	170	28	1082
02:15 PM - 02:30 PM	40	153	42	42	156	73	134	157	22	60	196	23	1120
02:30 PM - 02:45 PM	35	159	42	45	149	77	124	183	30	57	223	24	1168
02:45 PM - 03:00 PM	42	136	33	37	171	100	125	200	27	49	221	17	1167
03:00 PM - 03:15 PM	57	158	41	50	175	112	110	179	18	54	206	17	1192
03:15 PM - 03:30 PM	64	196	36	43	160	111	118	174	12	75	214	20	1290
03:30 PM - 03:45 PM	72	218	43	33	181	110	94	162	21	57	223	17	1248
03:45 PM - 04:00 PM	50	163	39	38	175	119	124	171	20	66	220	20	1217
04:00 PM - 04:15 PM	63	222	49	33	182	112	112	151	21	67	211	10	1249
04:15 PM - 04:30 PM	69	222	44	36	212	121	106	144	13	39	205	15	1239
04:30 PM - 04:45 PM	62	175	34	34	191	112	128	162	19	51	228	11	1228
04:45 PM - 05:00 PM	68	199	59	31	160	140	119	152	13	51	221	11	1236
05:00 PM - 05:15 PM	60	170	41	41	183	157	108	154	30	47	226	12	1250
05:15 PM - 05:30 PM	74	215	53	39	195	144	127	142	12	45	186	9	1259
05:30 PM - 05:45 PM	60	198	48	45	169	130	111	128	19	63	220	11	1216
05:45 PM - 06:00 PM	51	174	36	33	162	102	124	164	24	44	225	13	1171
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX B
TRAFFIC OPERATIONAL ANALYSIS

HCM 2010 Signalized Intersection Summary
 1: US 1 (SW Federal Highway) & SW Palm City Road/Driveway






























03/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	215	8	82	6	2	4	39	1164	12	56	2215	1
Future Volume (veh/h)	215	8	82	6	2	4	39	1164	12	56	2215	1
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1827	1827	1900	1827	1827	1827	1827	1900	1827	1827	1900
Adj Flow Rate, veh/h	247	9	0	8	3	5	42	1252	13	60	2356	1
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.87	0.87	0.87	0.75	0.75	0.75	0.93	0.93	0.93	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	273	10	252	16	6	20	64	1973	20	492	3264	1
Arrive On Green	0.16	0.16	0.00	0.01	0.01	0.01	0.01	0.13	0.13	0.28	0.63	0.63
Sat Flow, veh/h	1682	61	1553	1282	481	1553	1740	5090	53	1740	5149	2
Grp Volume(v), veh/h	256	0	0	11	0	5	42	818	447	60	1521	836
Grp Sat Flow(s),veh/h/ln	1743	0	1553	1763	0	1553	1740	1663	1818	1740	1663	1827
Q Serve(g_s), s	23.1	0.0	0.0	1.0	0.0	0.5	3.8	37.4	37.4	4.1	49.4	49.4
Cycle Q Clear(g_c), s	23.1	0.0	0.0	1.0	0.0	0.5	3.8	37.4	37.4	4.1	49.4	49.4
Prop In Lane	0.96		1.00	0.73		1.00	1.00		0.03	1.00		0.00
Lane Grp Cap(c), veh/h	283	0	252	22	0	20	64	1289	705	492	2107	1158
V/C Ratio(X)	0.91	0.00	0.00	0.49	0.00	0.25	0.65	0.63	0.63	0.12	0.72	0.72
Avail Cap(c_a), veh/h	339	0	302	69	0	61	88	1787	977	492	2107	1158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.8	0.0	0.0	78.5	0.0	78.2	78.0	59.0	59.0	42.7	19.8	19.8
Incr Delay (d2), s/veh	24.8	0.0	0.0	15.6	0.0	6.5	1.0	0.2	0.4	0.1	2.2	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	0.0	0.0	0.6	0.0	0.3	1.9	17.3	18.9	2.0	23.2	26.1
LnGrp Delay(d),s/veh	90.6	0.0	0.0	94.1	0.0	84.8	79.0	59.2	59.4	42.8	22.0	23.7
LnGrp LOS	F			F		F	E	E	E	D	C	C
Approach Vol, veh/h		256			16			1307			2417	
Approach Delay, s/veh		90.6			91.2			59.9			23.1	
Approach LOS		F			F			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	107.6		8.7	51.4	68.0		31.8				
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9				
Max Green Setting (Gmax), s	8.1	* 90		* 6.3	11.8	* 86		31.1				
Max Q Clear Time (g_c+I1), s	5.8	51.4		3.0	6.1	39.4		25.1				
Green Ext Time (p_c), s	0.0	35.5		0.0	0.0	22.7		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			39.7									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 2: S Kanner Highway/S Colorado Ave & US 1 (SW Federal Highway)























03/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	 			 	
Traffic Volume (veh/h)	190	1461	539	129	653	67	582	609	253	94	252	54
Future Volume (veh/h)	190	1461	539	129	653	67	582	609	253	94	252	54
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1827	1827	1900	1827	1827	1827	1827	1827	1827
Adj Flow Rate, veh/h	211	1623	599	152	768	79	693	725	0	109	293	63
Adj No. of Lanes	1	3	0	1	3	0	2	2	1	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.84	0.84	0.84	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	350	798	285	138	460	47	1378	1582	708	131	427	191
Arrive On Green	0.20	0.22	0.22	0.08	0.10	0.10	0.41	0.46	0.00	0.08	0.12	0.12
Sat Flow, veh/h	1740	3627	1297	1740	4599	470	3375	3471	1553	1740	3471	1553
Grp Volume(v), veh/h	211	1484	738	152	554	293	693	725	0	109	293	63
Grp Sat Flow(s),veh/h/ln	1740	1663	1598	1740	1663	1744	1688	1736	1553	1740	1736	1553
Q Serve(g_s), s	17.6	35.2	35.2	12.7	16.0	16.0	24.5	23.0	0.0	9.9	12.9	5.9
Cycle Q Clear(g_c), s	17.6	35.2	35.2	12.7	16.0	16.0	24.5	23.0	0.0	9.9	12.9	5.9
Prop In Lane	1.00		0.81	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	732	352	138	333	174	1378	1582	708	131	427	191
V/C Ratio(X)	0.60	2.03	2.10	1.10	1.67	1.68	0.50	0.46	0.00	0.83	0.69	0.33
Avail Cap(c_a), veh/h	353	732	352	138	333	174	1378	1582	708	397	1529	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	0.09	0.09	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.1	62.4	62.4	73.7	72.0	72.0	35.2	29.9	0.0	73.0	67.2	64.1
Incr Delay (d2), s/veh	2.0	465.5	500.6	106.1	312.8	329.6	0.0	0.1	0.0	12.5	8.7	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	63.4	64.4	10.2	21.8	23.7	11.4	11.0	0.0	5.2	6.7	2.8
LnGrp Delay(d),s/veh	60.0	527.9	563.0	179.8	384.8	401.6	35.3	30.0	0.0	85.5	75.9	68.7
LnGrp LOS	E	F	F	F	F	F	D	C		F	E	E
Approach Vol, veh/h		2433			999			1418			465	
Approach Delay, s/veh		498.0			358.5			32.6			77.2	
Approach LOS		F			F			C			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	71.8	26.2	39.0	23.0	18.6	79.4	20.0	42.0				
Change Period (Y+Rc), s	6.5	6.5	6.8	* 7	6.5	6.5	7.3	6.8				
Max Green Setting (Gmax), s	14.5	70.5	32.5	* 16	36.5	48.5	12.7	35.2				
Max Q Clear Time (g_c+I1), s	26.5	14.9	19.6	18.0	11.9	25.0	14.7	37.2				
Green Ext Time (p_c), s	0.0	4.7	0.7	0.0	0.3	8.8	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			310.8									
HCM 2010 LOS			F									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 3: S Kanner Highway & SW Monterey Road

03/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	807	958	150	207	495	61	203	647	164	179	656	205
Future Volume (veh/h)	807	958	150	207	495	61	203	647	164	179	656	205
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1900	1827	1827	1900	1827	1827	1827
Adj Flow Rate, veh/h	917	1089	170	220	527	65	233	744	189	203	745	233
Adj No. of Lanes	2	2	1	2	2	0	1	3	0	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.87	0.87	0.87	0.88	0.88	0.88
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	898	1342	600	261	616	76	253	775	195	300	782	763
Arrive On Green	0.27	0.39	0.39	0.08	0.20	0.20	0.15	0.20	0.20	0.17	0.23	0.23
Sat Flow, veh/h	3375	3471	1553	3375	3112	383	1740	3976	999	1740	3471	1553
Grp Volume(v), veh/h	917	1089	170	220	293	299	233	621	312	203	745	233
Grp Sat Flow(s),veh/h/ln	1688	1736	1553	1688	1736	1759	1740	1663	1651	1740	1736	1553
Q Serve(g_s), s	42.6	44.9	12.1	10.3	26.1	26.3	21.1	29.6	30.0	17.5	33.9	5.2
Cycle Q Clear(g_c), s	42.6	44.9	12.1	10.3	26.1	26.3	21.1	29.6	30.0	17.5	33.9	5.2
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	898	1342	600	261	344	348	253	648	322	300	782	763
V/C Ratio(X)	1.02	0.81	0.28	0.84	0.85	0.86	0.92	0.96	0.97	0.68	0.95	0.31
Avail Cap(c_a), veh/h	898	1342	600	281	394	399	270	648	322	318	785	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.53	0.53	0.53
Uniform Delay (d), s/veh	58.7	43.9	33.8	72.9	61.9	62.0	67.4	63.7	63.9	62.0	61.1	8.6
Incr Delay (d2), s/veh	35.6	5.4	1.2	19.3	22.7	23.0	34.0	25.2	41.9	2.8	13.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.3	22.5	5.4	5.5	14.7	15.0	12.6	15.9	17.4	8.6	17.7	2.9
LnGrp Delay(d),s/veh	94.3	49.3	35.0	92.1	84.6	84.9	101.4	89.0	105.8	64.9	74.7	8.7
LnGrp LOS	F	D	C	F	F	F	F	F	F	E	E	A
Approach Vol, veh/h		2176			812			1166			1181	
Approach Delay, s/veh		67.1			86.8			96.0			60.0	
Approach LOS		E			F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	49.3	38.4	34.4	38.0	19.1	68.6	29.5	42.9				
Change Period (Y+Rc), s	* 6.7	* 6.7	6.8	* 6.8	* 6.7	* 6.7	* 6.2	6.8				
Max Green Setting (Gmax), s	* 36	* 36	29.2	* 31	* 13	* 59	* 25	36.2				
Max Q Clear Time (g_c+I1), s	44.6	28.3	19.5	32.0	12.3	46.9	23.1	35.9				
Green Ext Time (p_c), s	0.0	3.4	0.4	0.0	0.1	9.2	0.2	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			74.8									
HCM 2010 LOS			E									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
4: SW Pine Ave/SW Palm City Road

03/07/2023

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻			↻	↻		↻	
Traffic Vol, veh/h	0	4	2	38	4	0	2	220	81	0	520	4
Future Vol, veh/h	0	4	2	38	4	0	2	220	81	0	520	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	60	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	2	41	4	0	2	239	88	0	565	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	898	567	813	812	-	569	0	0	327	0	0
Stage 1	-	567	-	243	243	-	-	-	-	-	-	-
Stage 2	-	331	-	570	569	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	279	523	297	313	0	1003	-	-	1233	-	-
Stage 1	0	507	-	761	705	0	-	-	-	-	-	-
Stage 2	0	645	-	506	506	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	278	523	292	312	-	1003	-	-	1233	-	-
Mov Cap-2 Maneuver	-	278	-	292	312	-	-	-	-	-	-	-
Stage 1	-	507	-	759	704	-	-	-	-	-	-	-
Stage 2	-	644	-	500	506	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.2		19.5		0.1		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1003	-	-	329	294	1233	-
HCM Lane V/C Ratio	0.002	-	-	0.02	0.155	-	-
HCM Control Delay (s)	8.6	0	-	16.2	19.5	0	-
HCM Lane LOS	A	A	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-

Lanes, Volumes, Timings

1: US 1 (SW Federal Highway) & SW Palm City Road/Driveway

03/07/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↑↑↑		↗	↑↑↑	
Traffic Volume (vph)	215	8	82	6	2	4	39	1164	12	56	2215	1
Future Volume (vph)	215	8	82	6	2	4	39	1164	12	56	2215	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	11	11	11
Storage Length (ft)	150		75	20		20	275		0	245		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			40			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Fr _t			0.850			0.850		0.998				
Fl _t Protected		0.954			0.965		0.950			0.950		
Satd. Flow (prot)	0	1743	1553	0	1763	1553	1620	4812	0	1678	4821	0
Fl _t Permitted		0.954			0.965		0.950			0.950		
Satd. Flow (perm)	0	1743	1553	0	1763	1553	1620	4812	0	1678	4821	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			143		1				
Link Speed (mph)		25			25			35				35
Link Distance (ft)		174			186			1408				706
Travel Time (s)		4.7			5.1			27.4				13.8
Peak Hour Factor	0.87	0.87	0.87	0.75	0.75	0.75	0.93	0.93	0.93	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	247	9	94	8	3	5	42	1252	13	60	2356	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	256	94	0	11	5	42	1265	0	60	2357	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			0			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	

Lanes, Volumes, Timings

1: US 1 (SW Federal Highway) & SW Palm City Road/Driveway

03/07/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8			4						
Detector Phase	8	8	8	4	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0		4.0	10.0	
Minimum Split (s)	10.7	10.7	10.7	10.7	10.7	10.7	12.9	24.0		10.2	24.0	
Total Split (s)	37.0	37.0	37.0	13.0	13.0	13.0	14.0	92.0		18.0	96.0	
Total Split (%)	23.1%	23.1%	23.1%	8.1%	8.1%	8.1%	8.8%	57.5%		11.3%	60.0%	
Maximum Green (s)	31.1	31.1	31.1	6.3	6.3	6.3	8.1	86.0		11.8	90.0	
Yellow Time (s)	3.7	3.7	3.7	3.4	3.4	3.4	3.7	4.0		3.7	4.0	
All-Red Time (s)	2.2	2.2	2.2	3.3	3.3	3.3	2.2	2.0		2.5	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.9	5.9		6.7	6.7	5.9	6.0		6.2	6.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	3.5	3.5	3.0	3.0	3.0	3.0	5.0		3.0	5.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			13.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)		27.6	27.6		6.0	6.0	8.1	81.3		27.8	101.2	
Actuated g/C Ratio		0.17	0.17		0.04	0.04	0.05	0.51		0.17	0.63	
v/c Ratio		0.85	0.24		0.17	0.03	0.51	0.52		0.21	0.77	
Control Delay		89.0	1.9		80.2	0.2	102.5	39.3		58.0	26.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		89.0	1.9		80.2	0.2	102.5	39.3		58.0	26.1	
LOS		F	A		F	A	F	D		E	C	
Approach Delay		65.6			55.3			41.4			26.9	
Approach LOS		E			E			D			C	
Queue Length 50th (ft)		260	0		11	0	42	462		51	746	
Queue Length 95th (ft)		349	0		29	0	m54	m149		106	819	
Internal Link Dist (ft)		94			106			1328			626	
Turn Bay Length (ft)			75			20	275			245		
Base Capacity (vph)		338	421		69	198	85	2835		302	3050	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.76	0.22		0.16	0.03	0.49	0.45		0.20	0.77	

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	22 (14%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	35.0
Intersection Capacity Utilization	75.5%
Intersection LOS:	C
ICU Level of Service	D

Lanes, Volumes, Timings

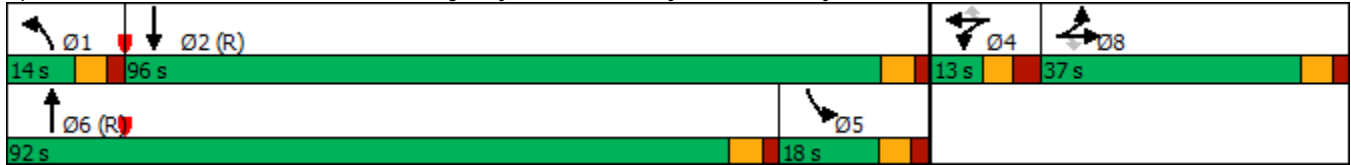
1: US 1 (SW Federal Highway) & SW Palm City Road/Driveway

03/07/2023

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: US 1 (SW Federal Highway) & SW Palm City Road/Driveway



Lanes, Volumes, Timings

2: S Kanner Highway/S Colorado Ave & US 1 (SW Federal Highway)

03/07/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (vph)	190	1461	539	129	653	67	582	609	253	94	252	54
Future Volume (vph)	190	1461	539	129	653	67	582	609	253	94	252	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	11	10	10	10
Storage Length (ft)	450		0	250		0	446		0	150		110
Storage Lanes	1		0	1		0	2		1	1		1
Taper Length (ft)	102			55			93			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.97	0.95	1.00	1.00	0.95	1.00
Fr't		0.960			0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	4628	0	1620	4754	0	3255	3355	1501	1620	3240	1449
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1678	4628	0	1620	4754	0	3255	3355	1501	1620	3240	1449
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			9				280			120
Link Speed (mph)		35			35			40				30
Link Distance (ft)		1408			558			5595				775
Travel Time (s)		27.4			10.9			95.4				17.6
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.84	0.84	0.84	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	211	1623	599	152	768	79	693	725	301	109	293	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	2222	0	152	847	0	693	725	301	109	293	63
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			22				22
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		10			10			10				10
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm

Lanes, Volumes, Timings

2: S Kanner Highway/S Colorado Ave & US 1 (SW Federal Highway)

03/07/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases										6		2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	14.5	38.8		15.3	15.0		14.5	38.5	38.5	14.5	37.5	37.5
Total Split (s)	39.0	42.0		20.0	23.0		21.0	55.0	55.0	43.0	77.0	77.0
Total Split (%)	24.4%	26.3%		12.5%	14.4%		13.1%	34.4%	34.4%	26.9%	48.1%	48.1%
Maximum Green (s)	32.5	35.2		12.7	16.0		14.5	48.5	48.5	36.5	70.5	70.5
Yellow Time (s)	4.0	4.4		3.4	3.7		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.4		3.9	3.3		2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.8		7.3	7.0		6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0						7.0	7.0		7.0	7.0
Flash Dont Walk (s)		27.0						25.0	25.0		24.0	24.0
Pedestrian Calls (#/hr)		0						0	0		0	0
Act Effect Green (s)	32.5	35.2		14.2	17.5		60.8	67.4	67.4	16.1	22.7	22.7
Actuated g/C Ratio	0.20	0.22		0.09	0.11		0.38	0.42	0.42	0.10	0.14	0.14
v/c Ratio	0.62	2.10		1.06	1.61		0.56	0.51	0.38	0.67	0.64	0.20
Control Delay	52.2	522.0		158.5	323.1		56.7	52.2	20.7	88.3	70.8	1.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	522.0		158.5	323.1		56.7	52.2	20.7	88.3	70.8	1.5
LOS	D	F		F	F		E	D	C	F	E	A
Approach Delay		481.2			298.1			48.5			65.5	
Approach LOS		F			F			D			E	
Queue Length 50th (ft)	163	~1316		157	~402		315	333	137	112	154	0
Queue Length 95th (ft)	m246	#1408		#318	#534		m255	m270	m102	166	188	0
Internal Link Dist (ft)		1328			478			5515			695	
Turn Bay Length (ft)	450			250			446			150		110
Base Capacity (vph)	340	1059		143	527		1237	1413	794	369	1427	705
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.62	2.10		1.06	1.61		0.56	0.51	0.38	0.30	0.21	0.09

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	22 (14%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	2.10
Intersection Signal Delay:	281.8
Intersection LOS:	F
Intersection Capacity Utilization:	94.9%
ICU Level of Service:	F

Lanes, Volumes, Timings

2: S Kanner Highway/S Colorado Ave & US 1 (SW Federal Highway)

03/07/2023

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

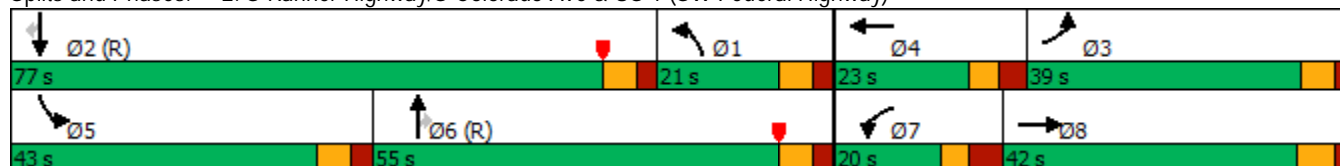
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.





























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: S Kanner Highway/S Colorado Ave & US 1 (SW Federal Highway)



Lanes, Volumes, Timings
 3: S Kanner Highway & SW Monterey Road

03/07/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  			 	
Traffic Volume (vph)	807	958	150	207	495	61	203	647	164	179	656	205
Future Volume (vph)	807	958	150	207	495	61	203	647	164	179	656	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	11	11	10	11	11
Storage Length (ft)	450		175	325		0	620		0	350		0
Storage Lanes	2		1	2		0	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Frt			0.850		0.984			0.970				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3255	3355	1501	3255	3302	0	1620	4677	0	1620	3355	1501
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3255	3355	1501	3255	3302	0	1620	4677	0	1620	3355	1501
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160		8			35				113
Link Speed (mph)		35			40			45				40
Link Distance (ft)		901			622			786				5595
Travel Time (s)		17.6			10.6			11.9				95.4
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.87	0.87	0.87	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	917	1089	170	220	527	65	233	744	189	203	745	233
Shared Lane Traffic (%)												
Lane Group Flow (vph)	917	1089	170	220	592	0	233	933	0	203	745	233
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		10			10			10				10
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov

Lanes, Volumes, Timings
3: S Kanner Highway & SW Monterey Road

03/07/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6									8
Detector Phase	1	6	6	5	2		7	4		3	8	1
Switch Phase												
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	14.7	40.7	40.7	14.7	39.7		14.2	36.8		14.8	42.8	14.7
Total Split (s)	43.0	66.0	66.0	20.0	43.0		31.0	38.0		36.0	43.0	43.0
Total Split (%)	26.9%	41.3%	41.3%	12.5%	26.9%		19.4%	23.8%		22.5%	26.9%	26.9%
Maximum Green (s)	36.3	59.3	59.3	13.3	36.3		24.8	31.2		29.2	36.2	36.3
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.0	4.8		4.0	4.4	4.4
All-Red Time (s)	2.3	2.3	2.3	2.3	2.3		2.2	2.0		2.8	2.4	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7		6.2	6.8		6.8	6.8	6.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0	5.0	3.0	5.0		4.0	3.0		3.0	3.0	4.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	None
Walk Time (s)		5.0	5.0		5.0			7.0			7.0	
Flash Dont Walk (s)		29.0	29.0		28.0			23.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	38.3	59.5	59.5	13.1	34.3		24.6	31.2		29.2	36.4	74.8
Actuated g/C Ratio	0.24	0.37	0.37	0.08	0.21		0.15	0.20		0.18	0.23	0.47
v/c Ratio	1.18	0.87	0.26	0.83	0.83		0.94	0.99		0.69	0.98	0.31
Control Delay	144.6	55.7	6.5	96.7	69.9		108.6	88.6		48.6	52.2	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	144.6	55.7	6.5	96.7	69.9		108.6	88.6		48.6	52.2	8.6
LOS	F	E	A	F	E		F	F		D	D	A
Approach Delay		89.3			77.1			92.6			43.0	
Approach LOS		F			E			F			D	
Queue Length 50th (ft)	~611	557	7	119	305		244	349		156	348	49
Queue Length 95th (ft)	#721	633	55	#186	380		#391	#425		m125	m218	m34
Internal Link Dist (ft)		821			542			706			5515	
Turn Bay Length (ft)	450		175	325			620			350		
Base Capacity (vph)	778	1248	659	270	755		251	940		295	763	761
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	1.18	0.87	0.26	0.81	0.78		0.93	0.99		0.69	0.98	0.31

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	65 (41%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.18
Intersection Signal Delay:	77.9
Intersection Capacity Utilization:	90.0%
Intersection LOS:	E
ICU Level of Service:	E

Lanes, Volumes, Timings

3: S Kanner Highway & SW Monterey Road

03/07/2023

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

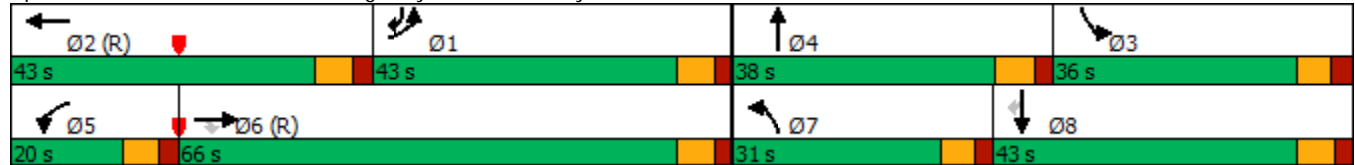
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.


















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: S Kanner Highway & SW Monterey Road
























Lanes, Volumes, Timings
 4: SW Pine Ave/SW Palm City Road

03/07/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	2	38	4	0	2	220	81	0	520	4
Future Volume (vph)	0	4	2	38	4	0	2	220	81	0	520	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	16	16	16	11	11	11	12	12	12
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.955							0.850		0.999	
Flt Protected					0.956							
Satd. Flow (prot)	0	1720	0	0	2018	0	0	1801	1531	0	1861	0
Flt Permitted					0.956							
Satd. Flow (perm)	0	1720	0	0	2018	0	0	1801	1531	0	1861	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		232			174			803			248	
Travel Time (s)		6.3			4.7			21.9			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	4	2	41	4	0	2	239	88	0	565	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	45	0	0	241	88	0	569	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		50			0			0			0	
Crosswalk Width(ft)		0			0			0			0	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.85	0.85	0.85	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	46.0%						ICU Level of Service A					
Analysis Period (min)	15											

HCM 2010 Signalized Intersection Summary
 1: US 1 (SW Federal Highway) & SW Palm City Road/Driveway

03/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	11	77	13	15	21	43	2211	10	3	1413	3
Future Volume (veh/h)	320	11	77	13	15	21	43	2211	10	3	1413	3
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1845	1900	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	381	13	0	21	25	34	44	2279	10	3	1553	3
Adj No. of Lanes	0	1	1	0	1	1	1	3	0	1	3	0
Peak Hour Factor	0.84	0.84	0.84	0.61	0.61	0.61	0.97	0.97	0.97	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	391	13	361	30	36	57	63	2691	12	119	2867	6
Arrive On Green	0.23	0.23	0.00	0.04	0.04	0.04	0.01	0.17	0.17	0.07	0.55	0.55
Sat Flow, veh/h	1702	58	1568	823	980	1568	1757	5175	23	1757	5190	10
Grp Volume(v), veh/h	394	0	0	46	0	34	44	1478	811	3	1005	551
Grp Sat Flow(s),veh/h/ln	1760	0	1568	1803	0	1568	1757	1679	1841	1757	1679	1843
Q Serve(g_s), s	37.8	0.0	0.0	4.3	0.0	3.6	4.2	72.5	72.6	0.3	32.5	32.5
Cycle Q Clear(g_c), s	37.8	0.0	0.0	4.3	0.0	3.6	4.2	72.5	72.6	0.3	32.5	32.5
Prop In Lane	0.97		1.00	0.46		1.00	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	405	0	361	66	0	57	63	1746	957	119	1854	1018
V/C Ratio(X)	0.97	0.00	0.00	0.70	0.00	0.60	0.70	0.85	0.85	0.03	0.54	0.54
Avail Cap(c_a), veh/h	405	0	361	88	0	77	94	1758	964	119	1854	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	0.0	0.0	81.0	0.0	80.7	83.1	63.8	63.9	74.0	24.3	24.3
Incr Delay (d2), s/veh	37.7	0.0	0.0	14.6	0.0	9.6	1.3	0.5	0.9	0.1	1.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.6	0.0	0.0	2.4	0.0	1.7	2.1	34.0	37.4	0.1	15.4	17.1
LnGrp Delay(d),s/veh	102.7	0.0	0.0	95.6	0.0	90.2	84.3	64.4	64.8	74.1	25.5	26.4
LnGrp LOS	F			F		F	F	E	E	E	C	C
Approach Vol, veh/h		394			80			2333			1559	
Approach Delay, s/veh		102.7			93.3			64.9			25.9	
Approach LOS		F			F			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	100.1		12.9	17.7	94.4		45.0				
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9				
Max Green Setting (Gmax), s	9.1	* 89		* 8.3	8.8	* 89		39.1				
Max Q Clear Time (g_c+I1), s	6.2	34.5		6.3	2.3	74.6		39.8				
Green Ext Time (p_c), s	0.0	32.4		0.0	0.0	13.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			54.9									
HCM 2010 LOS			D									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 2: S Kanner Highway/S Colorado Ave & US 1 (SW Federal Highway)























03/07/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1016	353	240	1348	96	690	454	167	133	473	131
Future Volume (veh/h)	130	1016	353	240	1348	96	690	454	167	133	473	131
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	143	1116	388	261	1465	104	784	516	0	155	550	152
Adj No. of Lanes	1	3	0	1	3	0	2	2	1	1	2	1
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	794	276	282	970	69	926	1316	589	172	707	316
Arrive On Green	0.17	0.21	0.21	0.16	0.20	0.20	0.27	0.37	0.00	0.10	0.20	0.20
Sat Flow, veh/h	1774	3728	1296	1774	4848	344	3442	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	143	1015	489	261	1024	545	784	516	0	155	550	152
Grp Sat Flow(s),veh/h/ln	1774	1695	1634	1774	1695	1802	1721	1770	1583	1774	1770	1583
Q Serve(g_s), s	12.3	36.2	36.2	24.7	34.0	34.0	36.7	18.2	0.0	14.7	25.0	14.4
Cycle Q Clear(g_c), s	12.3	36.2	36.2	24.7	34.0	34.0	36.7	18.2	0.0	14.7	25.0	14.4
Prop In Lane	1.00		0.79	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	722	348	282	678	360	926	1316	589	172	707	316
V/C Ratio(X)	0.46	1.41	1.41	0.93	1.51	1.51	0.85	0.39	0.00	0.90	0.78	0.48
Avail Cap(c_a), veh/h	360	722	348	331	678	360	926	1316	589	172	926	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.13	0.13	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	66.9	66.9	70.5	68.0	68.0	58.8	39.3	0.0	75.9	64.5	60.2
Incr Delay (d2), s/veh	1.2	189.3	196.0	28.7	237.5	243.9	1.1	0.1	0.0	41.4	8.2	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	35.9	35.3	14.4	38.3	41.3	17.6	8.9	0.0	9.2	13.0	6.8
LnGrp Delay(d),s/veh	64.4	256.2	262.9	99.2	305.5	311.9	59.9	39.4	0.0	117.3	72.7	65.4
LnGrp LOS	E	F	F	F	F	F	E	D		F	E	E
Approach Vol, veh/h		1647			1830			1300			857	
Approach Delay, s/veh		241.5			278.0			51.8			79.5	
Approach LOS		F			F			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	52.2	40.5	36.3	41.0	23.0	69.7	34.3	43.0				
Change Period (Y+Rc), s	6.5	6.5	6.8	* 7	6.5	6.5	7.3	6.8				
Max Green Setting (Gmax), s	30.5	44.5	34.5	* 34	16.5	58.5	31.7	36.2				
Max Q Clear Time (g_c+I1), s	38.7	27.0	14.3	36.0	16.7	20.2	26.7	38.2				
Green Ext Time (p_c), s	0.0	6.9	0.6	0.0	0.0	7.0	0.3	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			184.9									
HCM 2010 LOS			F									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 3: S Kanner Highway & SW Monterey Road

03/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	448	658	74	265	867	67	249	799	167	147	697	452
Future Volume (veh/h)	448	658	74	265	867	67	249	799	167	147	697	452
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	477	700	79	273	894	69	274	878	184	150	711	461
Adj No. of Lanes	2	2	1	2	2	0	1	3	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.91	0.91	0.91	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	474	1304	583	321	1079	83	272	935	195	266	786	570
Arrive On Green	0.14	0.37	0.37	0.09	0.32	0.32	0.15	0.22	0.22	0.15	0.22	0.22
Sat Flow, veh/h	3442	3539	1583	3442	3330	257	1774	4218	880	1774	3539	1583
Grp Volume(v), veh/h	477	700	79	273	475	488	274	705	357	150	711	461
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1817	1774	1695	1708	1774	1770	1583
Q Serve(g_s), s	22.3	25.2	5.4	12.7	40.2	40.2	24.8	33.1	33.4	12.7	31.7	36.0
Cycle Q Clear(g_c), s	22.3	25.2	5.4	12.7	40.2	40.2	24.8	33.1	33.4	12.7	31.7	36.0
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	474	1304	583	321	573	589	272	751	378	266	786	570
V/C Ratio(X)	1.01	0.54	0.14	0.85	0.83	0.83	1.01	0.94	0.94	0.56	0.90	0.81
Avail Cap(c_a), veh/h	474	1304	583	431	573	589	272	758	382	266	786	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.51	0.51	0.51
Uniform Delay (d), s/veh	69.8	40.3	34.0	72.3	50.6	50.6	68.6	62.0	62.1	63.9	61.3	46.8
Incr Delay (d2), s/veh	43.1	1.6	0.5	11.6	13.0	12.7	56.9	19.2	31.9	1.4	7.9	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	12.6	2.4	6.5	21.7	22.3	16.4	17.6	19.1	6.4	16.4	19.4
LnGrp Delay(d),s/veh	112.9	41.8	34.5	83.9	63.6	63.3	125.5	81.1	93.9	65.3	69.2	51.3
LnGrp LOS	F	D	C	F	E	E	F	F	F	E	E	D
Approach Vol, veh/h		1256			1236			1336			1322	
Approach Delay, s/veh		68.4			67.9			93.7			62.5	
Approach LOS		E			E			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.0	59.2	31.1	42.7	21.8	66.4	31.0	42.8				
Change Period (Y+Rc), s	* 6.7	* 6.7	6.8	* 6.8	* 6.7	* 6.7	* 6.2	6.8				
Max Green Setting (Gmax), s	* 22	* 52	22.2	* 36	* 20	* 54	* 25	36.0				
Max Q Clear Time (g_c+I1), s	24.3	42.2	14.7	35.4	14.7	27.2	26.8	38.0				
Green Ext Time (p_c), s	0.0	6.4	0.2	0.5	0.4	9.9	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			73.3									
HCM 2010 LOS			E									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
4: SW Pine Ave/SW Palm City Road

03/07/2023

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻			↻	↻		↻	
Traffic Vol, veh/h	0	6	2	55	6	0	2	327	75	0	520	4
Future Vol, veh/h	0	6	2	55	6	0	2	327	75	0	520	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	60	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	2	60	7	0	2	355	82	0	565	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	1008	567	931	928	-	569	0	0	437	0	0
Stage 1	-	567	-	359	359	-	-	-	-	-	-	-
Stage 2	-	441	-	572	569	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	240	523	247	268	0	1003	-	-	1123	-	-
Stage 1	0	507	-	659	627	0	-	-	-	-	-	-
Stage 2	0	577	-	505	506	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	239	523	240	267	-	1003	-	-	1123	-	-
Mov Cap-2 Maneuver	-	239	-	240	267	-	-	-	-	-	-	-
Stage 1	-	507	-	657	625	-	-	-	-	-	-	-
Stage 2	-	575	-	496	506	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.4		25.4		0		0	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1003	-	-	277	242	1123	-
HCM Lane V/C Ratio	0.002	-	-	0.031	0.274	-	-
HCM Control Delay (s)	8.6	0	-	18.4	25.4	0	-
HCM Lane LOS	A	A	-	C	D	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	0	-

Lanes, Volumes, Timings

1: US 1 (SW Federal Highway) & SW Palm City Road/Driveway

03/07/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↑↑↑		↗	↑↑↑	
Traffic Volume (vph)	320	11	77	13	15	21	43	2211	10	3	1413	3
Future Volume (vph)	320	11	77	13	15	21	43	2211	10	3	1413	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	11	11	11
Storage Length (ft)	150		75	20		20	275		0	245		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			40			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Fr _t			0.850			0.850		0.999				
Fl _t Protected		0.954			0.978		0.950			0.950		
Satd. Flow (prot)	0	1760	1568	0	1804	1568	1636	4863	0	1694	4868	0
Fl _t Permitted		0.954			0.978		0.950			0.950		
Satd. Flow (perm)	0	1760	1568	0	1804	1568	1636	4863	0	1694	4868	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			140			135		1				
Link Speed (mph)		25			25			35				35
Link Distance (ft)		174			186			1408				706
Travel Time (s)		4.7			5.1			27.4				13.8
Peak Hour Factor	0.84	0.84	0.84	0.61	0.61	0.61	0.97	0.97	0.97	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	381	13	92	21	25	34	44	2279	10	3	1553	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	394	92	0	46	34	44	2289	0	3	1556	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		10			10			0				10
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	

Lanes, Volumes, Timings

1: US 1 (SW Federal Highway) & SW Palm City Road/Driveway

03/07/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases			8			4						
Detector Phase	8	8	8	4	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0		4.0	10.0	
Minimum Split (s)	10.7	10.7	10.7	10.7	10.7	10.7	12.9	24.0		10.2	24.0	
Total Split (s)	45.0	45.0	45.0	15.0	15.0	15.0	15.0	95.0		15.0	95.0	
Total Split (%)	26.5%	26.5%	26.5%	8.8%	8.8%	8.8%	8.8%	55.9%		8.8%	55.9%	
Maximum Green (s)	39.1	39.1	39.1	8.3	8.3	8.3	9.1	89.0		8.8	89.0	
Yellow Time (s)	3.7	3.7	3.7	3.4	3.4	3.4	3.7	4.0		3.7	4.0	
All-Red Time (s)	2.2	2.2	2.2	3.3	3.3	3.3	2.2	2.0		2.5	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.9	5.9		6.7	6.7	5.9	6.0		6.2	6.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	3.5	3.5	3.0	3.0	3.0	3.0	5.0		3.0	5.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			13.0	
Pedestrian Calls (#/hr)								0			0	
Act Effect Green (s)		41.5	41.5		8.4	8.4	8.5	101.1		6.3	92.2	
Actuated g/C Ratio		0.24	0.24		0.05	0.05	0.05	0.59		0.04	0.54	
v/c Ratio		0.92	0.19		0.52	0.17	0.54	0.79		0.05	0.59	
Control Delay		88.6	1.8		99.4	1.8	67.0	47.9		79.3	28.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		88.6	1.8		99.4	1.8	67.0	47.9		79.3	28.7	
LOS		F	A		F	A	E	D		E	C	
Approach Delay		72.2			57.9			48.3			28.8	
Approach LOS		E			E			D			C	
Queue Length 50th (ft)		422	0		51	0	52	682		3	474	
Queue Length 95th (ft)		#587	0		66	0	m41	m581		15	484	
Internal Link Dist (ft)		94			106			1328			626	
Turn Bay Length (ft)			75			20	275			245		
Base Capacity (vph)		429	488		93	209	87	2891		87	2717	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.92	0.19		0.49	0.16	0.51	0.79		0.03	0.57	

Intersection Summary

Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	127 (75%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	44.3
Intersection LOS:	D
Intersection Capacity Utilization:	80.1%
ICU Level of Service:	D

Lanes, Volumes, Timings

1: US 1 (SW Federal Highway) & SW Palm City Road/Driveway

03/07/2023

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: US 1 (SW Federal Highway) & SW Palm City Road/Driveway



Lanes, Volumes, Timings

2: S Kanner Highway/S Colorado Ave & US 1 (SW Federal Highway)

03/07/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑		↘↘	↑↑	↘	↘	↑↑	↘
Traffic Volume (vph)	130	1016	353	240	1348	96	690	454	167	133	473	131
Future Volume (vph)	130	1016	353	240	1348	96	690	454	167	133	473	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	11	10	10	10
Storage Length (ft)	450		0	250		0	446		0	150		110
Storage Lanes	1		0	1		0	2		1	1		1
Taper Length (ft)	102			55			93			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.97	0.95	1.00	1.00	0.95	1.00
Frt		0.961			0.990				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	4724	0	1652	4867	0	3319	3421	1531	1652	3303	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	4724	0	1652	4867	0	3319	3421	1531	1652	3303	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47		6					190			113
Link Speed (mph)		35		35				40				30
Link Distance (ft)		1408		558				5595				775
Travel Time (s)		27.4		10.9				95.4				17.6
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.86	0.86	0.86
Adj. Flow (vph)	143	1116	388	261	1465	104	784	516	190	155	550	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	1504	0	261	1569	0	784	516	190	155	550	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11		11				22				22
Link Offset(ft)		0		0				0				0
Crosswalk Width(ft)		10		10				10				10
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94		94			94			94		
Detector 2 Size(ft)		6		6			6			6		
Detector 2 Type		Cl+Ex		Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0			0.0			0.0		
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5		2

Existing PM SW Palm City Road @ US-1 Intersection Feasibility Study 2:03 pm 03/06/2023
TCG

Synchro 11 Report
Page 4

Lanes, Volumes, Timings

2: S Kanner Highway/S Colorado Ave & US 1 (SW Federal Highway)

03/07/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases										6		2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	14.5	38.8		15.3	41.0		14.5	38.5	38.5	14.5	37.5	37.5
Total Split (s)	41.0	43.0		39.0	41.0		37.0	65.0	65.0	23.0	51.0	51.0
Total Split (%)	24.1%	25.3%		22.9%	24.1%		21.8%	38.2%	38.2%	13.5%	30.0%	30.0%
Maximum Green (s)	34.5	36.2		31.7	34.0		30.5	58.5	58.5	16.5	44.5	44.5
Yellow Time (s)	4.0	4.4		3.4	3.7		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.4		3.9	3.3		2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.8		7.3	7.0		6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0			5.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		27.0			29.0			25.0	25.0		24.0	24.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	34.5	38.3		29.6	34.0		36.8	58.5	58.5	16.5	38.2	38.2
Actuated g/C Ratio	0.20	0.23		0.17	0.20		0.22	0.34	0.34	0.10	0.22	0.22
v/c Ratio	0.41	1.37		0.91	1.60		1.09	0.44	0.29	0.97	0.74	0.36
Control Delay	61.3	218.1		101.9	317.1		119.9	44.5	5.8	137.3	67.5	17.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.3	218.1		101.9	317.1		119.9	44.5	5.8	137.3	67.5	17.7
LOS	E	F		F	F		F	D	A	F	E	B
Approach Delay		204.5			286.4			79.2			71.3	
Approach LOS		F			F			E			E	
Queue Length 50th (ft)	165	-833		285	-916		-508	234	0	175	302	35
Queue Length 95th (ft)	245	#929		#440	#1012		#687	283	53	#309	337	89
Internal Link Dist (ft)		1328			478			5515			695	
Turn Bay Length (ft)	450			250			446			150		110
Base Capacity (vph)	347	1099		308	978		719	1177	651	160	864	470
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.41	1.37		0.85	1.60		1.09	0.44	0.29	0.97	0.64	0.32

Intersection Summary

Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	127 (75%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.60
Intersection Signal Delay:	178.6
Intersection LOS:	F
Intersection Capacity Utilization:	96.2%
ICU Level of Service:	F
Analysis Period (min):	15

Lanes, Volumes, Timings

2: S Kanner Highway/S Colorado Ave & US 1 (SW Federal Highway)

03/07/2023

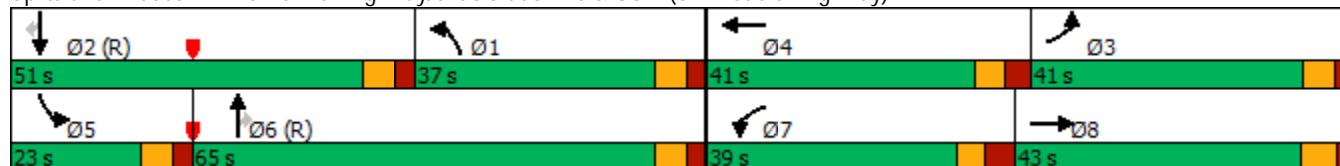
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: S Kanner Highway/S Colorado Ave & US 1 (SW Federal Highway)



Lanes, Volumes, Timings
3: S Kanner Highway & SW Monterey Road

03/07/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑		↗	↑↑↑		↗	↑↑	↗
Traffic Volume (vph)	448	658	74	265	867	67	249	799	167	147	697	452
Future Volume (vph)	448	658	74	265	867	67	249	799	167	147	697	452
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	11	11	10	11	11
Storage Length (ft)	450		175	325		0	620		0	350		0
Storage Lanes	2		1	2		0	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Fr _t			0.850		0.989			0.974				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3421	1531	3319	3384	0	1652	4788	0	1652	3421	1531
Fl _t Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3421	1531	3319	3384	0	1652	4788	0	1652	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		5			26				67
Link Speed (mph)		35			40			45				40
Link Distance (ft)		901			622			786				5595
Travel Time (s)		17.6			10.6			11.9				95.4
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.91	0.91	0.91	0.98	0.98	0.98
Adj. Flow (vph)	477	700	79	273	894	69	274	878	184	150	711	461
Shared Lane Traffic (%)												
Lane Group Flow (vph)	477	700	79	273	963	0	274	1062	0	150	711	461
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		10			10			10				10
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1

Existing PM SW Palm City Road @ US-1 Intersection Feasibility Study 2:03 pm 03/06/2023
TCG

Synchro 11 Report
Page 7

Lanes, Volumes, Timings
 3: S Kanner Highway & SW Monterey Road

03/07/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6					8						
Detector Phase	1	6	6	5	2		7	4		3	8	1
Switch Phase												
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	14.7	40.7	40.7	14.7	39.7		14.2	36.8		14.8	42.8	14.7
Total Split (s)	29.0	61.0	61.0	27.0	59.0		31.0	43.0		29.0	42.8	29.0
Total Split (%)	17.9%	37.7%	37.7%	16.7%	36.5%		19.2%	26.6%		17.9%	26.5%	17.9%
Maximum Green (s)	22.3	54.3	54.3	20.3	52.3		24.8	36.2		22.2	36.0	22.3
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.0	4.8		4.0	4.4	4.4
All-Red Time (s)	2.3	2.3	2.3	2.3	2.3		2.2	2.0		2.8	2.4	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7		6.2	6.8		6.8	6.8	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0	5.0	3.0	5.0		4.0	3.0		3.0	3.0	4.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	None
Walk Time (s)		5.0	5.0		5.0			7.0				
Flash Dont Walk (s)		29.0	29.0		28.0			23.0				
Pedestrian Calls (#/hr)		0	0		0			0				
Act Effct Green (s)	22.7	56.2	56.2	17.9	51.3		25.8	36.6		24.2	35.6	65.1
Actuated g/C Ratio	0.14	0.35	0.35	0.11	0.32		0.16	0.23		0.15	0.22	0.40
v/c Ratio	1.02	0.59	0.12	0.75	0.89		1.04	0.96		0.61	0.95	0.70
Control Delay	114.4	46.1	0.4	82.5	63.8		130.2	79.4		75.9	83.6	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	114.4	46.1	0.4	82.5	63.8		130.2	79.4		75.9	83.6	40.9
LOS	F	D	A	F	E		F	E		E	F	D
Approach Delay		69.1			67.9			89.8			67.8	
Approach LOS		E			E			F			E	
Queue Length 50th (ft)	~280	320	0	146	506		~323	404		151	393	352
Queue Length 95th (ft)	#397	396	0	196	600		#516	#505		234	#514	493
Internal Link Dist (ft)		821			542			706			5515	
Turn Bay Length (ft)	450		175	325			620			350		
Base Capacity (vph)	466	1187	634	416	1097		263	1103		247	761	656
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	1.02	0.59	0.12	0.66	0.88		1.04	0.96		0.61	0.93	0.70

Intersection Summary	
Area Type:	Other
Cycle Length:	161.8
Actuated Cycle Length:	161.8
Offset:	85.8 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	73.9
Intersection LOS:	E
Intersection Capacity Utilization:	93.9%
ICU Level of Service:	F
Analysis Period (min):	15

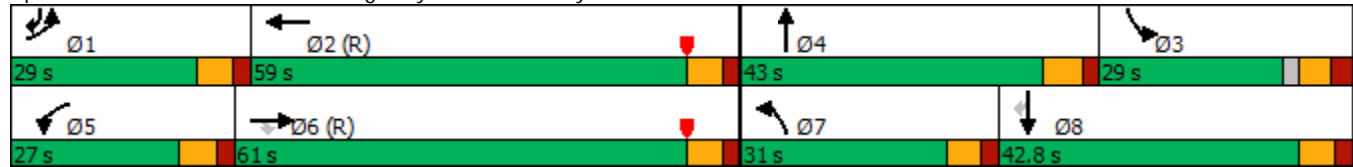
Lanes, Volumes, Timings

3: S Kanner Highway & SW Monterey Road

03/07/2023


















- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: S Kanner Highway & SW Monterey Road



Lanes, Volumes, Timings
4: SW Pine Ave/SW Palm City Road

03/07/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	6	2	55	6	0	2	327	75	0	520	4
Future Volume (vph)	0	6	2	55	6	0	2	327	75	0	520	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	16	16	16	11	11	11	12	12	12
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.970							0.850		0.999	
Flt Protected					0.957							
Satd. Flow (prot)	0	1747	0	0	2020	0	0	1801	1531	0	1861	0
Flt Permitted					0.957							
Satd. Flow (perm)	0	1747	0	0	2020	0	0	1801	1531	0	1861	0
Link Speed (mph)		25			25				25			25
Link Distance (ft)		232			174				803			248
Travel Time (s)		6.3			4.7				21.9			6.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	7	2	60	7	0	2	355	82	0	565	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	67	0	0	357	82	0	569	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0				0			0
Link Offset(ft)		50			0				0			0
Crosswalk Width(ft)		0			0				0			0
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	0.85	0.85	0.85	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop				Free			Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	45.6%			ICU Level of Service A								
Analysis Period (min)	15											

APPENDIX C

PAC MEETING #1 (FEBRUARY 15, 2023)

US 1 /SR 5/FEDERAL HIGHWAY at SW PALM CITY ROAD FEASIBILITY STUDY



THE CORRADINO GROUP

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MEETING AGENDA



1. Introductions
2. Project Overview
3. Project Scope & Schedule
4. Overview of Data Collected
5. Initial Review & High-Level Ideas/Concepts
6. PAC Member Input
7. Next Steps



THE CORRADINO GROUP

2



INTRODUCTIONS TECHNICAL PROJECT TEAM





Gerald Bolden, PE, PTOE
Project Manager



Joseph M. Corradino
Principal-in-Charge




Michael Biggs, PE, CPESC
Geometric Design



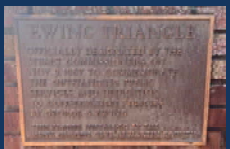
Asif Ahmed
Transportation Planning






3




INTRODUCTIONS MPO & PAC



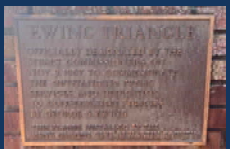
- Joy Tracy Puerta, Martin MPO – Project Manager
- Beth Beltran, Martin MPO Administrator
- Milton Leggett – City of Stuart Public Works Director
- David Dyess – City of Stuart
- Joe Catrambone - Chamber
- James Gorton – Martin County Public Works Director
- George Dzama – Martin County Deputy Public Works Director
- Lukas Lambert – Martin County Traffic Engineering Manager
- Lisa Wichser – Martin County Traffic Engineer
- Chon Wong – FDOT
- Thomas Lanahan – Treasure Coast Regional Planning Council
- Mark Waldo – Publix
- Robert Doster - CubeSmart
- Lance Feldman – Royal Palm Financial Center

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PROJECT OVERVIEW





Background:

- SW Palm City Road is an attractive alternative to US-1 to Kanner Highway movement
- Southbound uncontrolled slip right-turn movement
- Speeds and volume of traffic

Goals & Objectives :

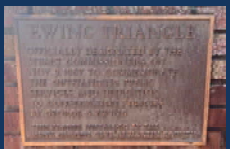
- Improve safety and mobility for all modes at the intersection of US-1 and SW Palm City Road.
- Manage speeds along SW Palm City Road
- Reduce traffic volumes along SW Palm City Road





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PROJECT OVERVIEW STUDY AREA






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**PROJECT OVERVIEW
STUDY AREA**

SW Palm City Rd
US 1 (SW Federal Hwy)
SR 76 (S Kanner Hwy)

MARTIN **MPO**
Metropolitan Planning Organization

THE CORRADINO GROUP

Google Earth

SWING TRIANGLE
OFFICIALLY DESIGNATED BY THE
FLORIDA COMMISSIONERS OF
STATE & COUNTY TO COMMEMORATE
THE HISTORICAL PLANNING
SERVICES AND CONTRIBUTIONS
TO COMMUNITY DEVELOPMENT
IN 1968 & 1970
THE CORRADINO GROUP

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**PROJECT OVERVIEW
STUDY AREA**


CubeSmart
SW Palm City Rd
Publix
US 1 (SW Federal Hwy)

MARTIN **MPO**
Metropolitan Planning Organization

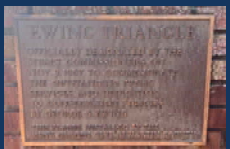
THE CORRADINO GROUP

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IN 1968 & 1970
THE CORRADINO GROUP



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PROJECT SCOPE



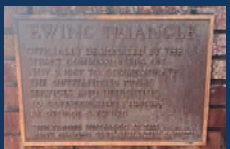
- Task 1: Project Management & Coordination
- Task 2: Stakeholder Coordination & Meetings
 - 2.1 PAC Meetings (2)
 - 2.2 Public Workshops (2)
 - 2.3 Presentations – Stuart Commission; CAC; BPAC; TAC; and MPO Board
- Task 3: Existing Conditions Evaluation
- Task 4: Alternatives Development/Evaluation
- Task 5: Concept Development



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PROJECT SCOPE



- Task 3: Existing Conditions Evaluation
 - 3.1 Traffic Data Collection
 - 3.2 General Data Collection
 - a. Studies & plans
 - b. Crash history
 - c. Multimodal
 - d. Traffic signal timings
 - 3.3 Field Review
 - 3.4 Multimodal Evaluation
 - 3.5 Existing Traffic Operations

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PROJECT SCOPE





Task 4: Alternatives Development/Evaluation


- 4.1 Alternatives Development
- 4.2 Alternatives Evaluation
 - a. Traffic Operations
 - b. Physical impacts
 - c. Cost

Task 5: Concept Development

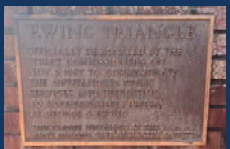
- 5.1 Concept Plan
- 5.2 Opinion of Probable Cost
- 5.3 Final Study

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PROJECT SCHEDULE



**US 1/SR 5/FEDERAL HIGHWAY AT SW PALM CITY ROAD
MULTIMODAL INTERSECTION IMPROVEMENT FEASIBILITY STUDY**

Task Name	Start	Finish	Duration
SCOPE OF SERVICES APPROVAL BY MPO BOARD			
NTP TO CORRADINO GROUP	Mon 1/9/23	Mon 1/9/23	1 day
1. PROJECT MANAGEMENT			
2. Stakeholder Coordination			
a. PAC Meetings (2)	Wed 2/15/23	Wed 5/17/23	66 days
PAC Meeting #1	Wed 2/15/23	Wed 2/15/23	1 day
PAC Meeting #2	Wed 5/17/23	Wed 5/17/23	1 day
b. Public Workshop	Thu 3/9/23	Wed 5/16/23	69 days
Workshop #1	Thu 3/9/23	Thu 3/9/23	1 day
Workshop #2	Wed 5/16/23	Wed 5/16/23	1 day
c. Agency Meetings	Mon 5/22/23	Mon 10/23/23	111 days
Board Commission Meeting	Mon 5/22/23	Mon 5/22/23	1 day
CAD/BACTAC Joint Meeting	Mon 10/16/23	Mon 10/16/23	1 day
MPO Meeting	Mon 10/30/23	Mon 10/30/23	1 day
CAC	Wed 6/7/23	Wed 6/7/23	1 day
BRAC	Mon 6/13/23	Mon 6/13/23	1 day
TAC	Mon 6/19/23	Mon 6/19/23	1 day
MPO	Mon 6/19/23	Mon 6/19/23	1 day
3. Existing Conditions			
a. Traffic Data Collection	Tue 1/16/23	Mon 2/6/23	21 days
b. Data Collection (Traffic signal timing, crash history, etc. specific to I-1)	Tue 1/16/23	Mon 2/6/23	21 days
c. Field Review	Mon 1/23/23	Tue 1/23/23	2 days
d. Multimodal Evaluation	Tue 2/7/23	Tue 2/7/23	1 day
e. Traffic Operations	Mon 2/13/23	Tue 2/13/23	1 day
f. Existing Conditions Tech Memo	Fri 3/17/23	Fri 3/17/23	1 day
4. Alternatives Development			
a. Alternatives - basic concept	Mon 3/20/23	Fri 4/6/23	17 days
b. Traffic Operations	Mon 3/20/23	Fri 4/6/23	17 days
c. Physical impacts	Mon 3/20/23	Fri 4/6/23	17 days
d. Cost	Mon 4/24/23	Fri 4/28/23	4 days
Alternatives Tech Memo	Thu 3/23/23	Thu 3/23/23	1 day
5. Concept Development			
Concept Plan	Fri 3/10/23	Mon 3/10/23	4 days
Cost Estimate	Tue 3/20/23	Thu 3/20/23	1 day
Draft Report	Fri 3/16/23	Fri 3/16/23	1 day
Review and Revise	Mon 3/19/23	Fri 3/19/23	5 days
Final Report	Mon 10/23/23	Mon 10/23/23	1 day

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PROJECT SCHEDULE KEY DATES/DELIVERABLES



Notice to Proceed – January 9, 2023

First Public Workshop – March 8, 2023

Second PAC Meeting – week of May 15, 2023

Stuart Commission Meeting – May 22, 2023


Other Meetings (CAC, BPAC, TAC, MPO) – 2nd/3rd week of June; October

Existing Conditions Technical Memorandum – March 17, 2023


Alternatives Technical Memorandum – July 20, 2023

Draft Report – September 8, 2023


Final Report – October 23, 2023






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DATA COLLECTION



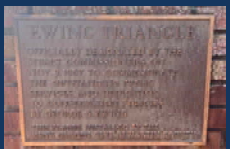
1. Studies and Plans
 - a. City of Stuart Federal Highway Master Plan (August 2021)
 - b. Intersection Operations Study – City of Stuart (June 2014)
 - c. US-1 Multimodal Corridor (June 2015)
 - d. FDOT Resurfacing Project & Right Turn Lane at Kanner Highway Project
2. Traffic Volumes
 - a. Turning Movement Counts
 - b. ADT
 - c. Speed
 - d. Pedestrian & bicycle



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DATA COLLECTION – con’t



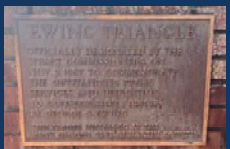
4. Traffic Signal Timings
5. Crash History
6. Transit





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DATA COLLECTION TRAFFIC DATA






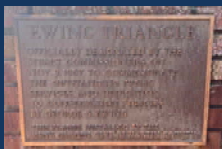
1. Traffic Volumes
 - a) ADT/Speed
 - i. SW Palm City Road – free-flow right
 - ii. SW Palm City Road – near SW Indianola Street
 - b) Turning Movement Counts (TMC)
 - i. US 1 & SW Palm City Road
 - ii. US 1 & SR 76/Kanner Highway
 - iii. SW Palm City Road & Publix





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DATA COLLECTION CRASH DATA







US 1 @ SW Palm City Road
Feasibility Study
(Crash History: 2018-2023)

Legend
Crash (2018-2023)
Injury
Fatality
Serious Injury


Coastal System, BLD 1983
MARTIN FLOORING, ALBANY
Preparation: 2018
Dolan, North American 1383 HARM

Prepared By
The Corradino Group
Franklin, TN 37064


1. Crashes (2018 -2023)
 - a) Total Number of Crashes = 64
 - b) Bicycle/Pedestrian Crashes = 1
 - c) Total Number of Injury Crashes = 17
 - d) Total Number of Serious Injury Crashes = 1
2. Crash Type
 - a) Rear-End = 39
 - b) Sideswipe = 13
 - c) Left-Turn = 4
 - d) Other = 8

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SITE VISIT OBSERVATIONS



Observations

- a) Vehicles utilizing the free flow right-turn continue through at or above posted speed limit
- b) Right-turn volume doesn't appear to be heavily impacted by congestion levels on US-1
- c) Some pedestrian activity along US-1 and crossing the free flow right-turn
- d) Rumble strips are not effective – appear to be worn down
- e) Monument in the triangular island, Ewing Triangle
- f) Potential utility conflicts throughout the Ewing Triangle
- g) Significant queue on SW Palm City Road at SR 714 (SW Monterey Road)

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SITE VISIT OBSERVATIONS








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SITE VISIT OBSTACLES



Obstacles - Utilities






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SITE VISIT OBSTACLES




Obstacles – Traffic Signal












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SITE VISIT OBSTACLES




Obstacles – Ewing Triangle Monument

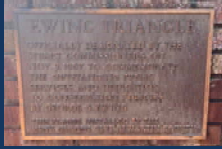




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INITIAL REVIEW GENERAL THOUGHTS




General Thoughts


- a) SW Palm City is very attractive alternative to US-1 and Kanner Highway
- b) Without some physical barrier, the drivers will continue to use SW Palm City Road as an alternative route.
- c) The existing traffic calming measures appear to have a positive impact on speeds
- d) SW Palm City Road traffic volumes is a mixture, estimation 60/40 – 65/35, of cut-through to local traffic

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INITIAL REVIEW HIGH-LEVEL IDEAS/CONCEPTS





Alternative 1: Modification of “Triangle” to eliminate free-flow right-turn


Eliminate free-flow right-turn. Do not add a southbound right-turn lane to the signalized intersection with SW Palm City Road and install signage for “No Right Turn Allowed” at signal.

PRO – Should reduce the right-turn volume and will reduce the speeds in the immediate vicinity of the intersection.

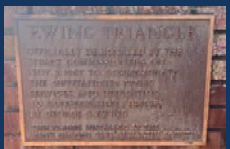
CON – Potential to create a safety concern for rear-end crashes as vehicles.


24





INITIAL REVIEW HIGH-LEVEL IDEAS/CONCEPTS




Alternative 1: Modification of "Triangle" to eliminate free-flow right-turn

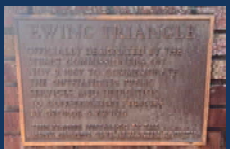


25



INITIAL REVIEW HIGH-LEVEL IDEAS/CONCEPTS





Alternative 2: Modification of "Triangle" to eliminate free-flow right-turn


Eliminate free-flow right-turn. Add a southbound right-turn lane to the signalized intersection with SW Palm City Road

PRO – May reduce the right-turn volume and should reduce the speeds in the immediate vicinity of the intersection.

CON – Will require a total rebuild of the traffic signal. Major utility conflicts. Removal/relocation of Ewing Triangle monument.

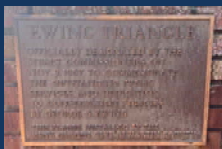



26






INITIAL REVIEW

HIGH-LEVEL IDEAS/CONCEPTS




Alternative 2: Modification of “Triangle” to eliminate free-flow right-turn







27



INITIAL REVIEW

HIGH-LEVEL IDEAS/CONCEPTS





Alternative 3: Modification of “Triangle” to eliminate free-flow right-turn


Eliminate free-flow right-turn. Add a southbound right-turn lane to the signalized intersection with SW Palm City Road with a raised channelization island to avoid traffic signal cabinet (FDOT Technical Appendix Multimodal Project Recommendations (June 2015)).

PRO – May reduce the right-turn volume and should reduce the speeds in the immediate vicinity of the intersection. Should be able to avoid a traffic signal rebuild.

CON – Major utility conflicts. Removal/relocation of Ewing Triangle monument.

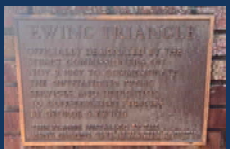



28






INITIAL REVIEW

HIGH-LEVEL IDEAS/CONCEPTS




Alternative 3: Modification of “Triangle” to eliminate free-flow right-turn



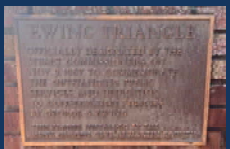



29



INITIAL REVIEW



HIGH-LEVEL IDEAS/CONCEPTS



Alternative 4: Modify a section of SW Palm City Road to create a section of one-way northbound traffic

PRO – Will reduce the right-turn volume and should reduce the speeds in the immediate vicinity of the intersection.

CON – Major change to residential traffic patterns. May create a Wrong-Way driving issue.

30



INITIAL REVIEW HIGH-LEVEL IDEAS/CONCEPTS




Alternative 4: Modify a section of SW Palm City Road to create a section of one-way northbound traffic

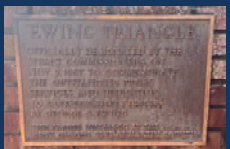





31





INITIAL REVIEW HIGH-LEVEL IDEAS/CONCEPTS



Alternative 5: Modify traffic calming devices on SW Palm City Road to deter cut-through traffic.

PRO – Should reduce the right-turn volume and should reduce the speeds on SW Pam City Road.

CON – Change to residential traffic patterns.

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PAC INPUT



Questions for PAC Members:

1. What issues have you observed, or have you heard from those you represent?
2. What are your primary concerns with the existing conditions?
3. What are your primary concerns with potential changes to accomplish the identified goals and objectives of the study?
4. In your opinion, what obstacles need to be overcome to implement the recommended alternative (To be determined) for this study?
5. Are there any areas of opportunity that need to be addressed?
6. Do you have a concept or potential modification in mind that may accomplish the identified goals and objectives of the study?



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NEXT STEPS



- A. Public Workshop – March 8, 2023
- B. Complete Existing Conditions Evaluation and Prepare Existing Conditions Memorandum – March 17, 2023
- C. Development of Alternatives – late March thru early May
- D. Second PAC Meeting – week of May 15, 2023



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QUESTIONS?



Gerald Bolden, PE, PTOE
615.406.8707
gbolden@corradino.com



PROJECT ADVISORY COMMITTEE (PAC) MEETING MINUTES

Date/Time:	February 15, 2023, at 3:00 PM
Submitted:	April 10, 2023
Project:	US 1 at SW Palm City Road Feasibility Study
TCG Proj:	4731*05

Meeting Attendees:

1. Joy Tracy Puerta, Planner	Martin MPO	jpuerta@martin.fl.us
2. Beth Beltran, MPO Administrator	Martin MPO	bbeltran@martin.fl.us
3. Gerald Bolden, PE	TCG	gbolden@corradino.com
4. Joseph M. Corradino	TCG	jmcorradino@corradino.com
5. Marty D. McWilliams	TCG	mmcwilliams@corradino.com
6. Asif Ahmed	TCG	aahmed@corradino.com
7. David Dyess	City of Stuart	ddyess@ci.stuart.fl.us
8. James Gorton, Director	Martin County, PW	jgorton@martin.fl.us
9. Milton Leggett, Director	City of Stuart, PW	mleggett@ci.stuart.fl.us
10. Lisa Wichser, Traffic Engineer (TE)	Martin County	lwichser@martin.fl.us
11. Lukas Lambert, TE Manager	Martin County	llambert@martin.fl.us
12. Robert Doster	Cube Smart	rd@macarthurholdings.com
13. Thomas Lanahan, Treasure Coast Regional Planning Council		tlanahan@tcrpc.org
14. Chon Wong	FDOT	chon.wong@dot.state.fl.us
15. Michael Mortell		mmortell@ci.stuart.fl.us

Discussion:

Mr. Bolden started the meeting by introducing himself and The Project Team of The Corradino Group. Then introductions of all individuals on the call were made and Mr. Bolden began a presentation on the project by going over the agenda for the meeting.

Mr. Bolden briefly described Project Background, Project Goals & Objectives, Study Area, Project Scope (including all tasks), and Project Schedule. After the overview on the projects, Mr. Bolden described about the completed task. Through presentation he showed The Corradino Team has gathered data that includes other studies and projects, crash history, traffic counts, multimodal and existing traffic operations review. At this point, he also showed different maps depicting Existing AADT and Crash History of the study area.

Mr. Doster asked if the presentation slides could be made available after the meeting. Mr. Bolden assured that he will send all the materials to everyone through OneDrive link.

Mr. Bolden continued with his presentation and shared his experience with site visit that he conducted through January 30, 2023, and January 31, 2023. He discussed both general observations (e.g., the study area traffic, bike & pedestrian movement) and specific observations (e.g., utilities, traffic signals, Ewing Triangle Monuments etc.) that came from the site visit. Mr. Bolden described his observations using pictures and videos taken while making the site visit. At this moment, Mr. Bolden asked everyone if they have any questions on what is presented so far. There being no comments from the members, Mr. Bolden moved forward with his presentation.

Mr. Bolden shared couple of high-level ideas for potential solutions to address the issues/concerns identified in the purpose section through couple of alternatives. Once all the alternatives were thoroughly described, Mr. Bolden opened the floor for the attendees to share their comments, observations, and ideas. This session was very interactive. Every attendee shared their thoughts on alternatives.

Discussion was centered on how alternatives will have negative and positive impacts on the study area (SW Palm City Road, SW Palm City Road & US-1 Intersection) and nearby intersections (US-1 & Kanner Highway; Kanner Highway & Monterey Road and Monterey Road & SW Palm City Road), how public might react to those alternatives, whether those alternatives will impact traffic movement/pattern on neighborhood roads or not, if alternatives will have positive or negative impacts on traffic coming from cross street. The Corradino Group Team members took notes on all the observations to address in future analysis.

Mr. Lambert asked if an Origin-Destination Study could be conducted for SW Palm City Road to determine percentages of local and cut-thru traffic. Mr. Bolden replied that is not within the scope of the study. Mr. Lambert also asked if recent speed data has been analyzed. Mr. Bolden replied that will be looked at soon and added in the technical memorandum.

Mr. Dyess added to the discussion that City has tried traffic calming measure to control the speeding issue through speed bumps, however, it was found that neighborhood reacts differently at different times. He added that City also made a plan for complete streets but considering the cost they could not make it to the implementation. Ms. Puerta said she would send that plan to Mr. Gerald.

After this discussion Mr. Bolden opened the floor again for PAC Input with following questions:

- What issues have you observed, or have you heard from those you represent?
- What are your primary concerns with the existing conditions?
- What are your primary concerns with potential changes to accomplish the identified goals and objectives of the study?

- In your opinion, what obstacles need to be overcome to implement the recommended alternative (To be determined) for this study?
- Are there any areas of opportunity that need to be addressed?
- Do you have a concept or potential modification in mind that may accomplish the identified goals and objectives of the study?

Mr. Bolden encouraged everyone to go through the questions and put their inputs.

Mr. Bolden asked Mr. Dyess about the recent speed study City did on SW Palm City Road. Mr. Dyess said they have one study on traffic counts and speeds on the SW Palm City Road that he will send to Mr. Bolden.

Ms. Puerta shared about a problem that one of the BPAC members having, who lives in the study area vicinity. That member always has problems getting out from the cross streets because the traffic is just so congested along there heading southbound and the speeds are just very high. Mr. Bolden explained the reasoning behind this problem with engineering judgment.

A discussion was generated about the removal/relocation of the Ewing Triangle Monument. After considerable discussion, it was found that The Monument does not have historical significance but is important for City of Stuart. This Monument could be relocated.

Ms. Puerta pointed out to the email that Mr. Wong sent before this meeting. In that email, Mr. Wong mentioned if SW Palm City Road Slip Ramp were to be removed, an impact analysis on the intersections of US-1 & Kanner Highway, Kanner Highway & Monterey Road and Monterey Road & SW Palm City Road would require.

Mr. Wong asked if elimination of the thru-movement from the office park on the east side of the US-1 to Palm City Road might be worth investigating. Discussion on this issue revealed that this could be investigated by changing signal timing pattern.

Mr. Bolden stated that he has observed a southbound queue from the intersection of US-1 & Kanner Highway backing up up-to Publix Access on US-1. He asked how likely it is that southbound right-turning traffic will use Public Access/Driveways to get onto Monterey Road. Ms. Lisa replied if no physical measure is taken for southbound right-turn traffic on US-1 & Kanner Highway, that traffic might consider using the Publix Driveway.

Mr. Gorton suggested to figure out if the primary concern in the study area is related to speeding or volume then it would be easy to make the final solution. Mr. Bolden replied right now the prime concern is volume.

After this discussion on PAC Input was finished, Mr. Bolden reminded everyone about the upcoming Public Workshop Meeting on March 8, 2023.

There being no other business, the meeting was adjourned.

ACTION ITEMS:

1. Corradino to prepare for Public Workshop Meeting.
2. City of Stuart to send complete street plan and recent speed study.

This is an interpretation of the verbal exchange between the participants of the meeting. If any of the information reported in these minutes is incorrect or should be clarified or amended, please contact the office of The Corradino Group within 2 working days, otherwise this report is considered as fully accurate.

APPENDIX D

PUBLIC WORKSHOP #1 (MARCH 8, 2023)

US 1 /SR 5/FEDERAL HIGHWAY at SW PALM CITY ROAD FEASIBILITY STUDY

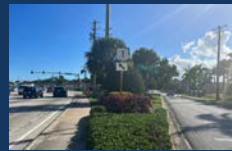


**PUBLIC WORKSHOP
MARCH 8, 2023**



1

MEETING AGENDA



1. Introductions
2. Workshop Format
3. Project Overview
 - a. Study Area
 - b. Goals & Objectives
 - c. Scope
4. Video



2



INTRODUCTIONS CORRADINO & MPO



Gerald Bolden, Corradino – Project Manager

Edward Ng, Corradino – Client Manager

Vanessa Spatafora, Corradino – Traffic Engineer


Samantha Kayser, Corradino – Community Outreach Specialist

Joy Tracy Puerta, Martin MPO – Project Manager


Beth Beltran, Martin MPO Administrator






3




PROJECT ADVISORY COMMITTEE MEMBERS



- Milton Leggett – City of Stuart Public Works Director
- Lisa Wichser – Martin County Traffic Engineer
- David Dyess – City of Stuart
- Chon Wong – FDOT
- Joe Catrambone - Chamber
- Thomas Lanahan – Treasure Coast Regional Planning Council
- James Gorton – Martin County Public Works Director
- Mark Waldo – Publix
- George Dzama – Martin County Deputy Public Works Director
- Robert Doster - CubeSmart
- Lukas Lambert – Martin County Traffic Engineering Manager
- Lance Feldman – Royal Palm Financial Center

4





WORKSHOP FORMAT

Overview Presentation

Breakout Stations

1. Data and Challenges – Crash History; Traffic Volumes; Obstacles
2. Evaluation of Existing Conditions – Observations; Early Evaluation; Concepts
3. Public Ideas – TELL US YOUR THOUGHTS, IDEAS, CONCEPTS!




5




OVERALL STUDY AREA





6



7

GOALS & OBJECTIVES

- ▶ Improve safety and mobility for all modes at the intersection of US-1 and SW Palm City Road.
- ▶ Manage speeds along SW Palm City Road
- ▶ Reduce traffic volumes along SW Palm City Road

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PROJECT SCOPE

Stakeholder Coordination & Meetings

PAC Meetings (2) – February 15, 2023 & May 17, 2023 (Rescheduled August 1, 2023)

Public Workshops (2) – March 8, 2023 & May 10, 2023 (Rescheduled August 23, 2023)

Presentations

City of Stuart Commission – May 22, 2023 (Rescheduled August 28, 2023)

TAC – June 5, 2023 (Rescheduled September 6, 2023)



CAC – June 7, 2023 (Rescheduled September 6, 2023)

BPAC – June 12, 2023 (Rescheduled September 11, 2023)

MPO – June 19, 2023 (Rescheduled September 18, 2023)




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PROJECT SCOPE

Existing Conditions Evaluation



Data Collection – traffic; crash history; multimodal; studies and plans

On-site Review – observations; obstacles; opportunities

Evaluation & Analysis – multimodal; traffic; speeds; volumes

10



PROJECT SCOPE

Alternatives Development/Evaluation



Alternatives Development

Alternatives Evaluation – traffic operations, physical impacts (utilities, right-of-way, cultural, landscaping, etc.)

Cost Implications

11



PROJECT SCOPE

Final Concept Development & Document

Concept Plan

Opinion of Probable Cost

Final Feasibility Study

12




SITE VISIT OBSERVATION









13



QUESTIONS?



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WELCOME

US 1 @ SW PALM CITY ROAD

FEASIBILITY STUDY


PUBLIC WORKSHOP











1





TRAFFIC AND CRASH DATA







2



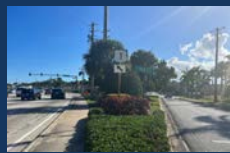
INITIAL REVIEW HIGH-LEVEL IDEAS/CONCEPTS



Modification of "Triangle" to eliminate free-flow right-turn



5



INITIAL REVIEW HIGH-LEVEL IDEAS/CONCEPTS



Modification of "Triangle" to eliminate free-flow right-turn



6



INITIAL REVIEW HIGH-LEVEL IDEAS/CONCEPTS



Modify a section of SW Palm City Road to create a section of one-way northbound traffic



**PUBLIC WORKSHOP
MARCH 8, 2023
SUMMARY OF COMMENTS**

#	NAME	COMMENT
1	Doris Brennan	Traffic light on 1 for Palm City turn intersects quickly with Palm City Rd going straight through. The stop sign is unexpected so cars speed through. As a result a number of near misses and not misses have occurred. Very Dangerous.
2	Clifford Christ	Close the turn off at US #1. If that is not enough to slow the amount of traffic then, make a no right turn at Palm City Rd. Then remove the speed bumps. Use traffic cones at first to prove this step works.
3	Devon Bell	Very interested for vision for Kanner/US 1 plan being considered.
4	Janice Tucker	Please keep us connected and deal with the other end of SW Palm City Rd and Monterey. AWFUL
5	Jon & Karen Sweet	Shut off the right turn to Palm City Rd and push that traffic to Kanner Rd. to Monterey to Palm City.
6	Jackie Vitale	The signaled right feels like the option that makes the most sense. The modified hot right feels even more dangerous than what is already there. The option with no right turn would create challenges further up with U-turns and increased traffic on Manor.
7	Wolfgang Pozsicsany	Palm City Rd is going thru habitational area! Many/most hab areas are "Planted" with stop signs. Put stop sign at any intersection - slows down traffic to the point that Palm City Rd gets boring - unattractive for thru traffic. Low cost, not blocking directions. Makes it bad for all, but especially for thru-traffic.
8	Amy Eason (Martin CAC)	I prefer the mod to "Triangle" to eliminate free flow right turn. The crosswalk across US 1 needs to be examined. Crossing between off & on traffic to PC Road is difficult. Can an elevated crosswalk over US 1 be considered or other alternatives? Consider PC Road w/ smaller lanes & share row for bicycles?
9	Pam Knott	Modify to eliminate fast right and make right turn at signalized intersection. SAFETY!
10	Susie Borrack/Brock	Changing signal/lane off US 1 seems like a good idea. I feel the traffic should be closed southbound at bottom of Palm City Bridge. Northbound traffic coming off Monterey Rd could remain open. This would eliminate a ton of traffic using Palm City Rd as a short cut to the bridge. Thank you.
11	Janet Burnett	Concerns - High speed, congestion and risky crossing for pedestrians & bikes. Please eliminate slip lane. Not opposed to the northbound one way. Would certainly solve our speed and congestion on all of SW Palm City Rd. Thank you for your work and ideas.
12	Pat D'Ambrosio	So. Bound US 1 traffic turning onto Palm City Rd needs to be slowed down. Creating a turn off lane. Eliminate islands allows a driver to decelerate to a 25 mph speed limit. Closing off Palm City Rd or conversion to one-way would impact residents GREATLY! Suggest eliminate traffic tables & use stop signs. Police presence would also be a plus!

**PUBLIC WORKSHOP
MARCH 8, 2023
SUMMARY OF COMMENTS**

#	NAME	COMMENT
13	Carol LeBreck	Concept/idea to at the southwest corner of Palm City Rd <u>close</u> road so there is no right turning onto Monterey and travel on to Palm City closer. It could be implemented (7am - 9am and 3pm-6pm)
14	Carol LeBreck	Making portions of Palm City Rd one-way is NOT a sensible plan. Eliminate the "slip road". Must use right turn at light to access Palm City Rd. Indicate "Not a Thru Rd" for people going onto PC Rd. OR Eliminate access to Palm City Bridge during high traffic times. Gaining access to bridge is the main problem for all issues on PC Rd.
15	Mike Berger	<ol style="list-style-type: none"> 1. Eliminate high speed cut-off on US 1. 2. Do not allow right turn from US 1 to Palm City Rd for non-residents. 3. Align speed bumps 45 degrees to traffic flow.
16	Julie Preast	<p>Speed is the primary problem. Option #3, Modification of triangle to eliminate free-flow right turn will:</p> <ol style="list-style-type: none"> 1. Slow those moving onto Palm City Road from driving at the faster US 1 speed. 2. By slowing speed at this intersection that sets the tone, so to speak, for the driver to continue down the rest of Palm City Road at the slower speed. <p>Install all the traffic calming features possible: medians, narrow lanes, crosswalks, etc. I dislike all other options.</p>
17	Joe Hartowski	No slip lanes - they are one of the known deadly road designs for pedestrians and people biking. Chicanes. MULTI-USE TRAILS!!!
18	Joe Hartowski	Chicanes every block using NACTO standards. Protected bike lanes w/ room guided by chicanes.
19	David Borrack	My belief would be use some of Publix Shopping center parking lot SW side and create extra right turn lane (only) also eliminate slip access onto Palm City Road creating 90 degree right only.
20	Cristy Hooks	I'm a resident of 52 years. I currently live off Indian Grove Dr. in Village Oaks. My backyard is right on P.C. Road & Mangrove Park. I see first-hand the mass of vehicles and speed racers day & night. Until big changes can be made, I recommend speed tables located from north to south all the way down. The speed tables on the south end slow down traffic - please add speed tables all the way through. We also need pedestrian (midblock) signalized crosswalks throughout P.C. Road.
21	No name	To slow traffic <u>must eliminate & enforce</u> trucks from using SW Palm City Rd. Concept 3 at this point seems safest.
22	Art Ruebenson	Proposal to make northbound only on Palm City Road will only increase traffic through residential roads of Manor, Winnache and Indianola.

**PUBLIC WORKSHOP
MARCH 8, 2023
SUMMARY OF COMMENTS**

#	NAME	COMMENT
23	Gail Goldy	1. A “heads-up” to residents along PC Road about the study & next public workshop - need their input. 2. YouTube Video - to be placed on City video.
24	Micah Hartowski	I think it's important to eliminate the slip lane from US-1 onto Palm City Rd. That would go a long way as a first step to folks cutting through. I also think roundabouts or chicanes throughout Palm City Rd. would support slowing speed but keep traffic moving. Second step may be incorporating #4 drawing but seems drastic and challenges could be addressed in other cheaper ways.
25	Elsie Stewart	I am impressed with the #4 concept that includes the northbound only section of Palm City Road. It would accomplish reducing the volume of traffic that uses the road as a thru-way to Palm City and/or Port St. Lucie without significant negative impact to the residents. Everyone will experience some positive and some negative impact but overall it would accomplish the objective. That plan would necessitate the removal of free-flow right off US 1. Palm City Road is bordered with residential properties and should primarily serve the residents. Thank you for asking for our input.
26	Bridget Kean	The No Truck signs are ineffective. The sidewalks are inadequate and dangerous. Need sidewalks on both sides where sufficient ROW. Support reduction of traffic on Palm City Road. Difficult to pull out from residential street onto Palm City Road due to traffic volumes & speed midway up the road. This street has more problems than one intersection.
27	Trish Millner	This is an old Stuart neighborhood, very few vacant lots so very limited future growth. As your undoubtedly observed many people walk in AM & PM and bike. Children walk to bus stops. It is vital to keep this wonderful small town, small neighborhood character and convenience. Please totally eliminate the right hand slipway access off US 1 and instead install a traffic light with a very short right turn time hopefully discouraging the non-neighborhood traffic who only use P.C.R. as a connector to avoid Kanner Hwy. Another problem is traffic cutting through the church from Kanner to Palm City Rd if the afternoon, then speeding. Thank you. If the slipway is eliminated I would be more than happy to head up a group to plant that area, expanding the current triangle planting & making a great little neighborhood green area /park.
28	Patty Henderson	#4 very interesting. I think you would need a roundabout to allow southbound traffic on PC Rd to reverse direction and get back safely to US 1 (southbound). Move stop area (raised?) to S. of Poppleton Ck Bridge & use City property at Popp Ck. Pk. For roundabout area. How about stop access from PC Rd onto Monterey at base of bridge? Local traffic only south of Manor Dr.

**PUBLIC WORKSHOP
MARCH 8, 2023
SUMMARY OF COMMENTS**

#	NAME	COMMENT
29	Glenn Scheiner	<ol style="list-style-type: none"> 1. Dedicated right turn lane at US 1 and Kanner Hwy. 2. No one-way streets on Palm City Rd. 3. Widen Palm City Road to include bike lanes and an additional sidewalk. 4. Stop signs on Palm City Road to slow traffic.
30	Bonnie Landry	May be outside of scope of this project but consider open intersection PC Road & Monterey with signal.
31	Bonnie Landry	Option 3 of all concepts is best with caveat of No Right on Red (dangerous for bikers). The cost to move the FPL pole is a concern. Please slow down the cars by signage to slow cars from Roosevelt Bridge, Speed limit is 35, Your speed is "55" ...Narrow car travel lane & make sidewalk wider. Add 2 & 4 way stops on PC Road. Add cameras & license plate readers on PC Road to catch and enforce traffic laws (no passing) & speeders.
32	Brenda Flanagan	Of the designs displayed, I find that #3 would be the most effective for deterring traffic volume and speed. Design #3 has a nice incorporation of greenspace and sidewalk. I like the signal impact & stoppage for the turn lane coming off US 1 onto PCR. But <u>please</u> be respectful of the potential impact the chosen design will have on Indian Grove Dr, Winnachee Dr, and Manor Dr. traffic volume. We have worked for years to preserve the residential integrity of our three streets and I don't want the chosen design to change the work we have done.
33	Werner Bols	Right now traffic in Stuart needs to be able to get thru Stuart. Blocking the Hi speed turn will just be another change causing slower transit through town. The plan appears to cause traffic to transit through residential streets to Kanner. What would you expect residents living south of the bridge & west side of PC road to do? Leave things alone and create of backup at Monterey to relocate traffic.
34	Frank Swain	<p>No right turn on red at US 1 & Palm City Rd.</p> <p>Close off southern end of Palm City Rd so you cannot turn right - no outlet.</p> <p>Only turn off Monterey to north on Palm City Rd.</p>
35	Elizabeth Leone	The problem on P.C. Rd. is the traffic going to Palm City. That exit to the P.C. bridge should be eliminated & reroute all that traffic to US 1 & Kanner - to get to Palm city. Thank you.
36	Carl Stewart	The closing of Poppleton Creek Bridge to southbound traffic would be by far the most cost-effective way to reduce traffic on Palm City Rd without major disruption of local traffic flow.
37	Bernie Muckenfuss	Like idea of northbound traffic only!!!
38	Bridget Johnson	Close the end of Palm City Road to Monterey Road.

**PUBLIC WORKSHOP
MARCH 8, 2023
SUMMARY OF COMMENTS**

#	NAME	COMMENT
39	Michelle Smith	<ol style="list-style-type: none"> 1. Representation of private citizens makes me afraid of lack of transparency. 2. Could not get through stations - too tight of a space. 3. More frustrated than before & know less.
40	Michelle Smith	<u>Do not</u> modify SW P.C. Rd to create a one-way northbound. I live in Tierra Verde.
41	Rich Kennedy	<ol style="list-style-type: none"> 1. Eliminate easy right turn from US 1 to Palm City Road. 2. Add traffic light to intersection of Palm City Rd & Monterey.
42	Karen Schedler	Will there ever be a light at the base of the Palm City bridge? This would allow people to make a left turn onto Palm City Rd & eliminate the U turns on Monterey.
43	Paul Kjos	The elimination of the “free flow” right turn is a necessity - regardless of other changes. Eliminating a right turn onto P.C.R. from 1 would significantly increase traffic flow thru Publix and on Manor (between Kanner & P.C.R.). This would also significantly reduce volume of traffic at P.C.R. & Monterey. The NBound only traffic would be detrimental to P.C.R. residents. I feel best first option is eliminate the right turn & then address 1 to Kanner right turn and this will help P.C.R. residents w/ traffic volume.
44	Jim Galleges	Please do away w/ the hot right on US 1 to PCR
45	Steve Romig	Home is SWC of P.C. Rd & SW Riverview. 1. Most local residents will agree that the speed & volume on PC Rd is hazardous and it is clearly getting worse. It's prob just a matter of time before there are serious accidents involving pedestrians, so this study is very timely. 2. If creating a safer PC Rd means some inconvenience to locals, it is worth it. 3. I have to give it some more thought, but conceptually closing the Poppleton Bridge to southbound traffic would seem to be an effective option.
46	Merritt Matheson	<ol style="list-style-type: none"> 1. End hot right on Palm City Rd. Make it a traditional right turn to access Palm City Rd from US 1. 2. Multimodal path along Palm City Rd at least 10 ft wide - “Palm City Rd - Complete Street.” Landscaping to shade street and path and slow traffic. Focus on pedestrian safety and slowing traffic with chicanes and medians and landscaping.
47	Lou Dambrosio	<p>Agree with eliminating south “hot” ramp off of US-1 on to Palm City Rd. Agree with creating turn lane on US-1 to enable controlled speed turn. Hate 1-way traffic idea! Suggest (Believe it or not) eliminate traffic tables & replace with STOP SIGNS with strict enforcement.</p>

**PUBLIC WORKSHOP
MARCH 8, 2023
SUMMARY OF COMMENTS**

#	NAME	COMMENT
48	Linda Flynn	Do away with "free flow" right.
49	Gary Hall	Close cut off road just before US 1 (entrance to Palm City Rd) so everyone goes to light. Then remove barrier at Bridge exit and place light.
50	Paul & Nicole Ross	The volume of traffic on Palm City Rd. is very dangerous and the road is substantially residential. I believe the majority of traffic southbound on Palm City Road is just thru traffic going to Palm City. It makes sense from a safety aspect as well as quite enjoyment to stop the thru traffic. A significant reduction of thru traffic could be achieved by not allowing traffic from Rt. 1 to turn onto Palm City Rd. This action would push most Palm City traffic from Rt 1 down Kanner which is only 1 block from Palm City Rd. and Kanner is mostly commercial with little to no pedestrians or residential. Reduction in traffic = safer quieter Palm City Rd. I look forward to the day when it is safer to pull out of Circle Bay onto Palm City.
51	Maren Reid	Prevent traffic from making U-turns off Monterey Rd. onto Palm City Rd. and driving northward to Hwy 1 Light. Also, prevent traffic from cutting thru shopping center to turn onto Palm City Rd. Also, existing stop sign does not seem to prevent a lot of cars from stopping. This pertains to traffic turning off Hwy #1 entering Palm City Rd.
52	Mary and Dennis Stewart	It is already difficult for residents along Palm City Rd. to go south or east. If Palm City Rd. going south is closed we would be forced to go all the way to Kanner, Monterey to Palm City Rd. causing not only inconvenience to residents but substantially more traffic on Kanner and Monterey. We need Palm City Road open! If totally necessary: Make Palm City Road a DEAD END going south so only residents have access.
53	Judi Mills	Whatever choices are made, all emergency vehicles and the residents on Palm City Road need access to US 1, Kanner and Monterey by car. Motor vehicles, bikes and pedestrians need to peacefully coexist. 1- 4 way stop sign at Manor and traffic light and Manor and Kanner hwy. Needs left hand arrow if access is closed off to turn right onto US 1. 2- Place additional traffic hump between existing one by Publix and Manor to slow traffic. 3- Create bike/ped path by Bark Park. 4- Widen current sidewalk so bikes and pedestrians are separated. Or make one side pedestrian and the other side for bikes.
54	Brian McCue	No change at Federal and SW Palm City Road but close the exit onto Monterrey and keep entrance onto Palm City Road off Monterey. This should limit traffic to homeowners on/off SW Palm City Road.
55	Clement P. McGrath	Power assisted bikes are flying down Palm City Road sidewalk where many old folks like myself are walking daily. Someone is going to get hurt! I believe these vehicles are not allowed on Martin County sidewalks. Perhaps a sign or 2 would help.
56	Donald Wilder	I live in Circle Bay and do not like the current traffic on Palm City Road. Many of the vehicles do not slow down for the speed bumps. Even if they slow down they accelerate rapidly creating loud noise. A one-way bridge on Palm City Road will deter the "short cut" drivers. Please implement ASAP.

**PUBLIC WORKSHOP
MARCH 8, 2023
SUMMARY OF COMMENTS**

#	NAME	COMMENT
57	William Mills	Palm City Road needs access to US 1 and Kanner Hwy traffic light or stop sign somewhere on Palm City Road. Another walkway on the opposite side of the road for bike traffic one more road bump at US 1 and entrance to Palm City Road. More walkways across street west so pedestrians and drivers of autos can see each other.
58	FB Hohenstein	To ease the heavy flow of traffic (and trucks!) which use the street as a route to the Palm City Bridge, I recommend that the end of the road be closed to right turns to the bridge.





**TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: September 6, 2023	DUE DATE: August 30, 2023	UPWP#: 8
WORDING: DRAFT 2045 REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP)		
REQUESTED BY: FDOT	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: DRAFT 2045 RLRTP

BACKGROUND

To develop the 2045 Regional Long Range Plan (RLRTP), a Memorandum of Understanding (MOU) was signed on September 9, 2021 between the Martin MPO, the St. Lucie TPO and Indian River MPO.

The Treasure Coast Technical Advisory Committee (TCTAC), consisting of two TAC members from each T/MPO, has reviewed and approved several RLRTP tasks, including the 2045 RLRTP Fact Sheet; Review of Existing Plans Regulations and Requirements; Goals, Objectives, and Performance Measures; and the Regional Multimodal Transportation System. The 2045 RLRTP is scheduled to be adopted by the Treasure Coast Transportation Council (TCTC) near the end of 2023. Established in 2006, the TCTC is composed of six voting members, two each from the Martin, St. Lucie, and Indian River T/MPO Policy Boards.

ISSUES

At the September 2023 MPO advisory committee meetings, the consultant Kimley-Horn & Associates will present the Draft 2045 RLRTP.

RECOMMENDED ACTION

- Approve the DRAFT 2045 RLRTP
- Approve the DRAFT 2045 RLRTP with comments

APPROVAL

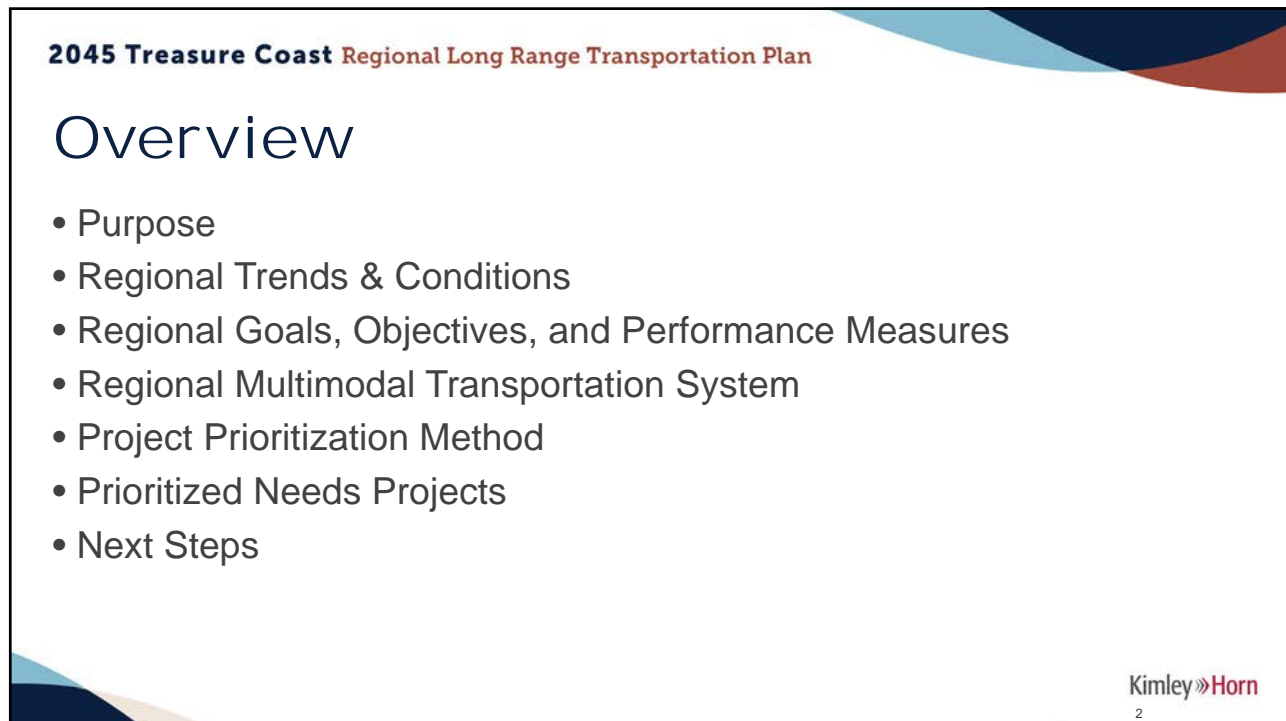
MPO

ATTACHMENTS

- 2045 RLRTP PowerPoint Presentation
- DRAFT 2045 Treasure Coast RLRTP



1



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2045 Treasure Coast Regional Long Range Transportation Plan

Purpose

- Creates a regional overlay and combines the regional projects from the local plans for Martin, St. Lucie, and Indian River counties to create one long-term transportation plan for the future
- Ensure connectivity and continuity between facilities throughout the counties
- The RL RTP has a 25-year planning horizon, directing federal and state regional funding towards projects valued by the region
- Prioritization and funding of transportation investments for the Treasure Coast

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Regional Trends & Conditions

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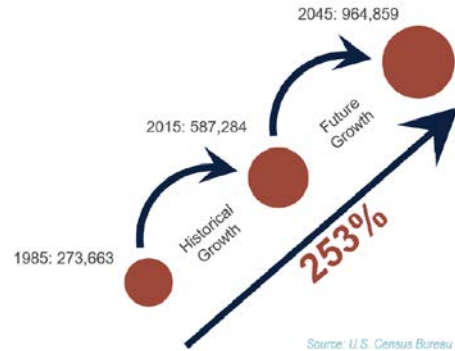
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2045 Treasure Coast Regional Long Range Transportation Plan

Population Projections

- Treasure Coast population expected to **grow by 377,575** from 2015 to 2045

Geography	Population 2015	Population 2045	Percent Change, 2015-2045
Martin County	151,596	181,310	19.60%
St. Lucie County	292,362	581,710	98.97%
Indian River County	143,326	201,839	40.83%
Treasure Coast Region	587,284	964,859	64.29%



Source: U.S. Census Bureau

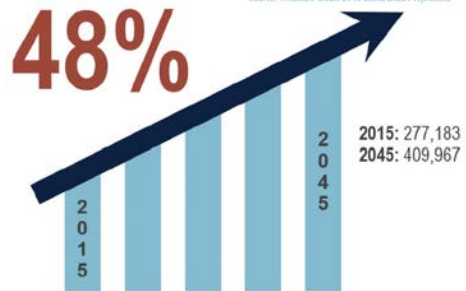
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2045 Treasure Coast Regional Long Range Transportation Plan

Employment Projections

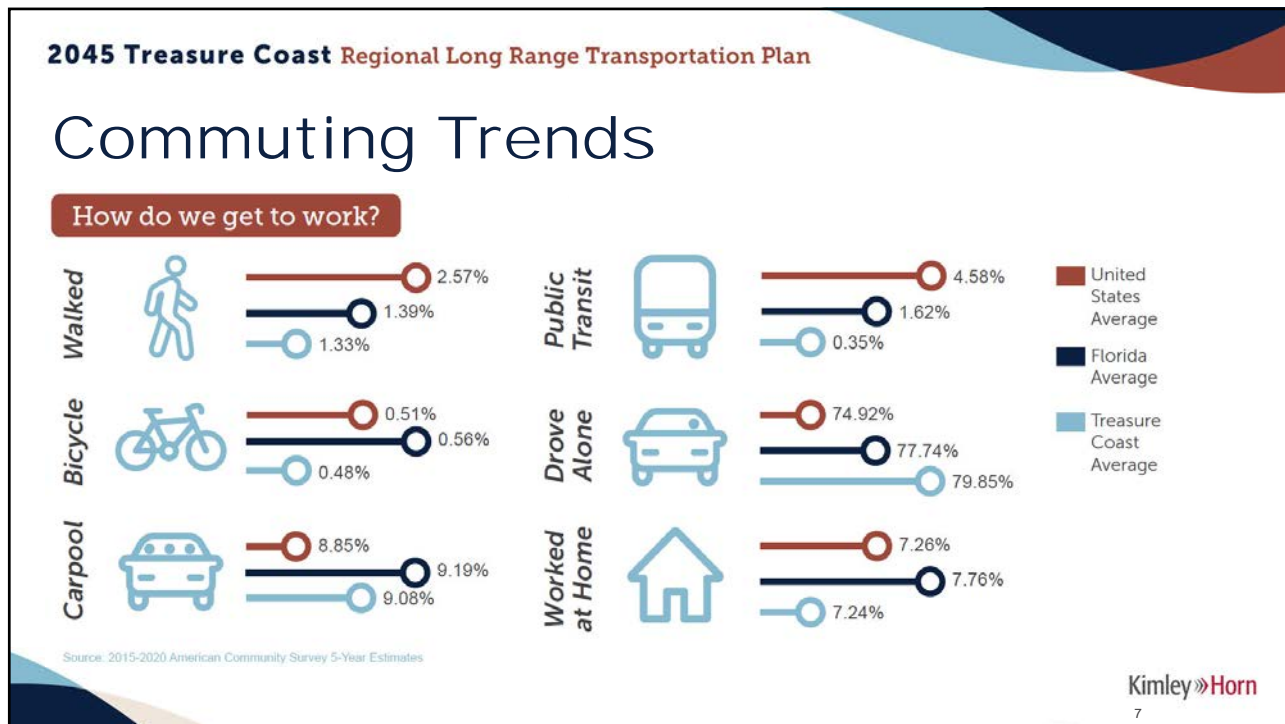
- Treasure Coast employment expected to **grow by 132,784** from 2015 to 2045
- St. Lucie County projected for largest employment gains from 2015 to 2045

Geography	Employment 2015	Employment 2045	Percent Change, 2015-2045
Martin County	92,700	98,986	6.78%
St. Lucie County	108,097	216,355	100.15%
Indian River County	76,386	94,626	23.88%
Treasure Coast Region	277,183	409,967	47.90%



Source: Treasure Coast 2045 Zonal Data Projections

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2045 Treasure Coast Regional Long Range Transportation Plan

Overview

- Each M/TPO's GOPMs from their respective 2045 LRTP's were reviewed
 - Each LRTP is consistent with Florida Transportation Plan (FTP) and Fixing America Surface Transportation Act (FAST Act).
- Modified county-level GOPMs to achieve regional significance.
- The revised GOPMs were used to identify and prioritize projects and investments throughout the region.
- GOPM's have been reviewed by the Treasure Coast Transportation Council (TCTC)

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2045 Treasure Coast Regional Long Range Transportation Plan

2045 RLRTTP Goals

Goal 1

Provide a safe, connected, and efficient multimodal transportation system for the regional movement of people and goods.

Goal 2

Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.

Goal 3

Protect the region's natural and social environment while minimizing adverse community impacts.

Goal 4

Conduct coordinated regional planning and decision-making that improves transportation options for the region.

Goal 5

Protect and enhance the unique quality of life in the Treasure Coast region.

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2045 Treasure Coast Regional Long Range Transportation Plan

Multimodal Regional System

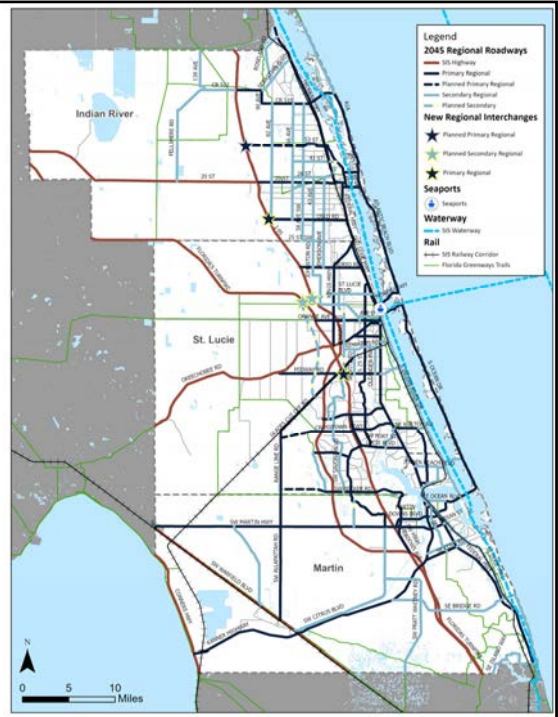
- Updated 2040 Regional Roadway Network
- Criteria from 2040 RL RTP was used to confirm 2045 Regional Roadway Network
 - Primary Regional
 - Secondary Regional

The map displays the Treasure Coast region, including Indian River, St. Lucie, and Martin counties. It shows a network of roads color-coded by functional classification: Interstate Highway (black), Principal Arterial (red), Minor Arterial (green), and Major Collector (blue). A legend in the top right corner defines these classifications. A scale bar (0 to 10 miles) and a north arrow are located in the bottom left corner of the map.

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2045 Regional Transportation System

- Online GIS Map Link
 - <https://tinyurl.com/TCRLRTP>



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Multimodal Needs Network



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2045 Regional Roadway Needs

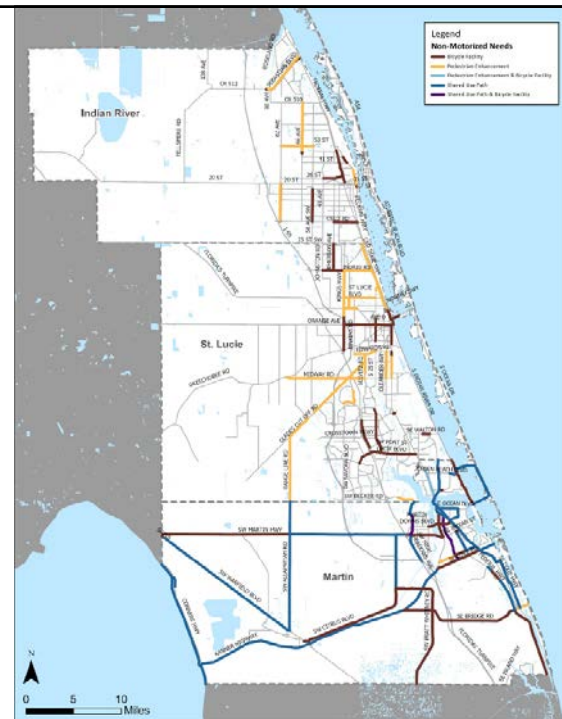
- Total of 71 needs projects in the region
 - 7 “new 2 lane” projects
 - 11 “new 4 lane” projects
 - 1 “new 6 lane” projects
- Online GIS Map Link
 - <https://tinyurl.com/TCRLRTP>



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2045 Regional Non-Motorized Needs

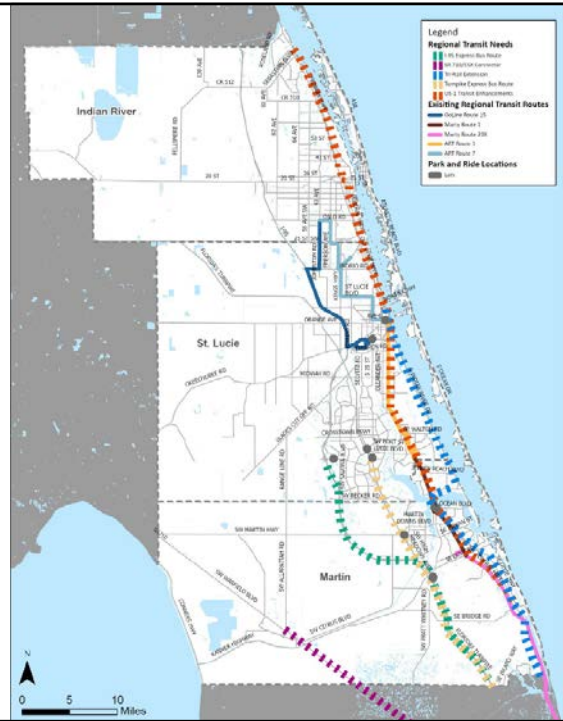
- Total of 99 needs projects in the region
 - 42 bicycle facility projects
 - 30 pedestrian enhancement projects
 - 24 shared use path projects
 - 3 combined pedestrian enhancement and bicycle facility projects



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2045 Regional Transit Needs

- Total of 5 needs projects in the region
 - US-1 Transit Enhancements
 - I-95 Express Bus Route
 - Turnpike Express Bus Route
 - Tri-Rail Extension
 - SR-710/CSX Connector



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Project Prioritization Method



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2045 Treasure Coast Regional Long Range Transportation Plan

Prioritization Criteria

- **2045 Volume-to-Capacity Ratio** – 2045 Treasure Coast Regional Planning Model (TCRPM)
- **Mobility (connecting dense employment areas to residential areas)** – United States Census Bureau census block group for 2020 population density and employment density
- **Capacity Benefit** – 2045 individual L RTPs
- **Emergency Evacuation Routes** – Florida Department of Emergency Management (FDEM)
- **Freight Benefit** – 2040 Regional Freight Plan²
- **Intermodal Connectivity** – 2045 individual L RTPs
- **Regional Connectivity** – FDOT SIS
- **Environmental Impacts** – 2045 individual L RTPs
- **Non-Motorized Safety Benefit** – 2045 individual L RTPs
- **Crash History** – Signal 4 Analytics
- **Transportation Disadvantaged** – United States Census Bureau

Tiered Scoring System

- Tier 1
- Tier 2
- Tier 3

2045 Volume to Capacity
V/C >= 1.20 = 1.0
V/C >= 1.10-1.19 = 0.8
V/C >= 1.00-1.09 = 0.6
V/C >= 0.90-0.99 = 0.4
V/C >= 0.80-0.89 = 0.2
V/C < 0.80 = 0.0
Mobility (connecting dense employment and residential areas)
Project connects dense areas (1,000 persons/square mile and 500 employment/square mile) = 1.0
Project connects medium-dense areas (500 persons/square mile and 250 employment/square mile) = 0.5
Project does not connect dense nor medium density areas = 0.0
Capacity Benefit
Improves capacity and eliminates the need to widen adjacent and parallel roadway within 1.0 mile = 1.0
Improves capacity = 0.5
Not a capacity project = 0.0
Emergency Evacuation Routes
Provides Department of Emergency Management emergency evacuation route = 1.0
Local emergency evacuation route = 0.5
Not an emergency evacuation route = 0.0
Freight Benefit
Score from the Regional Freight Plan, Freight Prioritization Worksheet / 200 (full range from 0.0-1.0)
Intermodal Connectivity
Designated airport/terminal/rail terminal facility connection and/or includes a transit route or regional trail = 1.0
Not a designated airport/terminal/rail terminal/transit connection = 0.0
Regional Connectivity
Improves the connection to an adjacent M/TPO or to a SR Highway or facility (includes grade-separation) = 1.0
Does not provide a connection to an adjacent M/TPO or SR Highway = 0.0
Environmental Impacts
Project is not in an environmentally sensitive area = 1.0
Project is in an environmentally sensitive area = 0.0
Non-Motorized Safety Benefit
Project provides a bike lane and/or sidewalk, and addresses a non-motorized safety issue = 1.0
Project provides a bike lane and/or sidewalk, but does not address a non-motorized safety issue = 0.5
Project does not provide a bike lane or sidewalk
5-Year Crash History Analysis (2018-2022)
>100 crashes in the last five years = 1.0
75-100 crashes in the last five years = 0.8
50-75 crashes in the last five years = 0.6
25-50 crashes in the last five years = 0.4
10-25 crashes in the last five years = 0.2
0-10 crashes in the last five years = 0.0
Transportation Disadvantaged (average of the percent population 65+, disabled, or in poverty)
Service to a Census Tract with 35% or more transportation disadvantaged population = 1.0
Service to a Census Tract with 30-35% transportation disadvantaged population = 0.8
Service to a Census Tract with 25-30% transportation disadvantaged population = 0.6
Service to a Census Tract with 20-25% transportation disadvantaged population = 0.4
Service to a Census Tract with 15-20% transportation disadvantaged population = 0.2
Service to a Census Tract with 0-15% transportation disadvantaged population = 0.0

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2045 Treasure Coast Regional Long Range Transportation Plan

Regional Prioritized Needs Projects

- Top 10 Tier 1 Projects

Prioritized Needs Projects (Overall Score)				
County	Roadway	Limits	Project Type	Project Description
Martin	US-1 *	SE Seabranh Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement
Indian River	CR-512/Sebastian Boulevard	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes

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2045 Treasure Coast Regional Long Range Transportation Plan

Next Steps

- Present to individual M/TPO's
- Present to TCTAC
- Present to TCTC

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2045 Treasure Coast Regional Long Range Transportation Plan

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 1	Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.		
	Objective 1.A	Prioritize transportation investments that maintain acceptable travel performance.	
		1	Increase the percentage of miles meeting/exceeding roadway level of service standards.
	Objective 1.B	Ensure travel time reliability on major roadway freight corridors.	
		1	Increase roadway miles on the regional freight network with SIS corridor improvements to decrease the number of congestion hotspots/bottlenecks.
		2	Increase the percentage of vehicle miles traveled (VMT) that are reliable.
	Objective 1.C	Implement the regional greenways and trails system.	
		1	Increase miles of greenways and trails implemented.
	Objective 1.D	Identify and fund the regional transit network.	
		1	Reduce headways on transit services/improved on time performance when compared to previous years.
		2	Increase number of Regional Transit projects implemented/completed.
	Objective 1.E	Improve the safety of the transportation system, which may include communications infrastructure to provide opportunities for more efficient travel flow and infrastructure to support automated vehicles.	
		1	Decrease crash rate over each five-year period of the Regional Plan.
	2	Increase number of regional projects that include a TSM&O component that could be adapted to support autonomous vehicles.	

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2045 Treasure Coast Regional Long Range Transportation Plan

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 2	Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.		
	Objective 2.A	Improve access to regional destinations that support economic prosperity.	
		1	Implement strategies that improve equitable access to regional transportation destinations and multimodal opportunities.
	Objective 2.B	Ensure adequate funding for congestion management and maintenance.	
		1	Increase number of implemented congestion management projects.
		2	Increase private and grant funding of transportation infrastructure.
	Objective 2.C	Prioritize projects that improve multimodal access to community activity centers.	
		1	Increase concentration of multimodal transportation options (bicycle facilities, bike share, bus shelters, etc.) nearby to community activity centers (regional malls, medical centers, libraries, and transit hubs).
Objective 2.D	Promote consistency between transportation projects and the efficient operation and management of the regional transportation system including providing opportunities for incorporating broadband fiber optic network communications.		
	1	Increase length/coverage of the fiber optic network within regional transportation corridors.	

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2045 Treasure Coast Regional Long Range Transportation Plan

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 3	Protect the region's natural and social environment while minimizing adverse community impacts.		
	Objective 3.A	Improve air quality and reduce greenhouse gas emissions.	
		1	Maintain or improve results of local emissions/air quality tests (tons of CO, HC, and NO emissions) at regular intervals throughout the planning horizon.
	Objective 3.B	Minimize right-of-way intrusions on the natural environment and regionally important cultural areas.	
		1	Decrease the project acreage in sensitive environmental areas in comparison to previous years.
	Objective 3.C	Reduce regional waterway impacts from roadway runoff.	
	1	Reduce the amount of roadway runoff to regional waterways.	

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2045 Treasure Coast Regional Long Range Transportation Plan

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 4	Conduct coordinated regional planning and decision-making that improves transportation options for the region.		
	Objective 4.A	Implement strategies to reduce reliance on single occupant automobiles.	
		1	Increase transit ridership over time.
		2	Increase the mileage of bicycle lanes, shared-use paths, and sidewalks.
		3	Reduce vehicle miles traveled (VMT) per capita as measured from the regional travel demand model.
	Objective 4.B	Provide a transportation system that reduces per capita fuel consumption.	
		1	Reduce carbon emissions compared to previous model output based on the TCRPM.
		2	Reduce per capita highway hours of delay based on the model output from the TCRPM.
	Objective 4.C	Manage the regional transportation system in a collaborative manner to improve the system's resiliency to climate change and performance during hurricane evacuations, emergencies, and disasters.	
		1	Increase miles of improvements along or supporting evacuation routes.
	Objective 4.D	Conduct regional meetings to provide an update of the implementation of the regional transportation plan and discuss items of regional transportation significance.	
		1	Increase the number of regional transportation projects implemented.
		2	Create an updated priorities list across the region based on an Amendment process.

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2045 Treasure Coast Regional Long Range Transportation Plan

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 5	Protect and enhance the unique quality of life in the Treasure Coast region.		
	Objective 5.A	Provide for the transportation needs of the disadvantaged.	
		1	Support funding for transportation disadvantaged services.
		2	Increase transit/sidewalk ADA compliance and accessibility (stations, vehicles, crosswalks etc.).
	Objective 5.B	Support healthy living strategies, programs, and improvements.	
		1	Support and promote use of transit oriented development policies.
		2	Participate in community health plans and programs; consider shared performance measures with health plans.
	Objective 5.C	Support Target Zero policies.	
		1	Reduce per capita rate of fatalities and serious injury crashes per year.

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2045 Treasure Coast

Regional Long Range

Transportation Plan

for Martin, St. Lucie and Indian River Counties



Prepared By:



Executive Summary

The 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and combines the regional projects from the local transportation plans for Martin, St. Lucie, and Indian River counties to create an integrated long term transportation plan for the regional transportation network. The RLRTP has a 25-year planning horizon, providing guidance for federal and state regional funding towards projects valued by the Treasure Coast region. The RLRTP provides a focus for regional planning and decision-making, advances the facilities and quantity of modal options, improves connectivity and expands the service of public transportation, and prioritizes the improvement of safety among all transportation modes.

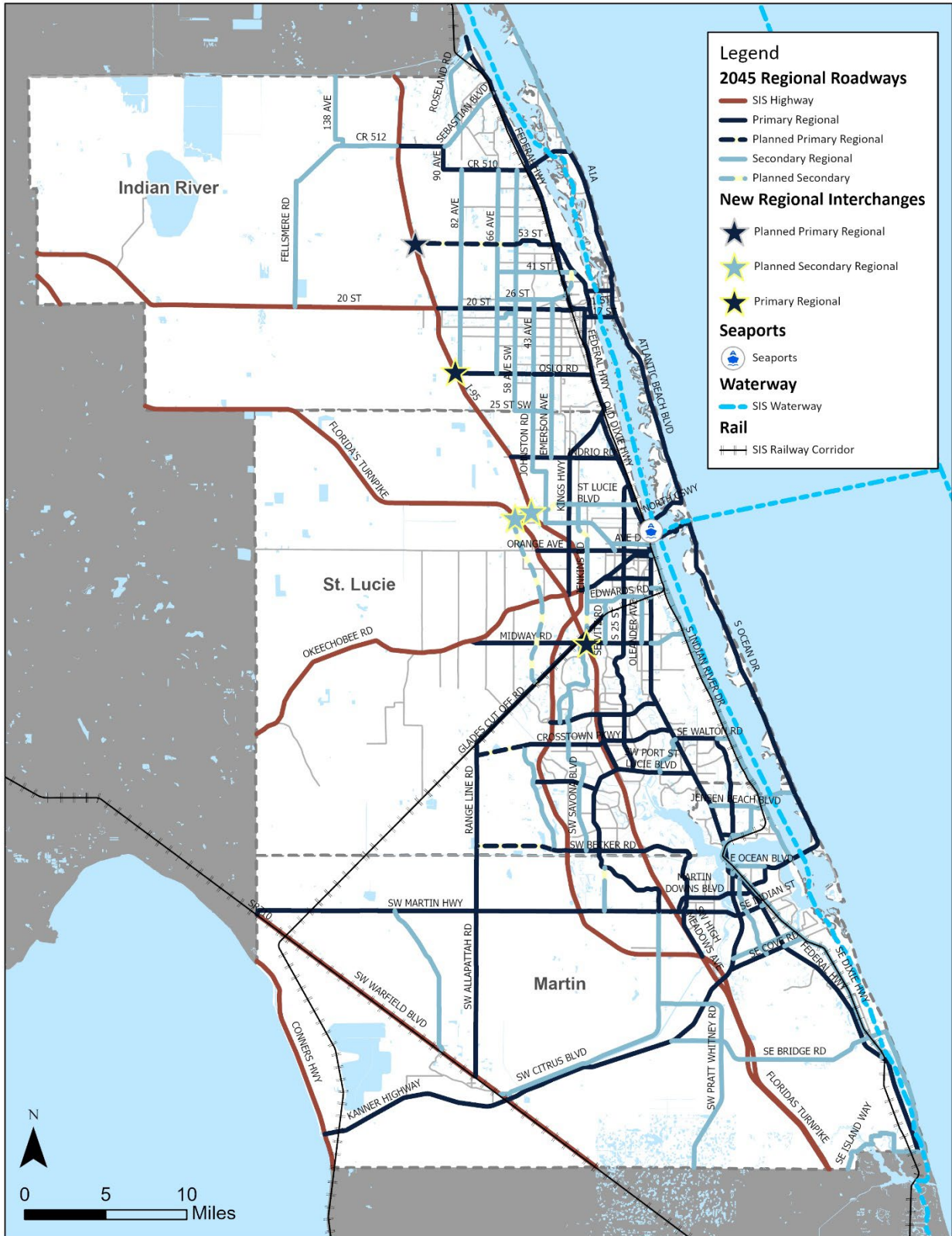
The project was managed by staff representatives from the three M/TPOs and FDOT as part of the Regional Plan Management Team (RPMT) and the Martin MPO was designated as the lead agency in the coordination and development of the RLRTP. The project was advised and updated based on the input of the Treasure Coast Transportation Advisory Committee (TCTAC). The Treasure Coast Transportation Council (TCTC) provides the final review and serves as the adopting entity. The TCTC was established by the Martin MPO, the St. Lucie TPO, and the Indian River County MPO to formally coordinate transportation planning activities in the region. The TCTC serves as the Executive Board of all three (3) M/TPOs on regional transportation planning issues and provides the mechanism to jointly pursue state funding opportunities.

Five goals were endorsed by the TCTC for the 2045 Treasure Coast RLRTP.

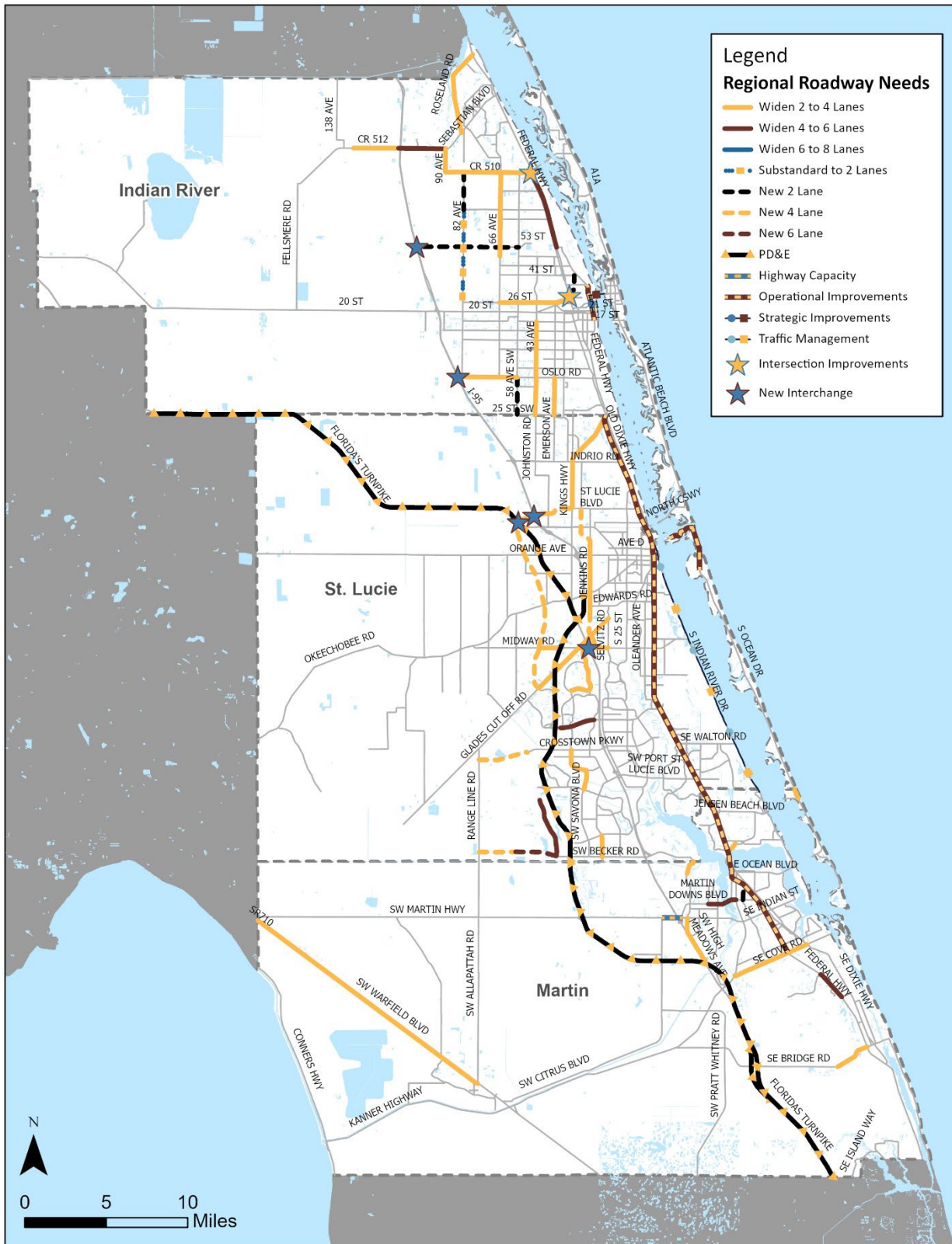


The Regional Multimodal Transportation System was based on an update to the original regional network established in the 2040 RLRTP with additional evaluation from the project team, RPMT, and TCTAC. New individual M/TPO LRTP Needs Plan projects were added that were identified since the 2040 RLRTP on the regional network. The 2045 Regional Needs assessment was based on the multimodal needs assessment performed for the three individual 2045 LRTPs. The needed projects were identified based on the analysis of the Regional Multimodal Transportation System.

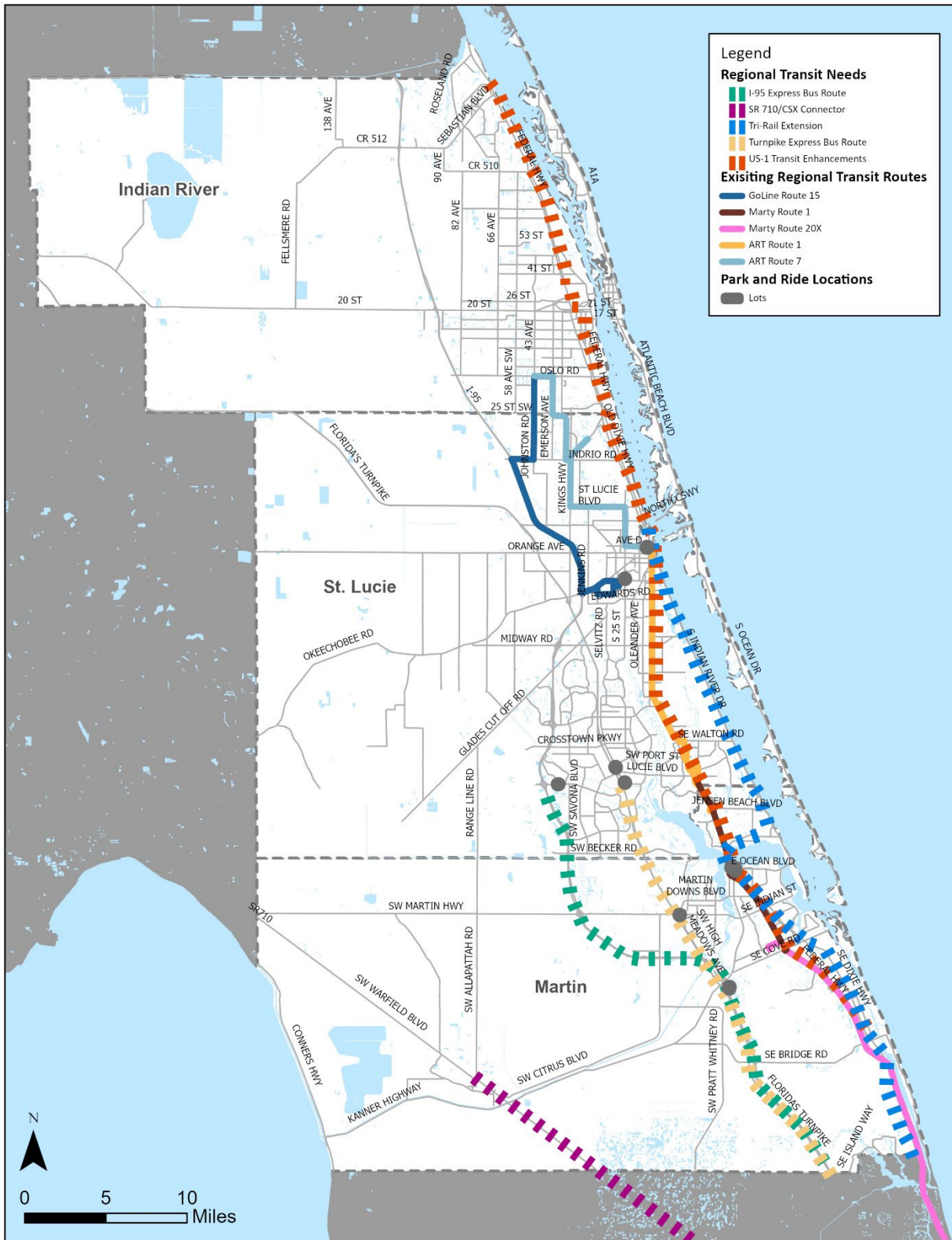
The 2045 Regional Needs projects were put through a prioritization process to identify projects that most advance the goals of the 2045 Treasure Coast RLRTP and work toward achieving positive outcomes on key themes such as congestion mitigation, safety improvements, and equitable transportation opportunities.



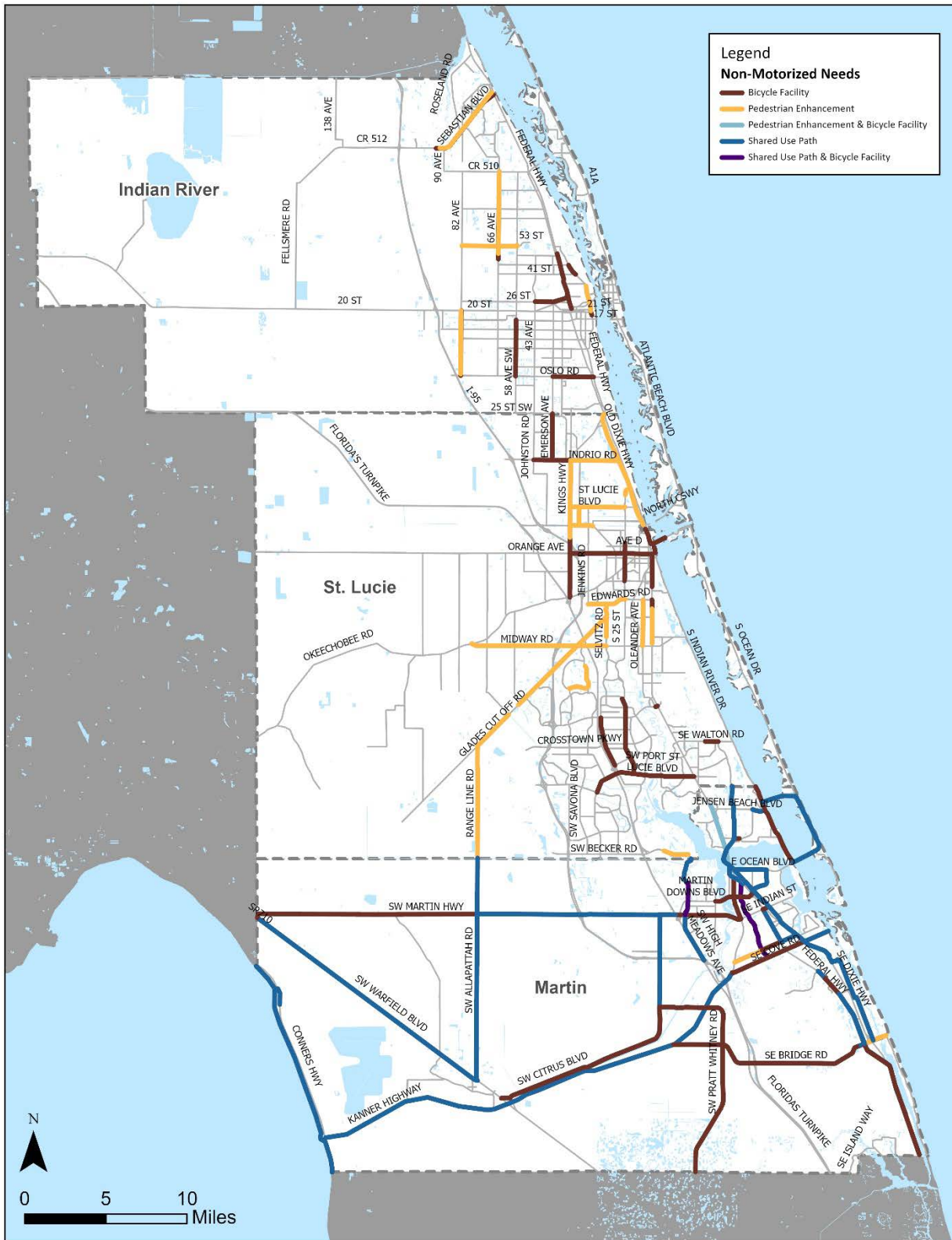
Regional Transportation Network



Regional Roadway Needs



Regional Transit Needs



Regional Non-Motorized Needs

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Appendix C: Public Involvement Fact Sheet
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Chapter 1 – Introduction

The 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP) establishes a regional network and combines the regional projects from the local transportation plans for Martin, St. Lucie and Indian River Counties to create one long term transportation plan for the regional transportation network.

The 2045 RLRTP is complementary to each plan, with each Long Range Transportation Plan (LRTP) focused on the county level and the RLRTP focused on the regional transportation network.

The RLRTP has a 25-year planning scope, offering guidance for federal and state regional funding towards projects prioritized by the Treasure Coast region. The plan sets goals to identify projects that meet transportation needs and community goals concerning land use, economic development, environment (natural, human, and cultural), traffic demand, safety, public health, and social needs.

The project was managed by staff representatives from the three M/TPOs and FDOT as part of the Regional Plan Management Team (RPMT) and the Martin MPO was designated as the lead agency in the coordination and development of the RLRTP. The project was advised and updated based on the input of the Treasure Coast Transportation Advisory Committee (TCTAC). The Treasure Coast Transportation Council (TCTC) provides the final review and serves as the adopting entity. The TCTC was established by the Martin MPO, the St. Lucie TPO, and the Indian River County MPO to formally coordinate transportation planning activities in the region.

The TCTC serves as the Executive Board of all three (3) M/TPOs on regional transportation planning issues and provides the mechanism to jointly pursue state funding opportunities. Individual public information brochures were created for each M/TPO explaining the 2045 RLRTP's purpose and how it will be developed and complementary to the 2045 LRTPs.

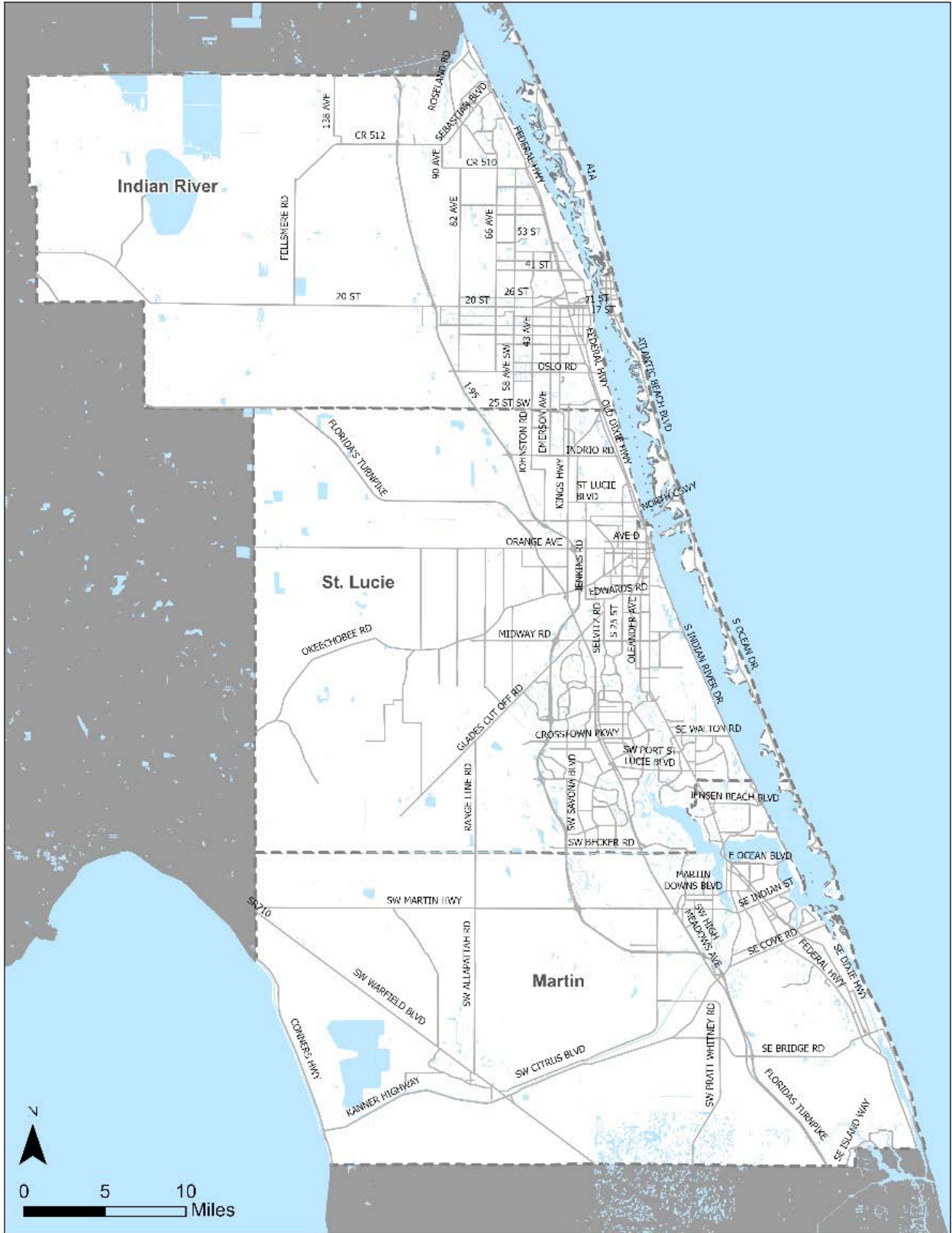


Figure 1-1. Treasure Coast Region

Chapter 2 – Review of Existing Plans, Regulations, and Requirements

The purpose of this section is to review and summarize federal and state plans that provide parameters for the 2045 RL RTP for the Treasure Coast. Regional transportation plans and studies were also reviewed and summarized. In addition, a review of the federal and state Long Range Transportation Planning requirements was conducted. The 2045 RL RTP will adhere to these preexisting guidelines and regulations.

Federal Plans, Regulations, and Initiatives

Infrastructure Investment and Jobs Act, 2021

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, as a funding and authorization bill to guide federal transportation investment over the next five (5) years. The law authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward new investments and programs. Within this, it includes \$110 billion in new funds for roads, bridges, and major projects. The IIJA is considered the single largest dedicated bridge investment since the interstate highway system. It also is the largest federal investment in transportation investment bill in over ten (10) years to provide long-term certainty regarding surface transportation planning and investment. Competition for funding resources is at an all-time high, with discretionary grant programs being a key vehicle for the rollout of IIJA funding. The overall emphasis on grant funding is highlighted by favoring projects that focus on resiliency, equity, and safety. Within the IIJA there is a renewed emphasis on performance-based planning at both the state and Metropolitan Planning Organization (MPO) levels. The IIJA provides funding to several programs primarily involving transportation including:



- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program** – A new formula-funded grant program that will distribute \$7.3 billion in grants over five years. Additionally, \$1.4 billion in competitive discretionary grants are available to help states and local agencies improve the resilience of transportation infrastructure. State funds from the PROTECT program can be spent on resilience improvements, community resilience, evacuation routes, and at-risk coastal infrastructure.
- **Carbon Reduction Program** – This formula program in the new infrastructure law will require states to develop a carbon reduction strategy within two years. This program will invest in projects that support a reduction in transportation emissions, such as transportation electrification, EV charging, public transportation, bicycle and walking corridors, infrastructure to support congestion pricing, port electrification, and diesel engine retrofit programs.

- **Safe Streets and Roads for All** – Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).
- **Bridge Investment Program** – Establishes a new bridge investment program to award competitive grants for projects that improve the condition of bridges.
- **National Electric Vehicle Infrastructure Formula Program** – provides funding to states to build out EV charging infrastructure and to establish an interconnected network to facilitate access and reliability for zero-emission vehicles.
- **Railroad Crossing Elimination Program** – A new grant program for projects that make improvements to highway and at-grade rail crossings.
- **The Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program** – A new grant program designed to support state, local, or community demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

The IJA continues the Metropolitan Planning program. The program establishes that MPOs must use 2.5% of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. It also includes several policy changes to better coordinate transportation planning with housing, including as a planning factor in the scope of planning, as part of optional scenario planning. For Transportation Management Areas (TMA), the transportation planning process may address the integration of housing, transportation, and economic development strategies. It also may develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization.

Fixing America’s Surface Transportation Act (FAST Act), 2015

The Fixing America’s Surface Transportation (FAST) Act was signed into law on December 4, 2015, as a funding and authorization bill to guide federal transportation investment. Although the IJA (see above) has since been enacted into law, the FAST Act was reviewed because the three Treasure Coast MPOs initiated their most recent Long Range Transportation Plans (LRTPs) under the provisions of the FAST Act. The \$305 billion FAST Act was funded without increasing transportation user fees, namely the federal fuel tax, which has not been increased nor indexed to inflation since 1993. The FAST Act is considered the first transportation investment bill in over ten years to provide long-term certainty regarding surface transportation planning and spending. It continues many of the preexisting programs and initiates several new processes as well. The new initiatives were created in order to streamline the process of seeking federal approval, create a safer transportation network, and improve freight railways. The FAST Act is meant to provide solutions to several issues primarily involving transportation including:

- **Project Delivery** – The FAST Act adopted multiple Administration proposals to streamline and quicken the permitting and project delivery process.



- **Freight** – New grant programs were created to fund critical transportation projects that benefit freight mobility and for the first time provide a dedicated source of Federal funding for freight projects.
- **Innovative Finance Bureau** – The Innovative Finance Bureau will be a one-stop-shop for state and local governments to receive federal funding or assistance.
- **Safety** – The FAST Act includes safety regulations on automobile manufacturers, improves oversight on local transit agencies, and attempts to improve efficiency on several programs in order to give power back to the states.
- **Transit** – Reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

The FAST Act continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) responsibility. Notable exceptions include three new provisions to expand the scope of the metropolitan planning process to include improving transportation system resiliency, mitigating the stormwater impacts of surface transportation, and enhancing travel and tourism.

U.S. Department of Transportation (USDOT) Strategic Plan, FY 2022-2026

The U.S. Department of Transportation (USDOT) Strategic Plan is a roadmap for transformative investments that will modernize our infrastructure to deliver safer, cleaner, and more equitable transportation systems. The strategic goals and objectives of the USDOT Strategic Plan include the following.

- **Safety** – Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.
- **Economic Strength and Global Competitiveness** – Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.
- **Equity** – Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.
- **Climate and Sustainability** – Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.
- **Transformation** – Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and, in the decades, to come.



- **Organizational Excellence** – Strengthen our world-class organization. Advance the Department’s mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public’s resources.

With these goals, it is the hope of the USDOT to be able to provide safe, efficient, and sustainable transportation that can grow the economy. Projects included within the RL RTP will be developed consistent with the criteria presented in the USDOT Strategic Plan.

State Plans and Legislation

Florida Department of Transportation 2023 Highway Safety Plan (HSP)

The 2023 Highway Safety Plan (HSP) is Florida’s action plan for distribution of National Highway Traffic Safety Administration (NHTSA) highway safety funds. The plan was assembled to implement projects and programs that will seek to lower the number of fatalities and serious injuries with the ultimate target of zero fatalities. The safety programs are the focus and foundation of Florida’s 2023 HSP and separated in the following FDOT program areas:

- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration
- Police Traffic Services
- Public Traffic Safety Professionals Training
- Speeding and Aggressive Driving
- Teen Driver Safety
- Traffic Records
- Work Zone Safety



Florida Department of Transportation 2021 Highway Safety Improvement Program (HSIP)

The 2021 Highway Safety Improvement Program (HSIP) is a core Federal-aid program with a purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The primary intent of this plan is to implement engineering safety improvements. These highway safety improvement projects are implemented in four ways.

- **Systemic Projects** – focus on mitigating highly prevalent crash types or contributing factors in the Strategic Highway Safety Plan (SHSP) that result in large numbers of fatalities and serious injuries across the network.
- **Hotspot Projects** – focus on the roadway segments, corridors, intersections, or ramps with the highest overall potential for safety improvement across the network.
- **Policy-Based Projects** – improvements to bring roadway design or operational features up to a standard.
- **Data and Analysis Projects** – enhance the delivery of the HSIP by advancing planning, implantation, and evaluation methods.



2021-2025 Florida Strategic Highway Safety Plan (SHSP)

The 2021-2025 Florida Strategic Highway Safety Plan (SHSP) was adopted to provide a framework for eliminating fatalities and serious injuries on all public roads. It identifies safety priorities relevant to every jurisdiction within the state. The primary focus is on motor vehicle safety but includes all roadway users. The SHSP's goals affirms the target of zero traffic fatalities and serious injuries. The key strategies detailed in the 2021-2025 SHSP include the following.



- Engineering
- Education
- Enforcement
- Emergency Response
- Intelligence
- Innovation
- Insight Into Communities
- Investments and Policies

Florida Transportation Plan (FTP)

The 2060 Florida Transportation Plan (FTP) identifies the future needs for the State's transportation system with a larger focus towards improving the quality of life for Florida residents, keeping the State economically competitive, and improving environmental sustainability. Unlike individual MPOs, the state does not identify any specific improvements to the transportation system. Rather, it describes the transportation policies that will guide future FDOT investments into the transportation system statewide. The seven (7) goal areas for the 2060 FTP includes.

- Safety and security for residents, visitors, and businesses
- Agile, resilient, and quality transportation infrastructure
- Efficient and reliable mobility for people and freight
- More transportation choices for people and freight
- Transportation solutions that support Florida's global economic competitiveness
- Transportation solutions that support quality places to live, learn, work, and play
- Transportation solutions that support Florida's environment and conserve energy

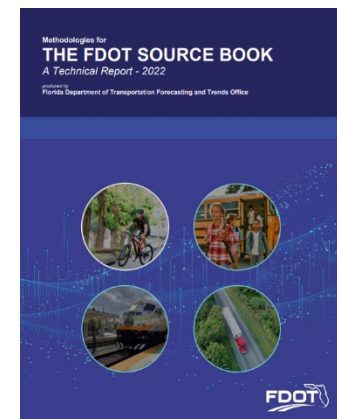


The Vision Element provides a longer-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system during the next 50 years. Key emphasis areas for implementing all seven goal areas include Innovation, Collaboration, Customer Service, Strategies Investments, Research, Data, and Performance Measurement.

The Policy Element defines goals, objectives, and strategies for Florida's transportation future over the next 25 years. The Policy Element is the core of the FTP and provides guidance to state, regional, and local transportation partners in making transportation decisions.

The FDOT Source Book, 2022

The FDOT Source Book presents insights into Florida's transportation user demographics, system reliability, and injury and fatality data. The FDOT Source Book uses this data to show trends that give indicators of Florida's transportation system performance and critical safety figures. The FDOT Source Book also shows how electric vehicles, transportation network companies, and other emerging technologies are being deployed on the roadways. The data was acquired from both public and private sectors and describes the mobility conditions along Florida's state roadway network, transit network, airports, railways, spaceports, and seaports. There are mobility performance and safety-related measures laid out in the FDOT Source Book.



The specific mobility performance measures are identified below, sorted into seven categories:

- **Auto:** vehicle miles traveled, person miles traveled, average travel speed, hours of delay, travel time reliability (planning time index), percent of miles by congestion level, duration of congestion, average speed vs. posted speed, and vehicles per lane mile

- **Transit:** transit revenue miles, transit passenger trips, transit revenue miles between failures, transit weekday span of service, resident access to transit, transit passenger trips per revenue mile
- **Pedestrian/Bicycle:** percent pedestrian facility coverage, percent bicycle facility coverage, non-motorized traffic counts
- **Aviation:** aviation passenger boardings, aviation departure reliability, aviation tonnage
- **Rail:** rail passengers, passenger rail on-time arrival
- **Seaport:** seaport passenger movements, seaport tonnage, seaport twenty-foot equivalent units
- **Spaceport:** space launches and sites, space payloads

Furthermore, the FDOT Source Book includes eight performance measures related to safety:

- Number of fatalities
- Number of serious injuries
- Rate of fatalities
- Rate of serious injuries
- Motorcycle fatalities and serious injuries
- Pedestrian fatalities and serious injuries
- Bicycle fatalities and serious injuries
- Safety belt use

Strategic Intermodal System (SIS)

Florida’s Strategic Intermodal System (SIS) was established by FDOT in 2003 to focus on the State’s critical transportation facilities. According to FDOT, SIS facilities such as I-95/SR 9 and Florida’s Turnpike are key to Florida’s economy and quality of life. These facilities are incorporated within FDOT’s Five Year Work Program under a special “SIS” designation and funded through FDOT’s SIS Work Program. The SIS Funding Strategy timeframes are First Five-Year Plan (FY 2022/2023 through FY 2026/2027), Second Five Year Plan (FY 2027/2028 through FY 2031/2032), and Long-Range Cost Feasible Plan (2029 through 2045).

Other SIS elements include the SIS Policy Plan and SIS Multimodal Unfunded Needs Plan (2045). The SIS Policy Plan sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding. The 2045 SIS Multimodal Unfunded Needs Plan’s purpose is to represent a compilation of unfunded transportation projects on the SIS that promote increased mobility and reduce congestion.



Florida Department of Emergency Management (DEM) Statewide Regional Evacuation Study, 2012

The Florida Department of Emergency Management (DEM) obtained federal funding for a Statewide Regional Evacuation Study Program (SRESP) in response to the severe hurricane seasons experienced in 2004 and 2005. The program generates hypothetical evacuation scenarios for local government agencies, residents, and visitors in the region. The Transportation Analysis in the SRESP includes the impact of storms on transportation networks and roadways and determines populations that will evacuate, and which routes they are most likely to take. Those routes are subject to change due to various construction projects and the additional demand on the routes due to the evacuation. Data from hurricane models identify potential surge zones and in turn which roadways are most at risk of being flooded and obsolete. Given the Treasure Coast's susceptibility to hurricanes and proximity to the large population centers of South Florida, it is vital to create safe and efficient escape routes, as well as identify updates to roadway improvements and construction projects that are required to meet the demands during an evacuation scenario.

Florida Freight Mobility and Trade Plan (FMTP), 2020

The Freight Mobility and Trade Plan (FMTP) identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The FMTP objectives were developed by examining goals and objectives from the FTP, FDOT Modal Plans, partner agency plans, as well as by incorporating feedback provided by the Florida Freight Advisory Committee (FLFAC). The following objectives were determined:

- Leverage multisource data and technology to improve freight system safety and security
- Create a more resilient multimodal freight system
- Ensure the Florida freight system is in a state of good repair
- Drive innovation to reduce congestion, bottlenecks and improve travel time reliability
- Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains
- Improve last mile connectivity for all freight modes
- Continue to forge partnerships between public and private sectors to improve trade and logistics
- Capitalize on emerging freight trends to promote economic development
- Increase freight-related regional and local transportation planning and land use coordination
- Promote and support the shift to alternatively fueled freight vehicles

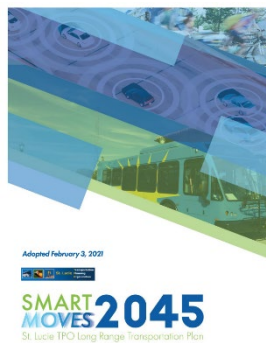
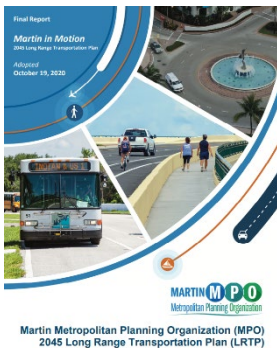
Florida Greenways and Trails System Plan, 2019-2023

The Florida Greenways and Trails System Plan was developed by the Florida Department of Environmental Protection (FDEP) in 2019. The plan outlines FDEP's vision for greenways and trails in the State of Florida as shown in **Figure 2-1**. Within the Treasure Coast region, the plans focus on the implementation of the East Coast Greenway and the blue way paddling trail along the Indian River Lagoon.

Regional Plans

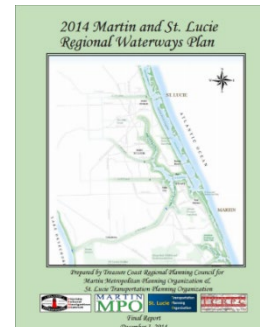
2045 Long Range Transportation Plans (LRTPs)

The adopted 2045 LRTPs for Martin, St. Lucie, and Indian River MPOs were reviewed. These plans serve as the mechanism for identifying and prioritizing multimodal transportation improvements over a 25-year planning horizon through the year 2045. The LRTPs set the vision for transportation for all modes by providing goals and objectives, multimodal needs plans, and cost feasible plans based on transportation revenue anticipated to be available. The regional projects identified in each LRTP will be included in the 2045 RL RTP.



Martin and St. Lucie Regional Waterways Plan, 2014

The Waterways Plan was developed to identify waterway access needs and facilities while optimizing the economic development opportunities waterfront property has to offer. The plan recommended sustaining existing waterfront land and protecting the surrounding environment through actions and education. As identified by the plan, part of this protection will be achieved by improved management of storm water and limiting the discharge of pollutants. Conservation of waterfront land will also help with mitigating against sea level rise.



Public Transportation Agency Safety Plan (PTASP), 2020

The Treasure Coast Connector St. Lucie County Public Transportation developed the Public Transportation Agency Safety Plan (PTASP). The PTASP provides policies, procedures, and requirements to be followed by management, maintenance, and operations personnel in order to achieve a safe environment for all. The goal is to eliminate the human and fiscal cost of avoidable personal injury and vehicle accidents. The PTASP objectives are listed below.

- Integrate safety management and hazard control practices within each of Treasure Coast Connector's departments.
- Assign responsibilities for developing, updating, complying with, and enforcing safety policies, procedures, and requirements.

- Verify compliance with Treasure Coasts Connector’s safety policies, procedures, and requirements through performance evaluations, accident/incident trends, and internal audits.
- Investigate all accidents/incidents, including identifying and documenting the causes for implementing corrective action to prevent a recurrence.
- Increase investigation and systemic documentation of near misses.
- Identify, analyze, and resolve safety hazards promptly.
- Minimize system notifications during the operational phase by establishing and utilizing safety controls as system design and procurement phases.
- Ensure that system modifications do not create hazards.
- Provide training to employees and supervisors on the safety components of their job functions.

Transportation Improvement Programs (TIPs), 2023-2027

Each MPO prepares the annual Transportation Improvement Program (TIP) consistent with federal guidelines. At the time of the data review phase, the adopted FY 2023 to FY 2027 TIPs are in effect. The TIP specifies programmed transportation improvements to be implemented over the next five years, whereas the LRTP presents planned projects within a long-range horizon. The projects in the TIP provide a short-term implementation plan for transportation in the Treasure Coast to build from with the RL RTP. TIP projects are included in this plan as funded, near-term improvements.

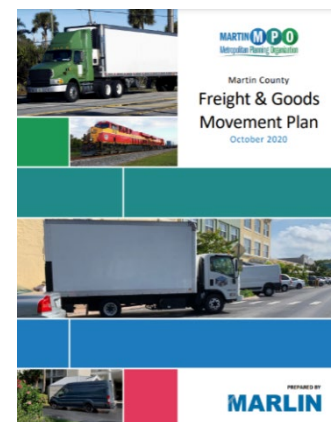


TRANSPORTATION IMPROVEMENT PROGRAM FY 2022/23 - FY 2026/27



Martin MPO Freight Plan, 2020

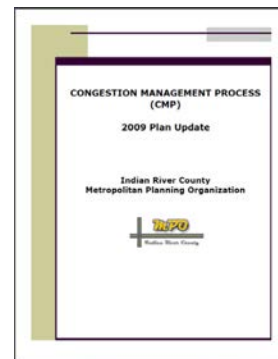
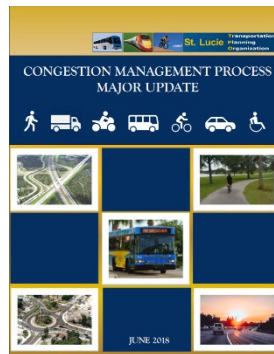
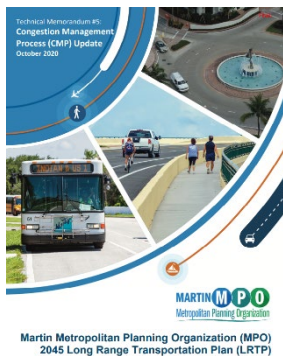
The Freight & Goods Movement plan explores existing and future transportation and land use conditions to leverage the transportation network to support economic development and the integration of freight into the multi-modal network within Martin County. Martin County is located in the heart of Florida’s “Treasure Coast” and is an important gateway into the South Florida region. The County’s freight transportation infrastructure provides the means by which freight and goods move into, out of, and within the County and connectivity to land use is an important factor on what goods move throughout the County. The plan identifies the most significant truck volumes on the major limited access facilities, including I-95 and Florida’s Turnpike. Other significant truck traffic volumes found are on SR 714, US 1, and SR 710 and there are very high percentages of trucks on the western, rural roadways including US 98, SR 710 and, SR 76 and a link of US 1 objectives of this plan are given below:



- **Safety and Security** – Leverage multisource data and technology to improve freight system safety and security.
- **Efficient and Reliable Mobility** – Drive innovation to reduce congestion, bottlenecks and improve travel-time reliability.
- **Economic Competitiveness** – Continue to forge partnerships between the public and private sectors to improve trade and logistics and capitalize on emerging freight trends to promote economic development.
- **Quality Places** – Increase freight-related regional and local transportation planning and land use coordination.

Congestion Management Process (CMP) Update

Each MPO prepared a Congestion Management Process (CMP) Update. A CMP uses several analytic tools to define and identify congestion within a region, corridor, activity center, or project area. A CMP identifies where congestion exists, what can be done about it, and a coordinated implementation plan for appropriate strategies to reduce congestion or mitigate the impacts of congestion. At the time of the data review phase, the Martin MPO CMP Update 2020, St. Lucie TPO CMP Update 2018, and Indian River County MPO CMP Update 2009 were in effect.



US 1 Multimodal Corridor Study, 2014

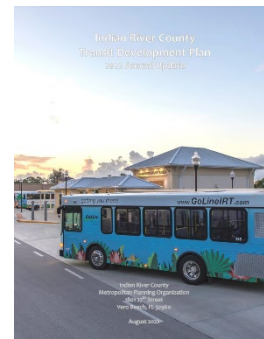
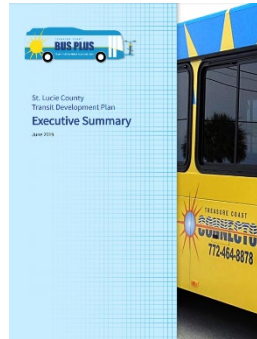
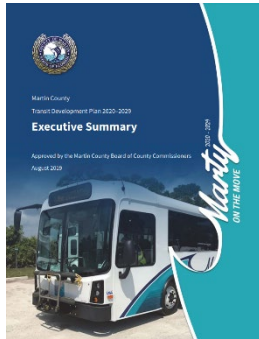
The US 1 corridor is defined as the section of US 1 from south of Cove Road in Port Salerno to north of Juanita Avenue in Fort Pierce as shown in **Figure 2-2**. US 1 is the primary north-south arterial for the coastal communities of Martin and St. Lucie counties east of I-95 and the Florida Turnpike. The principal element of the US 1 Multimodal Corridor Study is balancing local/community needs with the need to continue to support longer-distance trip-making along US 1. This project was identified in the 2035 RL RTP and 2040 individual LRTPs in St. Lucie TPO and Martin County.



Figure 2-2. US 1 Multimodal Corridor Study Area

Transit Development Plan (TDP)

The Transit Development Plan (TDP) is the strategic guide for public transportation over the next ten (10) years. It identifies public transportation service improvement priorities for the county, determines the operating and capital costs to implement these service improvement priorities, and outlines a strategy for implementing those service improvements. A major update is required every five years, with annual (or minor) updates in the interim years. At the time of the data review phase, the Martin County TDP 2020-2029 Major Update, St. Lucie County TDP 2020-2029 Major Update, and Indian River County TDP 2022 Annual Update were in effect.



Airport Master Plan

An Airport Master Plan is a study used to determine the long-term development plans for an airport. Air transportation is a vital community industry. An Airport Master Plan is a community's concept of the long-term development of its airport. The master plan considers the needs and demands of airports tenants, users, and the public. An Airport Master Plan was done for the following: Witham Field, Martin County, St. Lucie County International Airport, St. Lucie County, and Vero Beach Regional Airport, Indian River County.

Treasure Coast 2040 Zonal Data Projections

The Urban Land Use Allocation Model (ULAM) provides the Treasure Coast area with a systematic approach that uses the most current land use information to generate the future year (2040) socioeconomic data needed as input into the travel demand forecasting model. The quality of the future year land use data will ensure that the travel projections used in the development of the long-range plan will accurately reflect the future transportation needs of the area and will help determine what are the most critical and cost-effective improvements to address those needs.

Chapter 3 – Trends and Conditions

When creating a transportation plan for the future, it is important to observe the present trends and conditions facing the region and develop a plan to best optimize opportunities and address the issues. Trends that will be examined include population growth, changes and evolution of the workforce, the means by which residents commute to work, and future land use. This information was also captured in a fact sheet intended to educate the public on the purpose of the 2045 RL RTP. The fact sheet can be found in [Appendix C](#). Focusing on these trends will allow the 2045 RL RTP to efficiently grow the transportation network based on population trends and the new jobs and industries that will employ residents.

Population Growth

Like many regions in the Sun Belt, the Treasure Coast has experienced a large influx of people over the past 30 years. From 1985 to 2015, the Treasure Coast more than doubled in population growing from 273,663 people to a population of 587,284, according to data from the U.S. Census Bureau. As the area grows and more people flock to warmer weather and areas with year-round recreation, the Treasure Coast is expected to grow by an additional 377,575 people from the U.S. Census Bureau, for a total population of 964,859 residents and a percent growth of 64.29% between 2015 to 2045. This growth will increase demand for a comprehensive and efficient multimodal transportation network.

The expected population growth trend indicates that the raw population growth over the next 30 years (377,575 persons) is anticipated to be more than the actual growth during the 1985-2015 period (313,621 persons). This indicates that the Treasure Coast region is expected to continue to grow with an increased growth rate.

In addition, population growth is not uniform throughout the region. St. Lucie County houses approximately one-half of the population of the region, while Martin County and Indian River County each contain about one-quarter of the population. This is primarily the result of a higher percentage of population growth in St. Lucie County since 1985 (152%) than in Indian River County (89%) or Martin County (85%). The trend of a higher population growth percentage in St. Lucie County is anticipated to continue in the foreseeable future.

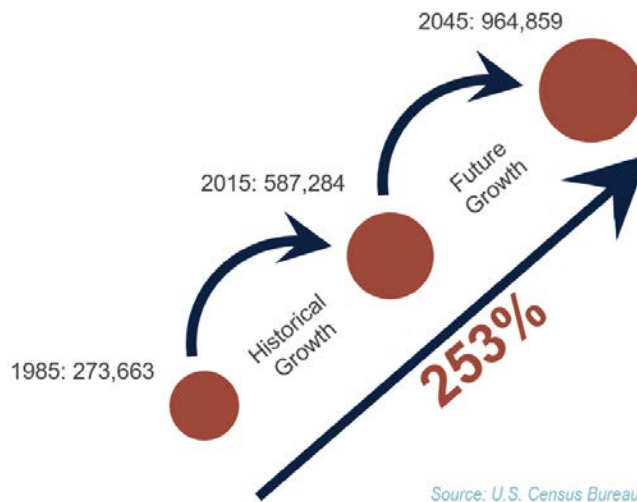


Figure 3-1. 60 Year Population Growth Trends

Changes in Employment

According to data compiled for the Treasure Coast Regional Planning Model¹ (TCRPM), 277,183 people worked within Martin, St. Lucie, and Indian River Counties in 2015. This indicates that the employment market in the Treasure Coast is just less than half of the population as compared to the TCRPM data.

By 2045, the Treasure Coast is expected to add an additional 132,784 workers, an increase of 47.90%, according to data compiled for the Treasure Coast Regional Planning Model¹ (TCRPM). St. Lucie County is projected to experience the largest gross gains in the workforce from 2015 to 2045.

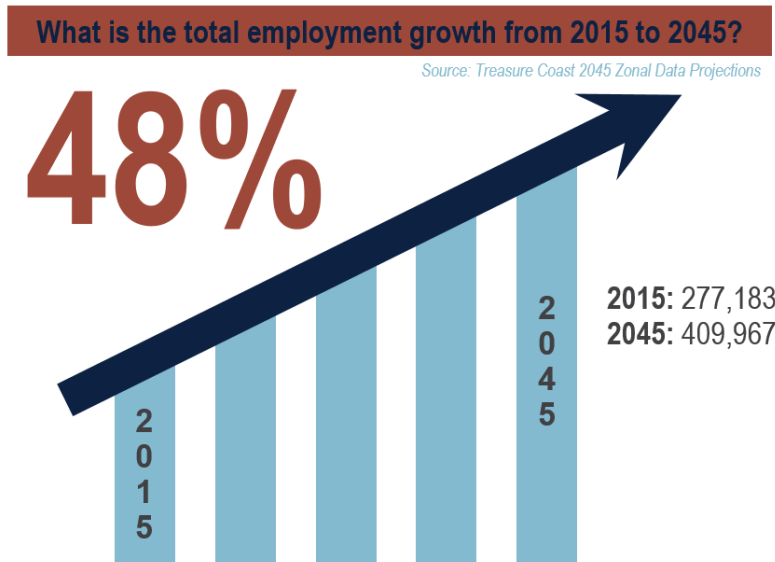


Figure 3-2. Employment Growth Trends From 2015 to 2045

Transportation

The foundation of the transportation system in the Treasure Coast is largely built on auto-dependence. As the region grows, commute times for all modes will be longer, but will disproportionately be felt by those continuing to commute by car. With this growth in mind, it is necessary for the 2045 RL RTP to address both current and future needs. Current trends within the region and around the country have shown an increasing number of people commuting via other means such as public transit, bicycle, and walking, suggesting the potential need to provide and maintain the infrastructure that will optimize these other modes while slowing the increasing traffic congestion to remain attractive for future residents and industries. The breakdown of commuters in the Treasure Coast by percentage of mode used within the overall transportation network is shown below. The rate of walking, bicycling, and taking public transportation to work is lower in the Treasure Coast than the nation and state as a whole, shown in **Table 3-1**. However, the rate of carpooling to work and working at home are higher in the Treasure Coast than the nation but not the state.

¹ The TCRPM was developed by FDOT and is used to project future transportation conditions and evaluate alternatives for future roadway system improvements.

Table 3-1. Means of Transportation to Work

Modes of Transportation	United States	Florida	Treasure Coast
Drove Alone	74.92%	77.74%	79.85%
Carpooled	8.85%	9.19%	9.08%
Public Transportation	4.58%	1.62%	0.35%
Bicycle	0.51%	0.56%	0.48%
Walked	2.57%	1.39%	1.33%
Other (Including Taxicabs and Motorcycles)	1.31%	1.74%	1.67%
Worked at home	7.26%	7.76%	7.24%

Source: 2015-2020 American Community Survey (ACS) 5-Year Estimates

A brief review and analysis of regional travel flows utilizing the OnTheMap application of the United States Census Bureau were conducted, a mapping tool that reports where people live and where they earn their paychecks. The underlying data for the OnTheMap application is the 2019 Longitudinal Employer-Household Dynamics (LEHD) data developed by the Center for Economic Studies of the United States Census Bureau. LEHD data provides information to analyze work trips including those that cross jurisdictional boundaries. The Treasure Coast region is characterized by a significant amount of cross-county travel flows for work trips, including within the region as well as to the Southeast Florida region. Approximately 58 percent (58%) of workers in the region commute outside of their home county for work.

Future Land Use

Understanding future land use data is important to mitigate the effects of land use on transportation and to enhance the efficient use of resources with minimal impact on future generations. Shown in **Figure 3-3** is Martin County’s future land use map. The majority of Martin County is land that is designated for agriculture and related land uses.

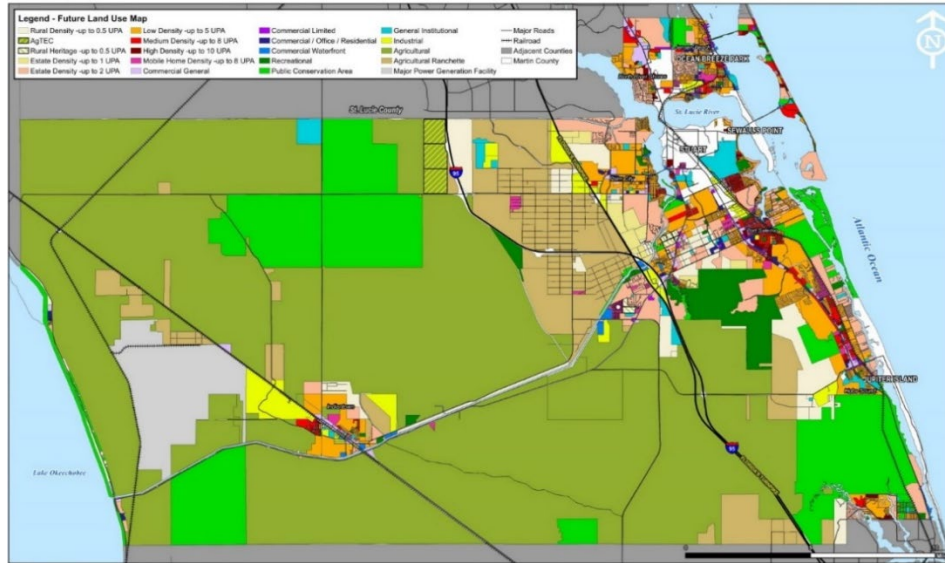


Figure 3-3. Martin County’s Future Land Use Map

Shown below in **Figure 3-4** is St. Lucie County’s future land use map. The majority of St. Lucie County is land that is designated for rural and agriculture land uses.

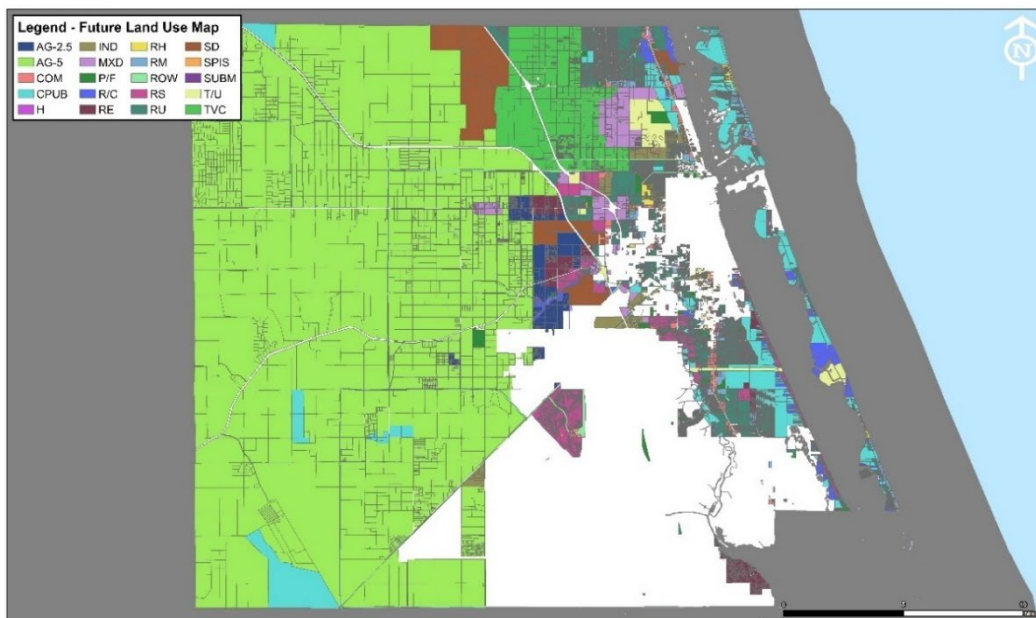


Figure 3-4. St. Lucie County’s Future Land Use Map

Shown in **Figure 3-5** is Indian River County's 2035 LRTP Infill Alternative Plan. The Infill Alternative Plan includes new neighborhood, corridor, and district areas that will become the focus of infill redevelopment and business recruitment.

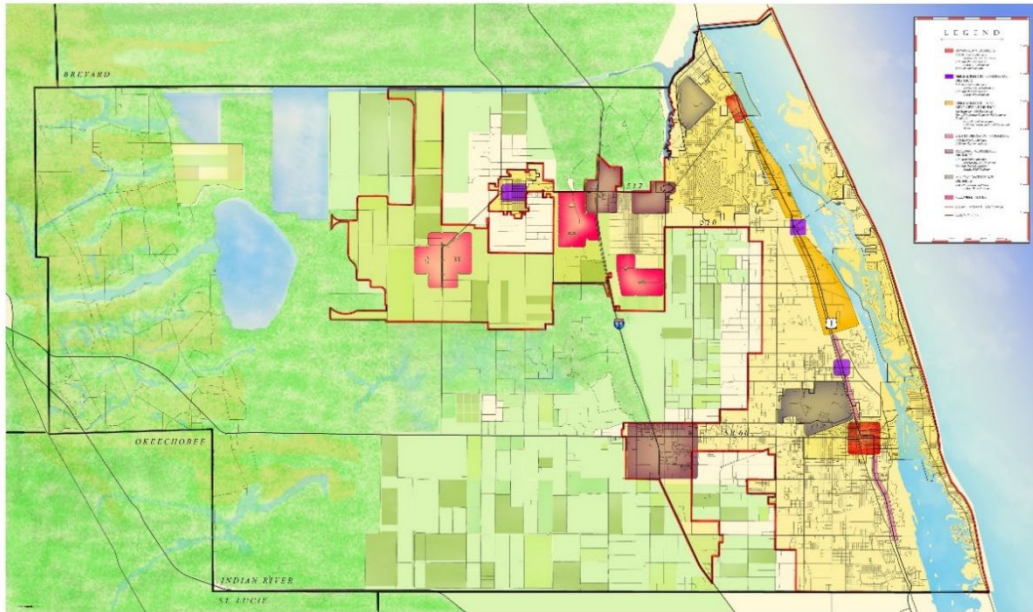


Figure 3-5. Indian River County's 2035 LRTP Infill Alternative Plan

The county seats in each of the Treasure Coast counties consist of Stuart, Fort Pierce, and Vero Beach, all of which pre-date World War II. However, most of the development in the Treasure Coast generally occurred during the golden age of the automobile in the second half of the 20th century. As such, much of the region has developed in a low-density, single-use manner expanding from east to west over time. This has created the consumption of open space for development into residential and commercial areas and led to development patterns that heavily favor usage of the private automobile for almost all trips. Commuters generally drive long distances to reach destinations or make multiple short trips to reach a number of different destinations (trip chaining), as found during the Martin County Household Travel Survey (HTS). In addition, cross-county commuting is common in the Treasure Coast region as is commuting between the Treasure Coast region and Southeast Florida, especially Palm Beach Gardens, West Palm Beach, and Boca Raton. This development pattern increases the cost of living due to increased costs for fuel, maintenance, and car ownership.

Each M/TPO conducted a series of stakeholder interviews and public workshops to establish the land use visioning process during their respective 2040 LRTPs and maintained these land use assumptions during the 2045 LRTP process. The M/TPOs have adopted LRTPs that can generally be described as proposing to retrofit a multimodal approach to integrating transportation into the current development pattern.

Chapter 4 – Regional Goals, Objectives, & Performance Measures

The goals, objectives, and performance measures for the 2045 RL RTP are based on a review of goals and objectives from the individual Long Range Transportation Plans (LRTPs) for the Martin Metropolitan Planning Organization (MPO), St. Lucie Transportation Planning Organization (TPO), and Indian River County MPO.

Review of Individual Treasure Coast’s LRTP

Each of the three individual M/TPOs’ goals, objectives, and performance measures from their respective 2045 LRTPs were reviewed. Each of the individual LRTP’s demonstrates consistency between the M/TPO’s goals, objectives, and performance measures with the Florida Transportation Plan (FTP) Next 50 Years and national goals identified in the Fixing America Surface Transportation Act (FAST Act). These goals, objectives, and performance measures were analyzed to identify and include consistent themes for the 2045 RL RTP. In addition, common issues of regional significance were identified for inclusion.

Martin MPO 2045 LRTP “Martin in Motion”

- **Goal #1: Infrastructure Maintenance and Congestion Management.** An efficient Multimodal transportation system that supports economic growth and enhances the quality of life.
- **Goal #2: Safety.** A safe multimodal transportation system that meets the needs of all the users.
- **Goal #3: Environmental and Equity.** Preserve natural environment and promote equity and healthy communities.
- **Goal #4: Innovation.** A transportation system with an ability to harness changes in the future.
- **Goal #5: Project Streamlining and Delivery.** A transportation system that reflects the community’s needs and desires.

St. Lucie TPO LRTP “SmartMoves 2045”

- **Goal #1: Support Economic Activities.**
- **Goal #2: Provide Travel Choices.**
- **Goal #3: Maintain the Transportation System.**
- **Goal #4: Provide Equitable, Affordable, and Sustainable Urban Mobility.**
- **Goal #5: Improve Safety and Security.**

Indian River County MPO LRTP “Connecting IRC”

- **Goal #1: Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users.**
- **Goal #2: Enhancing mobility for people and freight and provide travel alternatives.**
- **Goal #3: Protecting the natural and social environment.**
- **Goal #4: Maintaining a safe transportation system for all users.**

- *Goal #5: Preserving and maintaining the transportation system and transportation infrastructure.*

2045 RL RTP Goals, Objectives, & Performance Measures

The Treasure Coast 2045 RL RTP is intended to guide transportation decision making at the regional level to a more connected future over the next 25 years. To support this process, a review of the relevant federal, state, regional, and local documentation was conducted along with careful and thoughtful review and consideration of the individual M/TPO's transportation planning process and input received during the individual M/TPO LRTPs. Concepts of regional significance that may not have been the focus of individual LRTPs were then analyzed and incorporated. The collective goals, objectives, and performance measures will help guide the region in identifying and prioritizing investments as shown in **Table 4-1**.



Table 4-1. Goals, Objectives, and Performance Measures

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 1	Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.		
	Objective 1.A	Prioritize transportation investments that maintain acceptable travel performance.	
		1	Increase the percentage of miles meeting/exceeding roadway level of service standards.
	Objective 1.B	Ensure travel time reliability on major roadway freight corridors.	
		1	Increase roadway miles on the regional freight network with SIS corridor improvements to decrease the number of congestion hotspots/bottlenecks.
		2	Increase the percentage of vehicle miles traveled (VMT) that are reliable.
	Objective 1.C	Implement the regional greenways and trails system.	
		1	Increase miles of greenways and trails implemented.
	Objective 1.D	Identify and fund the regional transit network.	
		1	Reduce headways on transit services/improved on time performance when compared to previous years.
		2	Increase number of Regional Transit projects implemented/completed.
	Objective 1.E	Improve the safety of the transportation system, which may include communications infrastructure to provide opportunities for more efficient travel flow and infrastructure to support automated vehicles.	
		1	Decrease crash rate over each five-year period of the Regional Plan.
		2	Increase number of regional projects that include a TSM&O component that could be adapted to support autonomous vehicles.
Goal 2	Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.		
	Objective 2.A	Improve access to regional destinations that support economic prosperity.	
		1	Implement strategies that improve equitable access to regional transportation destinations and multimodal opportunities.
	Objective 2.B	Ensure adequate funding for congestion management and maintenance.	
		1	Increase number of implemented congestion management projects.
		2	Increase private and grant funding of transportation infrastructure.
	Objective 2.C	Prioritize projects that improve multimodal access to community activity centers.	
		1	Increase concentration of multimodal transportation options (bicycle facilities, bike share, bus shelters, etc.) nearby to community activity centers (regional malls, medical centers, libraries, and transit hubs).
Objective 2.D	Promote consistency between transportation projects and the efficient operation and management of the regional transportation system including providing opportunities for incorporating broadband fiber optic network communications.		
	1	Increase length/coverage of the fiber optic network within regional transportation corridors.	

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 3	Protect the region's natural and social environment while minimizing adverse community impacts.		
	Objective 3.A	Improve air quality and reduce greenhouse gas emissions.	
		1	Maintain or improve results of local emissions/air quality tests (tons of CO, HC, an NO emissions) at regular intervals throughout the planning horizon.
	Objective 3.B	Minimize right-of-way intrusions on the natural environment and regionally important cultural areas.	
		1	Decrease the project acreage in sensitive environmental areas in comparison to previous years.
	Objective 3.C	Reduce regional waterway impacts from roadway runoff.	
	1	Reduce the amount of roadway runoff to regional waterways.	
Goal 4	Conduct coordinated regional planning and decision-making that improves transportation options for the region.		
	Objective 4.A	Implement strategies to reduce reliance on single occupant automobiles.	
		1	Increase transit ridership over time.
		2	Increase the mileage of bicycle lanes, shared-use paths, and sidewalks.
		3	Reduce vehicle miles traveled (VMT) per capita as measured from the regional travel demand model.
	Objective 4.B	Provide a transportation system that reduces per capita fuel consumption.	
		1	Reduce carbon emissions compared to previous model output based on the TCRPM.
		2	Reduce per capita highway hours of delay based on the model output from the TCRPM.
	Objective 4.C	Manage the regional transportation system in a collaborative manner to improve the system's resiliency to climate change and performance during hurricane evacuations, emergencies, and disasters.	
		1	Increase miles of improvements along or supporting evacuation routes.
	Objective 4.D	Conduct regional meetings to provide an update of the implementation of the regional transportation plan and discuss items of regional transportation significance.	
		1	Increase the number of regional transportation projects implemented.
	2	Create an updated priorities list across the region based on an amendment process.	
Goal 5	Protect and enhance the unique quality of life in the Treasure Coast region.		
	Objective 5.A	Provide for the transportation needs of the disadvantaged.	
		1	Support funding for transportation disadvantaged services.
		2	Increase transit/sidewalk ADA compliance and accessibility (stations, vehicles, crosswalks etc.).
	Objective 5.B	Support healthy living strategies, programs, and improvements.	
		1	Support and promote use of transit oriented development policies.
		2	Participate in community health plans and programs; consider shared performance measures with health plans.
Objective 5.C	Support Target Zero policies.		
	1	Reduce per capita rate of fatalities and serious injury crashes per year.	

Chapter 5 – Regional Multimodal Transportation System

The purpose of this task is to produce a 2045 Regional Multimodal Transportation System map based on the regional roadway network and the designated Strategic Intermodal System (SIS). The result will be a regional transportation network that will define the roadways upon which regional transportation needs will be based. The online version of the map, which shows the regional roadway system and the regional needs identified—divided into roadway, non-motorized, and transit projects—can be accessed [here](#).

Regional roadway facilities were defined by criteria established in the 2040 RL RTP. The regional criteria were reviewed and determined to be applicable.

Primary Regional Facilities

All SIS and Planned SIS facilities are regionally significant and are designated as Primary Regional Facilities. In addition, all principal arterial facilities that meet at least one (1) of the following criteria and any minor arterial or major collector facilities that meet at least four (4) of the following criteria are designated as Primary Regional Facilities.

- **Multi-County** – Facilities that traverse more than one (1) county.
- **SIS Connectivity** – Facilities that connect a SIS highway to another SIS Highway.
- **SIS Intermodal** – Hubs, corridors, and connectors identified as SIS and emerging SIS.
- **Freight and Passenger Hubs** – Freight and passenger hubs not on the SIS such as airports, bus terminals, ports, or rail yards that function as intermodal hubs.
- **Intermodal Connectivity** – Facilities serving non-SIS freight and passenger intermodal hubs.

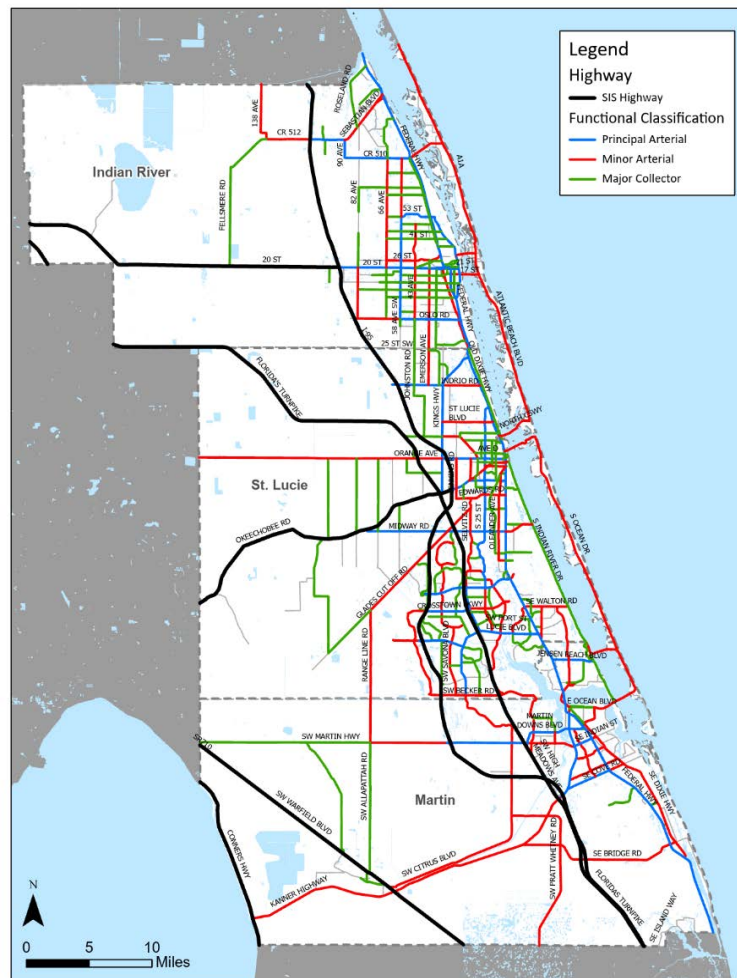


Figure 5-1. SIS Roadways and FDOT Functional Classifications

Chapter 6 – Regional Needs Assessment

The regional needs assessment aims to identify regionally significant roadway, non-motorized, transit, and freight needs projects presented in the individual county 2045 LRTPs to provide a comprehensive understanding of the multimodal needs within the Treasure Coast region.

Multimodal needs identified in each of the individual 2045 LRTPs were analyzed for regional significance. Establishing regionally significant roadways, or the regional multimodal transportation network, in Chapter 5 guided the regional multimodal needs assessment. Individual county needs projects were included in the 2045 RL RTP multimodal needs network if the project existed on a regionally significant roadway. Additionally, projects that link to the SIS, provide inter-county connectivity, or enable access to multimodal hubs were considered regionally significant.

Regional Roadway Needs

Roadway needs projects in the individual county 2045 LRTPs were evaluated for inclusion based on the regional multimodal transportation network. The table below represents a list of improvements and new infrastructure which will support transportation throughout the Treasure Coast Region. Each of the roadway segments shown in the table has been selected based on its presence along an existing regionally significant roadway or possesses another regionally significant trait. The roadway needs projects noted in the table below mostly involve lane widening or the creation of a new roadway. Several of these projects will serve as important transportation corridors in the future and will be necessary to maintain the efficient flow of all transportation modes throughout the region.

There is a total of 85 regional roadway needs projects, which are presented in **Table 6-1** below.

Table 6-1. Regional Roadway Needs

County	Roadway	Limits	Type
Indian River	26th Street/Aviation Boulevard	66th Avenue to 43rd Avenue	Widen 2 to 4 Lanes
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Widen 2 to 4 Lanes
Indian River	26th Street/Aviation Boulevard	At US-1/SR-5	Intersection Improvements
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4 Lanes
Indian River	43rd Avenue	Oslo Road to 16th Street	Widen 2 to 4 Lanes
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4 Lanes
Indian River	53rd Street	58th Avenue to 66th Avenue	New 4 Lane
Indian River	53rd Street	66th Avenue to 82nd Avenue	New 2 Lane
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	New 2 Lane
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	New 2 Lane

County	Roadway	Limits	Type
Indian River	66th Avenue	69th Street to 81st Street	Widen 2 to 4 Lanes
Indian River	66th Avenue	81st Street to CR-510	Widen 2 to 4 Lanes
Indian River	66th Avenue	49th Street to 69th Street	Widen 2 to 4 Lanes
Indian River	82nd Avenue	69th Street to CR-510	New 2 Lanes
Indian River	82nd Avenue	26th Street to 69th Street	Substandard to 2 Lanes
Indian River	Aviation Boulevard Extension	US-1 to 41st Street	New 2 Lanes
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Widen 2 to 4 Lanes
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Widen 2 to 4 Lanes
Indian River	CR-510/85th Street	At US-1/SR-5	Intersection Improvements
Indian River	CR-510/85th Street	CR-512 to 87th Street	Widen 2 to 4 Lanes
Indian River	CR-510/85th Street **	58th Avenue to US-1	Widen 2 to 4 Lanes
Indian River	CR-512/Sebastian Boulevard	I-95 to CR-510/90th Avenue	Widen 4 to 6 Lanes
Indian River	CR-512/Sebastian Boulevard	Willow Street to I-95	Widen 2 to 4 Lanes
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Strategic Improvements
Indian River	Indian River Boulevard **	17th Street to 37th Street	Operational Improvements
Indian River	Oslo Road	I-95 to 58th Avenue	Widen 2 to 4 Lanes
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Widen 2 to 4 Lanes
Indian River	US-1 *	53rd Street to CR-510	Widen 4 to 6 Lanes
Indian River	SR-9/I-95 *	At 53 rd Street	New Interchange
Indian River	SR-9/I-95 *	At Oslo Road	New Interchange
Martin	CR-713/High Meadows Avenue	I-95 to CR-714/Martin Highway	Widen 2 to 4 Lanes
Martin	Florida's Turnpike	At I-95 Interchange	PD&E
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Widen 2 to 4 Lanes
Martin	SE Bridge Road	Powerline Avenue to US-1	Widen 2 to 4 Lanes
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Widen 2 to 4 Lanes
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Widen 2 to 4 Lanes

County	Roadway	Limits	Type
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Highway Capacity
Martin	SR-9/I-95 *	Palm Beach/Martin County Line to CR-708/Bridge Road	PD&E
Martin	SR-9/I-95 *	CR-708/Bridge Road to High Meadows Avenue	PD&E
Martin	SR-9/I-95 *	High Meadows Avenue to Martin/St. Lucie County Line	PD&E
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Widen 2 to 4 Lanes
Martin	SW Martin Downs Boulevard *	SW Matheson Avenue to SW Palm City Road	Widen 4 to 6 Lanes
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Widen 4 to 6 Lanes
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Widen 2 to 4 Lanes
Martin	US-1 *	SE Seabranh Boulevard to SE Osprey Street	Widen 4 to 6 Lanes
Martin	Willoughby Boulevard Extension	SR-714/Monterey Road to US-1	New 2 Lane
Martin/ St. Lucie	US-1 *	Cove Road to St. Lucie County/ Indian River County Line	Operational Improvements
St. Lucie	Airport Connector	I-95 to Johnston Rd	New 4 Lanes
St. Lucie	Airport Connector	Johnston Road to Kings Highway	New 4 Lanes
St. Lucie	Becker Road	N-S Road B	New 6 Lanes
St. Lucie	Becker Road	Range Line Road	New 4 Lanes
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Widen 2 to 4 Lanes
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Widen 2 to 4 Lanes
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Widen 2 to 4 Lanes
St. Lucie	Florida's Turnpike	At Northern Connector	New Interchange
St. Lucie	Florida's Turnpike	At Midway Road	New Interchange
St. Lucie	Florida's Turnpike	N of SR-70 to N of SR-60	PD&E
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Widen 2 to 4 Lanes
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Neighborhood Traffic Management
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Widen 2 to 4 Lanes
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades-Cut Off Road	New 4 Lanes
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Widen 2 to 4 Lanes

County	Roadway	Limits	Type
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	New 4 Lanes
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Widen 2 to 4 Lanes
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	New 4 Lanes
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Widen 2 to 4 Lanes
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Widen 2 to 4 Lanes
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4 Lanes
St. Lucie	Midway Road	Arterial A to I-95	Widen 2 to 4 Lanes
St. Lucie	Northern Connector	Florida's Turnpike to I-95	New 4 Lanes
St. Lucie	North-Mid County Connector	Orange Avenue to Florida's Turnpike	New 4 Lanes
St. Lucie	North-Mid County Connector	Okeechobee Road to SR-68/Orange Avenue	New 4 Lanes
St. Lucie	North-Mid County Connector	Midway Road to SR-70/Okeechobee Road	New 4 Lanes
St. Lucie	Open View Drive	Range Line Road to N-S Road A	New 2 Lanes
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Widen 2 to 4 Lanes
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	New 4 Lanes
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Widen 2 to 4 Lanes
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Widen 6 to 8 Lanes
St. Lucie	SR-9/I-95 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	PD&E
St. Lucie	SR-9/I-95 *	At Northern Connector	New Interchange
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Widen 4 to 6 Lanes
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Neighborhood Traffic Management
St. Lucie	Turnpike Feeder Road	South of Indrio Road to South of US-1	Widen 2 to 4 Lanes
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Operational Improvement
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Widen 4 to 6 Lanes

*Denotes Project on State Road System

**Denotes Project partially on State Road System

The regional roadway needs are displayed on the next page in **Figure 6-1**, which highlights the existing and potential interconnectivity of the region through the identification of these improvements and additions. PD&E projects were included on major limited access facilities.

Regional Transit and Non-Motorized Needs

A regional transit vision, particularly beyond the 10-year planning horizon, was created using the transit development plans (TDPs) for Martin, St. Lucie, and Indian River counties. Non-motorized needs projects presented in the three individual M/TPO LRTPs were analyzed for their regional significance and alignment with the regional LRTPs goals of increased accessibility and network connectivity. Connectivity gaps across county lines from the 2045 LRTPs were identified through the analysis that will inform development and implementation of the regional transit and non-motorized vision. Additionally, needs projects that provide transit service and non-motorized infrastructure near major destinations, areas of high population, and intermodal hubs were included in the regional needs as they are considered integral to the multimodal success of the region.

Regional Transit

Transit availability is an important feature for the Treasure Coast area. Each of the three counties has an existing bus transit system currently serving their residents. There are three primary bus transit providers in the Treasure Coast Region. Martin County is served by Martin County Public Transit (Marty), St. Lucie is being served by Area Regional Transit (ART), and Indian River is being served by GoLine. Each of these transit services has a regional impact with one or more of their existing bus routes. From the existing transit network, five (5) routes have been identified that have a regional impact. Those routes are listed below:

1. GoLine Route 15
2. Marty Route 1
3. Marty Route 20X
4. ART Route 1
5. ART Route 7

Bus terminals and intermodal centers providing regional service were also captured during the needs assessment. Within the Treasure Coast, 14 park and ride facilities are available and are strategically positioned near major regional corridors such as I-95, Florida's Turnpike, and US-1. Park and ride facilities are not found in Indian River County. A breakdown of park and ride facilities by county is provided below:

Indian River County:

1. Main Transit Hub
2. Intergenerational Center
3. Indian River Mall (NE Entrance)
4. Gifford Health Center

Martin County:

1. Kiwanis Park
2. City of Stuart SailFish Circle Park & Ride
3. Osceola Park & Ride
4. Martin Highway and Turnpike Mile Post 133
5. Halpatiokee Regional Park

St. Lucie County:

1. Fort Pierce Intermodal Facility
2. St. Lucie County Administration Complex
3. Bayshore Boulevard Park & Ride Lot
4. Council on Aging Park & Ride
5. Gatlin Boulevard (Jobs Express) Park & Ride Lot

Bus terminals along with park and ride locations allow users to access additional routes and improve the interconnectivity of the existing transportation network. It should be expected that these facilities are properly maintained and managed to offer diverse commuting options and to promote a reduction of vehicles on the regional roads.

Five (5) regional transit needs have been identified in addition to the five (5) existing regional transit routes.

1. I-95 Express Bus Route
2. SR-710/CSX Connector
3. Tri-Rail Extension
4. Turnpike Express Bus Route
5. US-1 Transit Enhancements

These newly identified needs will provide both bus and rail transit opportunities for the Treasure Coast area. As employment opportunities and total population continue to grow within the region it is essential to provide varied transportation options for commuters. Each of these needs will provide a primarily north-south transportation alternative for commuters both within and outside of the Treasure Coast. The implementation of these commuter transit alternatives will aid in the effort of reducing the dependence on the private automobile, subsequently leading to desirable outcomes such as reduced congestion, vehicle miles traveled and potentially improved travel time reliability around the region.

Existing transit terminals, routes, and the transit needs can be seen in **Figure 6-2**. The figure displays the existing interconnectivity of the Treasure Coast and the areas that will benefit from the proposed transit network.

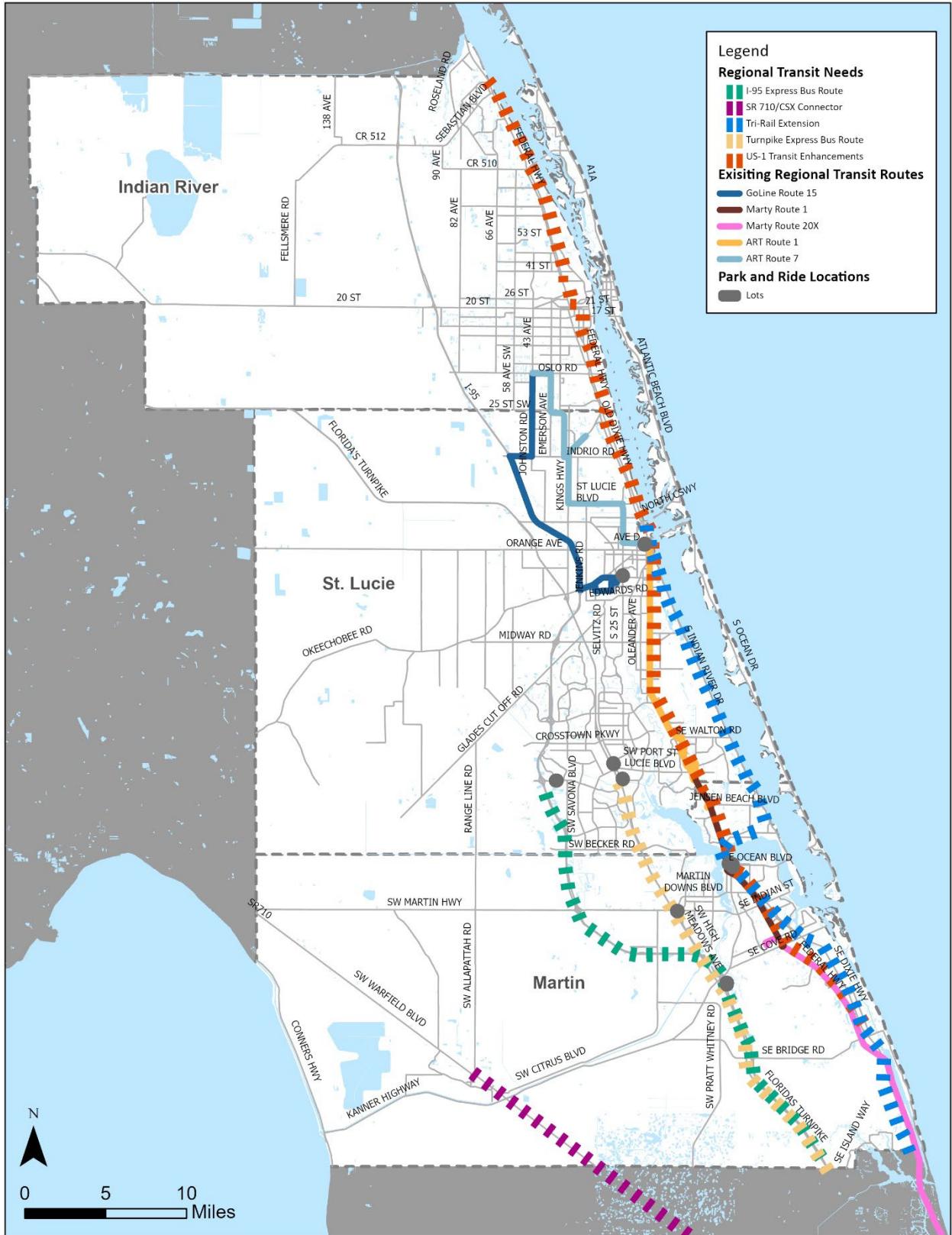


Figure 6-2. Regional Transit Needs

Regional Non-Motorized

Non-motorized transportation continues to grow in popularity throughout the country, prompting new roadway design practices that adapt to the increased variety of users. Regional non-motorized needs were included based on their presence along a regionally significant roadway, shown in Chapter 4. The Florida Greenways and Trails System (FGTS) maintained by Florida Department of Environmental Protection (FDEP) are included as part of the 2045 Regional Non-Motorized Needs and are shown in **Figure 6-3**. By implementing regional non-motorized needs, the Treasure Coast Region can provide a well-connected network of bicycle and pedestrian infrastructure that fosters a culture of non-motorized transportation as a commuting option that rivals the automobile.

There are a total of 110 non-motorized needs projects identified within the Treasure Coast region. [Appendix A](#) provides the list of identified needs, including regional non-motorized needs.

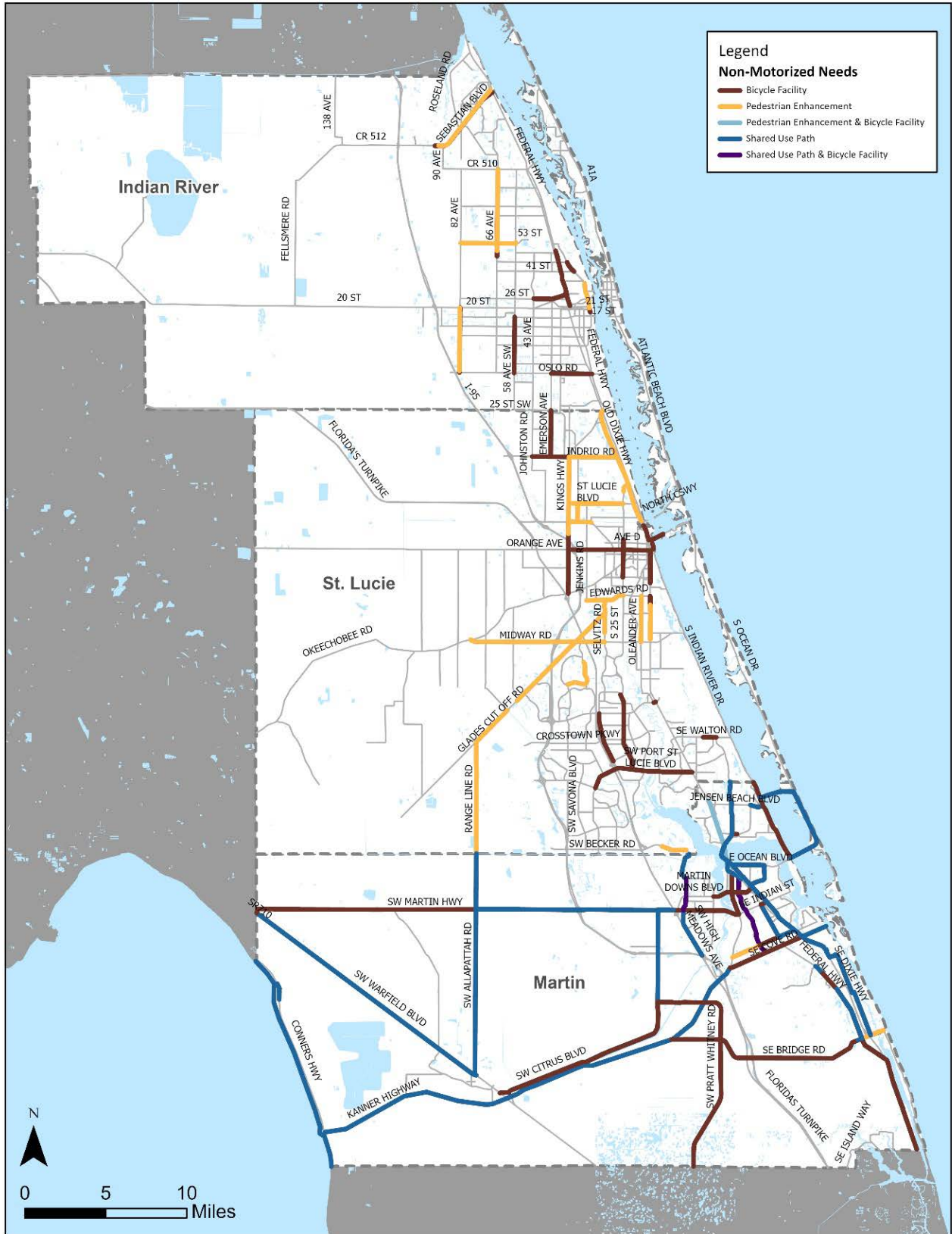


Figure 6-3. Regional Non-Motorized Needs

Chapter 7 – Regional Prioritization Criteria

A prioritization method was applied to all needs on the 2045 regional multimodal transportation system to create an updated list of regional project priorities. Projects identified in the needs plan were evaluated based on the scoring measures and criteria established in the 2040 RL RTP. Crash history data was an addition to the 2045 RL RTP prioritization criteria to target corridors with unsafe conditions by assigning more points to needs projects with higher crash totals over a five-year span (2018-2022).

Each needs project was given a score ranging from 0-11, then separated into three tiers based on the total prioritization score. Regional transportation needs projects scoring in the Top 33% were grouped in Tier I, Tier II consists of projects within the top 33-66% range, and Tier III consists of the remaining needs projects. This tiered approach creates a clear grouping of urgent, high impact projects which allows flexibility for implementation and establishes equal importance between projects within each tier. The result is a tiered regional transportation needs plan that reflects the projects most capable of improving the overall success of transportation in the Treasure Coast Region by producing positive outcomes for the goals, objectives, and performance measures such as congestion mitigation, safety improvements, and equitable transportation opportunities.

The regional prioritization criteria are shown in **Table 7.1** and the data sources established for the criteria are listed below. [Appendix A](#) contains the regional project needs, sorted into several categories, including by mode, county, and overall ranking.

- **2045 Volume-to-Capacity Ratio** – 2045 Treasure Coast Regional Planning Model (TCRPM)
- **Mobility (connecting dense employment areas to residential areas)** – United States Census Bureau census block group for 2020 population density and employment density
- **Capacity Benefit** – 2045 individual LRTPs
- **Emergency Evacuation Routes** – Florida Department of Emergency Management (FDEM)
- **Freight Benefit** – 2040 Regional Freight Plan²
- **Intermodal Connectivity** – 2045 individual LRTPs
- **Regional Connectivity** – FDOT SIS
- **Environmental Impacts** – 2045 individual LRTPs
- **Non-Motorized Safety Benefit** – 2045 individual LRTPs
- **Crash History** – Signal 4 Analytics
- **Transportation Disadvantaged** – United States Census Bureau

² An update to the 2040 Freight Plan was not completed. Therefore, regional project needs identified in the 2040 RL RTP that also appear in the 2045 RL RTP were given the same Freight Benefit score received during 2040 RL RTP prioritization process. Freight benefit scores for new needs projects were determined from the freight prioritization data used in the 2040 RL RTP, except for updated 2021 Truck Traffic Percentage and Total Truck Volume data obtained from FDOT. See Freight Prioritization Worksheet in **Appendix B** for detailed scoring criteria.

Table 7-1. Regional Prioritization Criteria

2045 Volume to Capacity
V/C >= 1.20 = 1.0
V/C >= 1.10-1.19 = 0.8
V/C >= 1.00-1.09 = 0.6
V/C >= 0.90-0.99 = 0.4
V/C >= 0.80-0.89 = 0.2
V/C < 0.80 = 0.0
Mobility (connecting dense employment and residential areas)
Project connects dense areas (1,000 persons/square mile and 500 employment/square mile) = 1.0
Project connects medium-dense areas (500 persons/square mile and 250 employment/square mile) = 0.5
Project does not connect dense nor medium-density areas = 0.0
Capacity Benefit
Improves capacity and eliminates the need to widen adjacent and parallel roadway within 1.0 mile = 1.0
Improves capacity = 0.5
Not a capacity project = 0.5
Emergency Evacuation Routes
Florida Department of Emergency Management emergency evacuation route = 1.0
Local emergency evacuation route = 0.5
Not an emergency evacuation route = 0.0
Freight Benefit
Score from the Regional Freight Plan. Freight Prioritization Worksheet / 100 (will range from 0.0-1.0)
Intermodal Connectivity
Designated airport/seaport/rail terminal facility connection and/or includes a transit route or regional trail = 1.0
Not a designated airport/seaport/rail terminal/transit connection = 0.0
Regional Connectivity
Improves the connection to an adjacent M/TPO or to a SIS Highway or facility (includes grade-separation = 1.0
Does not provide a connection to an adjacent M/TPO or SIS Highway = 0.0
Environmental Impacts
Project is not in an environmental sensitive area = 1.0
Project is in an environmentally sensitive area = 0.0
Non-Motorized Safety Benefit
Project provides a bike lane and/or sidewalk, and addresses a non-motorized safety issue = 1.0
Project provides a bike lane and/or sidewalk, but does not address a non-motorized safety issue = 0.5
Project does not provide a bike lane or sidewalk
5-Year Crash History Analysis (2018-2022)
>150 crashes in the last five years = 1.0
75-150 crashes in the last five years = 0.8
50-75 crashes in the last five years = 0.6
25-50 crashes in the last five years = 0.4
10-25 crashes in the last five years = 0.2
0-10 crashes in the last five years = 0.0
Transportation Disadvantaged (average of the percent population 65+, disabled, or in poverty)
Service to a Census Tract with 35% or more transportation disadvantaged population = 1.0
Service to a Census Tract with 30-35% transportation disadvantaged population = 0.8
Service to a Census Tract with 25-30% transportation disadvantaged population = 0.6
Service to a Census Tract with 20-25% transportation disadvantaged population = 0.4
Service to a Census Tract with 15-20% transportation disadvantaged population = 0.2
Service to a Census Tract with 0-15% transportation disadvantaged population = 0.0

Chapter 8 – Regional Revenue Resources

The purpose of this task is to document existing and potential revenue sources for constructing, operating, and maintaining projects on the designated regional multimodal transportation system.

This task includes a review of the 2045 estimates of state and federal revenues and local revenues provided to the three M/TPOs for development of their 2045 LRTPs and financial/revenue analyses done and revenue estimates for projects on the SIS in the Treasure Coast region.

Federal and State Revenue Sources

Federal Highway Trust Fund³

The Federal Highway Trust Fund (HTF) is resulted from highway motor fuel (a Federal tax of 18.4 cents per gallon on gasoline and of 24.4 cents per gallon on highway diesel fuel), heavy vehicle use, a load rating based tax on truck tires, and a retail sales tax on trucks and trailers. The FAST Act extends the heavy vehicle use tax through September 30, 2023 and the taxes on highway motor fuel will continue past September 30, 2023, but at a reduced rate of 4.3 cents per gallon.

State Transportation Trust Fund⁴

In the State of Florida, there are five (5) revenue sources that comprise the State Transportation Trust Fund (STTF) including motor vehicle fuel tax, motor vehicle fees, document stamps, rental car surcharges, and aviation fuel tax.

State Fuel Taxes

- **Motor Vehicle Fuel Tax** – Sales tax to the sales of all gasoline and diesel fuels. The state fuel tax is based on the floor tax of 6.9 cents per gallon indexed to the consumer price index (CPI) (all items) and the base index 12-month period remains the same as in FY 1988-89. The rate is 16.2 cents per gallon.
- **State Comprehensive Enhanced Transportation System (SCETS) Tax** – Excise tax on all highway fuels and proceeds must be spent in the transportation district, to the extent feasible, in the county from which they are collected. The SCETS tax is like the fuel sales tax that it is indexed to all CPI (all items) and the base year is FY 1989-90. The rate is 8.9 cents per gallon.
- **State Fuel Tax Distributed to Local Governments** – The State of Florida collects a fuel excise tax of 4 cents per gallon to be distributed to local governments. The *Constitutional Fuel Tax* is set at 2 cents per gallon. The proceeds is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds and the balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties'

³ Source: Highway Trust Fund and Taxes, FHWA

⁴ Source: Florida's Transportation Tax Sources – A Primer, 2023

transportation trust funds. The *County Fuel Tax* is set at 1 cent per gallon and distributed the same as the Constitutional Fuel Tax. The *Municipal Fuel Tax* is also set at 1 cent per gallon and revenues from the tax are transferred into the Revenue Sharing Trust Fund for Municipalities.

- **Alternative Fuel Fees** – Non-convention fuels such as propane, butane, and other liquefied petroleum gases (LPG) or compressed natural gases (CNG). The use of these alternative fuels represents only a very small part of the state’s total fuel consumption. To encourage the use of alternative fuels, the 2013 Florida Legislature passed legislation to exempt these fuels from taxation beginning January 1, 2014 and ending January 1, 2024.
- **Fuel Use Tax** – The tax is designed to ensure that heavy vehicles which engage in interstate operations incur taxes based upon fuel consumed, rather than purchased, in the state. The tax is comprised of an annual decal fee of four dollars (\$4.00) plus a use tax based upon the number of gallons of fuel consumed multiplied by the prevailing statewide fuel tax rate.

State Motor Vehicle Fees

In Florida’s transportation history, funding transportation for vehicle-related revenues started very early. There are four (4) types of motor vehicle fees: motor vehicle license fees, motor vehicle license surcharge, initial registration fee, and motor vehicle title fee.

State Aviation Fuel Tax

The current aviation fuel tax rate is 4.27 cents.

State Document Stamps

The Documentary Stamp Tax is levied on documents, including, but are not limited to: deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidence of indebtedness. The timeline of the State Documentary Stamp Tax is as follows.

- **2005** – Legislature passed a growth management bill to address needed infrastructure in Florida. The growth management package provided \$541.75 million annually from documentary stamp revenue to fund transportation needs.
- **2008** – Legislature changed the distribution of documentary stamp tax collections so that the STTF received 38.2 percent of collections after other distributions are made, not to exceed \$541.75 million per year.
- **2011** – Legislature directed the following amounts to be transferred to the State Economic Enhancement and Development (SEED) Trust Fund from the STTF portion of documentary stamp tax revenues: \$50 million in FY 2012-13, \$65 million in FY 2013-14, and \$75 million every fiscal year thereafter.
- **2014** – The percentage of Documentary Stamp Tax is lowered from 38.2 percent to 24.18442 percent.
- **2015** – Revenue Estimating Conference estimated \$271.3 million in distributions of documentary stamp revenue to the STTF for FY 2015-16 and \$297.0 million for FY 2016-17.

- **2021** – Legislation passed reduced the percentage of documentary stamp tax revenue available to STTF from 24.18442% to 20.5453% with a cap of \$466.75 million down from \$541.75 million.

These estimates are net of the SEED transfers mentioned above.

Funding Estimates

FDOT developed a new long range revenue forecast in July 2018, Revenue Forecasting Guidebook. The forecast is based upon Federal, State, and Turnpike revenues that flow through the FDOT Work Program. Florida's MPOs are encouraged to use these estimates and guidance for their long range plans. FDOT has developed metropolitan estimates from the 2045 Revenue Forecast for certain capacity programs for each MPO.

State Funding Programs

- **SIS Highway Construction and Right-of-Way (ROW)** – Provides funds for construction, improvements, and associated ROW on the State Highway System (SHS) roadways that are designated as part of the SIS.
- **Other Arterials (OA) Construction and ROW** – Provides funds for construction, improvements, and associated ROW on the SHS roadways that are not designated as part of the SIS. OA revenues include additional funding for the Economic Development Program and the County Incentive Grant Program.
- **Districtwide State Highway System (SHS) Operations and Maintenance (O&M) Funds** – Provide financial assistance to activities to support and maintain transportation infrastructure once it is constructed and in place. Districtwide estimates were provided by FDOT.
- **Transportation Management Area (TMA) Funds** – Federal funds distributed to an urbanized area with a population greater than 200,000, as designated by the U.S. Census Bureau following the decennial census.
- **Transportation Alternatives (TA) Funds** – TA program includes TALU – estimates of TA funds allocated for TMAs; TALL – estimates of funds for areas with population under 200,000; and TALT – for any areas of the state.
- **Transportation Regional Incentive Program (TRIP) Funds** – Encourage regional planning and coordination by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. TRIP will fund up to 50 percent of project costs. FDOT has developed estimates of TRIP funds for each District; the estimates are based on statutory direction for allocating TRIP funds.
- **State New Starts Transit Funds** – Funds are from the transportation proceeds of the Documentary Stamp Tax. Annually, 10% of the transportation proceeds is allocated for major new transit capital projects in metropolitan areas.
- **FDOT Transit Funds** – Provide technical and operating/capital assistance to transit, paratransit, and ridesharing systems.
- **Florida's Turnpike Enterprise (FTE)** – The FTE is not a State funding program but part of an agency of the State of Florida. FTE manages a self-supporting operation financed primarily with tolls and concession revenue with no reliance on other FDOT revenues to pay for its operations, maintenance, and debt service.

Table 8-1 summarizes the revenues from the Federal/State funding programs.

Table 8-1. Federal and State Funding Programs (Year of Expenditure in Millions)

Source	Jurisdiction	2021-2025	2026-2030	2031-2035	2036-2045	Total
SIS	Martin	\$7.75	-	\$12.10	\$506.81	\$526.66
	St. Lucie	\$24.46	-	\$174.45	-	\$198.91
	Indian River	-	\$50.38	-	-	\$50.38
	Total Region	\$32.21	\$50.38	\$186.55	\$506.81	\$775.95
OA	Martin	\$48.97	\$59.48	\$64.18	\$133.54	\$306.17
	St. Lucie	\$74.42	\$98.36	\$109.04	\$229.86	\$511.68
	Indian River	\$49.97	\$60.70	\$65.49	\$136.27	\$312.43
	Total Region	\$173.36	\$218.54	\$238.71	\$499.67	\$1,130.28
TMA ¹	Martin	\$9.73	\$9.73	\$9.73	\$19.45	\$48.64
	St. Lucie	\$20.68	\$20.68	\$20.68	\$41.35	\$103.39
	Indian River	-	-	-	-	-
	Total Region	\$30.41	\$30.41	\$30.41	\$60.80	\$152.03
TA	Martin	\$0.86	\$0.86	\$0.86	\$1.71	\$4.29
	St. Lucie	\$1.67	\$1.67	\$1.67	\$3.34	\$8.35
	Indian River	\$1.90	\$1.90	\$1.90	\$3.80	\$9.50
	Total Region	\$4.43	\$4.43	\$4.43	\$8.85	\$22.14
TRIP	District 4²	\$28.90	\$43.10	\$47.90	\$98.20	\$218.10
Transit	Martin	\$15.23	\$19.21	\$21.03	\$43.82	\$99.29
	St. Lucie	\$30.81	\$38.85	\$42.55	\$88.64	\$200.85
	Indian River	\$15.14	\$19.10	\$20.91	\$43.57	\$98.72
	Total Region	\$61.18	\$77.16	\$84.49	\$176.03	\$398.86

¹ TMA funds are based on 32/68 split between Martin MPO and St. Lucie TPO. Indian River County is not designated as a TMA.

² TRIP funds are districtwide, District 4.

Local Revenues

Local revenue sources also play a role in funding transportation investments in the Treasure Coast region. Local sources are identified in each M/TPO's individual LRTP and include the following. **Table 8-2** summarizes the revenues from the local funding programs.

- **State-Collected Motor Fuel Taxes (FT) Distributed to Local Governments** – Represents a major portion of local transportation revenues.
 - Martin County has the following FT; 1st Local Option Fuel Tax (6 cents), 2nd Local Option Fuel Tax (5 cents), 9th Cent (1 cent), Constitutional (2 cents), and County (1 cent).
 - St. Lucie County has the following FT: Constitutional Gas Tax (2 cents), County (1 cent), 9th Cent (1 cent), and local option fuel tax (LOFT) (12 cents) and 3 cents of State fuel tax for local use.
 - Indian River County has the following FT: County Fuel Tax, Constitutional Fuel Tax, 6-cent Local Option Gas Tax, 9th Cent Fuel Tax, Infrastructure Sales Tax, and General Fund for Transportation.
- **Transportation Impact Fees (TIF)** – Assessed on new development to provide a portion of the revenue needed for the addition and expansion of local roadway facilities that are necessary to accommodate travel demand from new development.
- **Local Transit Funds** – Each county has different local transit funds.
 - Martin County's transit is based upon General Fund (Fiscal Year 2020 Adopted Budget, Martin County. The 2020-2029 TDP includes General Funds in the amount of \$756,000 per year based on the Proposed FY 2020 Martin County Budget.
 - St. Lucie County has the Transit Municipal Services Taxing Unit (MSTU), which is a local property tax which generates funding for fixed-route bus service. The mileage rate of the Transit MSTU has not increased since 2022. The 2020 St. Lucie County Transportation Disadvantaged Service Plan (TDSP) notes that funding for transportation services has not kept up with the ever-increasing travel demand.
 - Indian River County has GoLine local transit revenues

Table 8-2. Local Total Revenues (Year of Expenditure in Millions)

Source	Jurisdiction	2021-2025	2026-2030	2031-2035	2036-2045	Total
FT	Martin	\$31.39	\$32.67	\$34.00	\$72.21	\$170.27
	St. Lucie	-	-	-	-	-
	Indian River	\$17.47 ²	\$91.76	\$99.13	\$220.36	\$428.73
	Total Region	\$48.86	\$124.43	\$133.13	\$292.57	\$599.00
TIF	Martin	\$5.10	\$5.36	\$5.63	\$12.14	\$28.23
	St. Lucie	-	-	-	-	-
	Indian River	\$2.93 ²	\$16.07	19.07	\$50.43	\$88.50
	Total Region	\$8.03	\$21.43	\$24.70	\$62.57	\$116.73
Transit	Martin ¹	\$5.37	\$5.4	\$6.16	\$16.02	\$32.95
	St. Lucie	-	-	-	-	-
	Indian River	\$1.25 ²	\$6.58	\$7.09	\$15.72	\$30.65
	Total Region	\$6.62	\$11.98	\$13.25	\$31.74	\$63.60

¹ The Local Transit Fund is based upon the General Fund and Marty – Farebox Revenue.

² Funds are shown in 2025.

Potential Additional Funding Sources

Given increasing transportation construction costs and operations and maintenance (O&M) costs along with expected decreases in gas tax revenues, the Treasure Coast counties face challenging decisions regarding the funding of transportation needs. The M/TPOs of the Treasure Coast have identified potential alternative revenue sources that may fund unmet transportation needs.

Discretionary Grants

Discretionary grants are administered by FHWA and FTA through various offices of the agency. These discretionary programs represent special funding categories where the federal agency solicits for candidate projects and selects for funding based on applications received. Each program has its own eligibility and selection criteria that are established by regulation or administratively.

Developer Funding

Developer funding is part of local government development agreements for projects that will be built or paid for by the responsible party.

Public-Private Partnerships

Public-private partnerships (P3s) are contractual agreements formed between a public agency and a private sector entity that allow for greater private sector participation in the delivery of and financing of transportation projects. Typically, this participation involves the private sector taking on additional project risks, such as design, construction, finance, long-term operation, and traffic revenue. It is important to note that P3s are a procurement option, not a revenue source. Although P3s may increase financing capacity and reduce costs, public agencies must still identify a funding source to pay its share of the costs.

Shared-Use Nonmotorized (SUN) Trail

The Florida Shared-Use Nonmotorized (SUN) Trail is a funding program to develop a statewide system of paved non-motorized trails as a component of the FGTS. Funding comes from the redistribution of new vehicle tag revenues, which provides \$25 million annually to SUN Trail projects. In order to be eligible for funding, the individual trails must meet the four eligibility criteria. In addition to the eligibility criteria, there are selection criteria that if met will help the projects advance more quickly.

- Project is a paved component of the FGTS Priority Land Trail Network.
- Project is identified as a priority by the applicable jurisdiction.
- Project has an entity formally committed to operation and maintenance.
Project is consistent with the applicable comprehensive plan or the long-term management plan.

Chapter 9 – Conclusions

The 2045 Treasure Coast RL RTP offers a vision for the regional multimodal transportation network that takes into account the demand of facilities roadway, transit, freight, bicycle, and pedestrian facility needs. This plan highlights the regional priority projects and offers a responsible framework for sustaining and enhancing the current transportation system.

The first step toward creating a transportation system that supports important regional traffic patterns in an accessible, effective, and safe way is developing and adopting the 2045 RL RTP. This plan is meant to be considered as a dynamic document that may be modified as it is put into practice. Project additions, priority rankings modifications based on new information, changes resulting from new or updated federal legislation or regulations are just a few of the adjustments that could be made. For any revisions to the plan, the TCTAC and TCTC processes should be used for regional planning coordination for the Treasure Coast.

Appendix A

Regional Prioritization Projects

Prioritized Needs Projects (by County and Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Boulevard	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
Indian River	CR-512/Sebastian Boulevard	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-9/I-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1
Indian River	SR-9/I-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulevard	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	26th Street/Aviation Boulevard	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.56	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	Aviation Boulevard Extension	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard *	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3

Prioritized Needs Projects (by County and Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	58th Avenue	53rd Street to North of 53rd Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	0	0.5	0.2	1	3.7	3
Indian River	Indian River Boulevard	Merrill Barber Bridge to South of 37th Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	1	0	0	0.5	1	1	3.7	3
Indian River	US-1 *	North of 21st Street to North of 49th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	0.4	0.6	3.7	3
Indian River	Oslo Road	I-95 to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0	0	1	0	0.39	0	0	1	0.5	0.2	0.2	3.29	3
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	Roadway	New 2 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.6	0	3.27	3
Indian River	US-1 *	CR-510/85th Street to North of 49th Street	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	0	0.5	0.2	0.4	3.1	3
Martin	US-1 *	SE Seabranh Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.64	1	1	1	1	0.8	0.6	10.04	1
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Roadway	Widen 4 to 6 Lanes	0	1	1	1	0.45	1	1	1	1	0.2	0.6	8.25	1
Martin	SW Martin Downs Boulevard	SW Matheson Avenue to SW Palm City Road	Roadway	Widen 4 to 6 Lanes	0.2	1	1	1	0.3	1	0	1	1	0.6	0.8	7.9	1
Martin	SE Dixie Highway	Confusion Corner to SE Palm Beach Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.8	1	N/A	1	N/A	1	1	0	1	0.8	1	7.6	1
Martin	CR-713/High Meadows Avenue	I-95 to CR-714/Martin Highway	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.34	1	1	1	0.5	0	0.4	7.24	1
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Roadway	Widen 2 to 4 Lanes	0	0	1	1	0.35	1	1	1	1	0.2	0.6	7.15	1
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	0.5	0.32	1	0	1	1	0.6	0.8	7.12	1
Martin	SE Dixie Highway	SE Bridge Road to St. Lucie County Line	Non-Motorized	Shared Use Path	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SE Dixie Highway	SE Salerno Road to SE Cove Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.24	1	0	1	0.5	0.6	0	6.84	1
Martin	SE Dixie Highway	Port Salerno CRA (North Boundary) to SE Salerno Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.2	6.8	1
Martin	SW Martin Highway	Florida's Turnpike to SW Mapp Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SW Martin Highway	SW Mapp Road to SW Monterey Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SE Bridge Road	Powerline Avenue to US-1	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.32	0	0	1	1	0.2	0.6	6.62	1
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.23	1	0	1	0.5	0.2	0.2	6.53	1
Martin	SE Dixie Highway	SW Monterey Road to W Baker Road	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	0.5	0.8	0.6	6.3	1
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Roadway	Highway Capacity	0.2	1	0.5	0.5	0.45	1	1	0	1	0	0.6	6.25	1
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Roadway	Widen 2 to 4 Lanes	1	0.5	1	0	0.3	1	0	1	0.5	0.6	0.2	6.1	2
Martin	A1A/NE Ocean Boulevard	S Sewall's Point Road to Jensen Beach Causeway	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	US-1 *	SW Joan Jefferson Way to South of SE Tressler Drive	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	SW High Meadows Avenue	SW Martin Highway to SW Murphy Road	Non-Motorized	Shared Use Path & Bicycle Facility	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SW High Meadows Avenue	SR-9/I-95 to Martin Highway	Non-Motorized	Shared Use Path	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SE Dixie Highway	SE Grafton Avenue to NW Wright Boulevard	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	1	0.2	0.2	5.8	2
Martin	US-1 *	SE Salerno Road to SE Indian Street	Non-Motorized	Shared Use Path	0.2	1	N/A	1	N/A	1	0	1	1	0.2	0.4	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Cove Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	SE Dixie Highway to Cove Road Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SW Martin Highway **	SW Allapattah Road to Florida's Turnpike	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	1	0.2	0.6	5.8	2
Martin	SW Murphy Road	SW Covered Bridge Road to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	1	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	5.6	2
Martin	SW Allapattah Road	SR-710 to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.8	5.5	2
Martin	Willoughby Boulevard Extension	SR-714/Monterey Road to US-1	Roadway	New 2 Lanes	0	1	1	0	0.23	1	0	1	1	0.2	0	5.43	2
Martin	SW Martin Highway	SR-710 to SW Allapattah Road	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.6	5.3	2
Martin	US-1 *	North of Dharys Street to SE Seabranh Boulevard	Non-Motorized	Shared Use Path	0.2	0.5	N/A	1	N/A	1	0	0	1	1	0.6	5.3	2
Martin	SE Salerno Road	US-1 to SE Dixie Highway	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	0.8	5.2	2
Martin	US-1 *	South End of Roosevelt Bridge to North of Jensen Beach Boulevard	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	US-1 *	Heritage Boulevard to South County Line	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	SE Indian Street	US-1 to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.2	1	N/A	1	N/A	1	0	0	1	0.4	0.4	5	2
Martin	Jensen Beach Boulevard	Savannah Road to Indian River Drive	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.2	0.8	5	2
Martin	SE Bridge Road	SE Florida Avenue to S Beach Road	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	1	1	0	1	0.4	0.6	5	2
Martin	SR-76/Kanner Highway *	SE Monterey Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	1	0.4	0.6	5	2
Martin	US-1 *	Osprey Street to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	1	0.4	0.6	5	2
Martin	Salerno Road	SE Willoughby Boulevard to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	0.5	0.4	0.8	4.7	2

Prioritized Needs Projects (by County and Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.2	1	4.7	2
Martin	US-1 *	South of Dixie Highway to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Jensen Beach Causeway	Indian River Drive to A1A Ocean Boulevard	Non-Motorized	Shared Use Path	0.6	0	N/A	0	N/A	1	0	1	1	0.2	0.8	4.6	2
Martin	Lake Okeechobee Scenic	Palm Beach County Line to St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	1	0.5	0	1	4.5	3
Martin	SE Bridge Road	SR-76/Kanner Highway to SE Gomez Avenue	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	1	0.4	0.6	4.5	3
Martin	S Indian River Drive	NE Palmer Street to Jensen Beach Causeway	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	S Indian River Drive	Jensen Beach Causeway to Martin County/St. Lucie County Line	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	US-1 *	Park Road to Nathaniel P. Reed Hobe Sound National Wildlife	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	0	1	0.4	0.8	4.2	3
Martin	SR-710 *	Martin/Okeechobee County Line to SW Allapattah Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	0	1	1	0.5	0	0.6	4.1	3
Martin	SW 96th Street	SW Citrus Boulevard to SW Kanner Highway	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.4	0.4	3.8	3
Martin	SR-76/Kanner Highway *	US-98/SR-15/SW Conners Highway to SE Cove Road	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	0	1	1	0.2	0.4	3.6	3
Martin	US-98/SR-15 / SW Conner	SW Wood Street to North of SW Wood Street	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	0	1	1	0.5	0	1	3.5	3
Martin	NE Baker Road	Greenriver Parkway to Cardinal Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	1	1	0.2	0.2	3.4	3
Martin	N Sewalls Point Road	SE Ocean Boulevard to NE Palmer Street	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.4	1	3.4	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to SW 96th Street	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to Martin Highway	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Pratt Whitney Road	Palm Beach County/Martin County Line to SW Citrus Boulevard	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SE Bridge Road	US-1 to SE Gomez Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	0	0	0	0.5	0.4	1	2.9	3
Martin	SE Willoughby Boulevard	SE Cove Road to US-1	Non-Motorized	Shared Use Path & Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.6	2.6	3
Martin	SE Monterey Road	SW Mapp Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin	SE Monterey Road	Alhambra Street to Ocean Boulevard	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement	0.6	1	1	1	0.64	1	1	1	1	0.6	1	9.84	1
Martin/St. Lucie	Turnpike Express Bus Route	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	1	7.01	1
Martin/St. Lucie	Tri-Rail Extension	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	1	7	1
Martin/St. Lucie	SR-710/CSX Connector *	Palm Beach County to SW Allapattah Road	Transit	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	1	5.9	2
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	1	8.9	1
Martin/St. Lucie/Indian River	I-95 Express Bus Route *	Palm Beach County Line to Gattlin Boulevard/I-95	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	1	7.3	1
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes	0.8	0.5	1	1	0.47	1	1	1	1	0.8	1	9.57	1
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.58	1	1	1	0.5	0.8	0.6	8.88	1
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.8	0.5	0.5	1	0.63	1	1	1	1	0.4	0.6	8.43	1
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Roadway	Widen 6 to 8 Lanes	0.2	0	1	1	0.74	1	1	1	0.5	0.8	1	8.24	1
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Roadway	Neighborhood Traffic Management	0.6	0.5	0.5	0.5	0.34	1	1	1	1	0.8	0.8	8.04	1
St. Lucie	SR-9/I-95 *	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	1	7.73	1
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	1	0.63	1	1	1	0.5	0.2	0.4	7.63	1
St. Lucie	Port St. Lucie Boulevard *	Gattlin Boulevard to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	1	1	1	0.2	1	7.6	1
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Roadway	Widen 2 to 4 Lanes	0.8	0.5	1	1	0.57	1	0	1	0.5	0.6	0.4	7.37	1
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.33	1	1	1	0.5	0	0.4	7.23	1
St. Lucie	Florida's Turnpike	At Midway Road	Roadway	New Interchange	0.8	1	0.5	1	0.62	0	1	1	0	0.4	0.4	6.72	1
St. Lucie	Midway Road	Arterial A to I-95	Roadway	Widen 2 to 4 Lanes	0.2	0	1	1	0.59	1	1	1	0.5	0.2	0.2	6.69	1
St. Lucie	Savona Boulevard	Gattlin Boulevard to California Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.51	1	0	1	1	0	0.6	6.51	1
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Roadway	Operational Improvement	1	0.5	0.5	1	0.37	1	0	0	1	0.4	0.6	6.37	1
St. Lucie	Florida's Turnpike	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	0.8	6.37	1
St. Lucie	Kings Highway *	Okeechobee Road to Indrio Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	0	1	0.8	1	6.3	1
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	1	0	1	1	0	0.4	6.04	2

Prioritized Needs Projects (by County and Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	US-1 *	Baysinger Avenue to Edwards Avenue	Non-Motorized	Bicycle Facility	0.6	1	N/A	0	N/A	1	0	1	1	0.4	1	6	2
St. Lucie	Kings Highway *	North of I-95 to Indrio Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	1	1	0	1	0.8	1	5.8	2
St. Lucie	Airport Connector	I-95 to Johnston Rd	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Prima Vista Boulevard	Banyan Drive to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	0	1	0.5	0.6	1	5.6	2
St. Lucie	US-1 *	North Causeway Bridge to St. Lucie County/Indian River County	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	0	1	1	0.8	0.4	5.2	2
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Roadway	Widen 4 to 6 Lanes	1	0	1	0	0.23	1	0	1	0.5	0.2	0.2	5.13	2
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	0	0.53	1	0	1	0.5	0	0.6	5.13	2
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Roadway	Neighborhood Traffic Management	0.2	0.5	0.5	0.5	0.25	1	0	1	0.5	0	0.6	5.05	2
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	0	0	1	1	0	0.4	5.04	2
St. Lucie	St. Lucie Boulevard	Kings Highway to N 25th Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	1	0.5	0.6	0.8	4.9	2
St. Lucie	North-Mid County Connector	Orange Avenue to Florida's Turnpike	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	0	0.5	0.8	0	4.79	2
St. Lucie	Airport Connector	Johnston Road to Kings Highway	Roadway	New 4 Lanes	0	0	1	0	0.17	1	1	1	0.5	0	0	4.67	2
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	US-1 *	Gardenia Avenue to Orange Avenue	Non-Motorized	Bicycle Facility	1	0.5	N/A	0	N/A	1	0	0	1	0.6	0.4	4.5	3
St. Lucie	Seaway Drive *	US-1 to St. Lucie County Aquarium	Non-Motorized	Bicycle Facility	1	0.5	N/A	1	N/A	0	0	0	0.5	0.6	0.8	4.4	3
St. Lucie	25th Street *	Industrial Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	1	4.2	3
St. Lucie	Midway Road	Okeechobee Road to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	1	1	1	0.4	0.6	4.2	3
St. Lucie	US-1 *	Seaway Drive to Old US Highway 1	Non-Motorized	Bicycle Facility	0.8	0.5	N/A	0	N/A	1	0	0	0.5	0.6	0.8	4.2	3
St. Lucie	Becker Road	N-S Road B	Roadway	New 6 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	Open View Drive	Range Line Road to N-S Road A	Roadway	New 2 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	25th Street	Orange Avenue to Avenue F	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0.6	0.4	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Orange Avenue *	Kings Highway to US-1	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.6	0.4	4	3
St. Lucie	Selvitz Road	South of Devine Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	0.8	4	3
St. Lucie	Savannah Road	US-1 to Indian River Drive	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	0	0	0	0.5	0.4	1	3.9	3
St. Lucie	North-Mid County Connector	Okeechobee Road to SR-68/Orange Avenue	Roadway	New 4 Lanes	0	0	1	0	0.18	0	1	1	0.5	0.2	0	3.88	3
St. Lucie	North-Mid County Connector	Midway Road to SR-70/Okeechobee Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	1	1	0.5	0.2	0	3.87	3
St. Lucie	Indian River Drive	Orange Avenue to AE Backus Museum & Gallery	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	0	0.5	0.6	1	3.8	3
St. Lucie	Walton Road	SE Scenic Park Drive to Green River Parkway	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	0	0	0	0.5	0.8	1	3.8	3
St. Lucie	Range Line Road	Martin/St. Lucie County Line to Glades Cut-Off Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	0.5	0.2	1	3.7	3
St. Lucie	US-1 *	Traub Avenue to High Point Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	0	1	0.6	0.6	3.7	3
St. Lucie	Indrio Road *	Johnston Road to Kings Highway	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	1	0.5	0.8	0.8	3.6	3
St. Lucie	Torino Parkway	South of NW Topaz Way to Blanton Boulevard	Non-Motorized	Pedestrian Enhancement	1	0.5	N/A	0	N/A	0	0	0	1	0	1	3.5	3
St. Lucie	Airoso Boulevard	Port St. Lucie Boulevard to St. James Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0	0.4	3.4	3
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Roadway	Widen 2 to 4 Lanes	0	0.5	1	0	0.27	0	0	1	0.5	0	0	3.27	3
St. Lucie	Indrio Road	Kings Highway to Old Dixie Highway	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	0	0	1	0.5	0.2	1	3.2	3
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	Roadway	New 4 Lanes	0	0	1	0	0.43	0	0	1	0.5	0.2	0	3.13	3
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	Roadway	New 4 Lanes	0	0	1	0	0.19	0	0	1	0.5	0.2	0	2.89	3
St. Lucie	Becker Road	Range Line Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.2	0	2.87	3
St. Lucie	Becker Road	SE Courances Drive to Gilson Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	0	N/A	0	0	0	0.5	0.4	1	2.8	3
St. Lucie	Emerson Avenue	Indrio Road to St. Lucie/Indian River County Line	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	0	0.5	0.8	1	2.8	3
St. Lucie	Glades Cut-Off Road	Range Line Road to C-24 Canal Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	1	2.7	3
St. Lucie	Glades Cut-Off Road	Burnside Drive to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	0.8	2.5	3
St. Lucie	Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.4	2.4	3
St. Lucie	Angle Road	Kings Highway to N 53rd Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	0	0	0.5	0.4	1	2.1	3

Prioritized Needs Projects (by County and Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Taylor Dairy Road	Angle Road to Indrio Road	Non-Motorized	Pedestrian Enhancement	0.4	0	N/A	0	N/A	0	0	0	0.5	0.2	1	2.1	3

* Denotes Project on State Road System
 ** Denotes Project Partially on State Road System

Prioritized Needs Projects (Overall Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	US-1 *	SE Seabranh Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.64	1	1	1	1	0.8	0.6	10.04	1
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement	0.6	1	1	1	0.64	1	1	1	1	0.6	1	9.84	1
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes	0.8	0.5	1	1	0.47	1	1	1	1	0.8	1	9.57	1
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Boulevard	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	1	8.9	1
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.58	1	1	1	0.5	0.8	0.6	8.88	1
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.8	0.5	0.5	1	0.63	1	1	1	1	0.4	0.6	8.43	1
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Roadway	Widen 4 to 6 Lanes	0	1	1	1	0.45	1	1	1	1	0.2	0.6	8.25	1
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Roadway	Widen 6 to 8 Lanes	0.2	0	1	1	0.74	1	1	1	0.5	0.8	1	8.24	1
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Roadway	Neighborhood Traffic Management	0.6	0.5	0.5	0.5	0.34	1	1	1	1	0.8	0.8	8.04	1
Martin	SW Martin Downs Boulevard	SW Matheson Avenue to SW Palm City Road	Roadway	Widen 4 to 6 Lanes	0.2	1	1	1	0.3	1	0	1	1	0.6	0.8	7.9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
St. Lucie	SR-9/I-95 *	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	1	7.73	1
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	1	0.63	1	1	1	0.5	0.2	0.4	7.63	1
Indian River	CR-512/Sebastian Boulevard	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
St. Lucie	Port St. Lucie Boulevard *	Gatlin Boulevard to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	1	1	1	0.2	1	7.6	1
Martin	SE Dixie Highway	Confusion Corner to SE Palm Beach Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.8	1	N/A	1	N/A	1	1	0	1	0.8	1	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Roadway	Widen 2 to 4 Lanes	0.8	0.5	1	1	0.57	1	0	1	0.5	0.6	0.4	7.37	1
Martin/St. Lucie/Indian River	I-95 Express Bus Route *	Palm Beach County Line to Gatlin Boulevard/I-95	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	1	7.3	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Martin	CR-713/High Meadows Avenue	I-95 to CR-714/Martin Highway	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.34	1	1	1	0.5	0	0.4	7.24	1
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.33	1	1	1	0.5	0	0.4	7.23	1
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Roadway	Widen 2 to 4 Lanes	0	0	1	1	0.35	1	1	1	1	0.2	0.6	7.15	1
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	0.5	0.32	1	0	1	1	0.6	0.8	7.12	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Martin/St. Lucie	Turnpike Express Bus Route	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	1	7.01	1
Martin	SE Dixie Highway	SE Bridge Road to St. Lucie County Line	Non-Motorized	Shared Use Path	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SE Dixie Highway	SE Salerno Road to SE Cove Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin/St. Lucie	Tri-Rail Extension	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	1	7	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-9/I-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.24	1	0	1	0.5	0.6	0	6.84	1
Martin	SE Dixie Highway	Port Salerno CRA (North Boundary) to SE Salerno Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.2	6.8	1
Martin	SW Martin Highway	Florida's Turnpike to SW Mapp Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SW Martin Highway	SW Mapp Road to SW Monterey Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
St. Lucie	Florida's Turnpike	At Midway Road	Roadway	New Interchange	0.8	1	0.5	1	0.62	0	1	1	0	0.4	0.4	6.72	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1

Prioritized Needs Projects (Overall Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Midway Road	Arterial A to I-95	Roadway	Widen 2 to 4 Lanes	0.2	0	1	1	0.59	1	1	1	0.5	0.2	0.2	6.69	1
Indian River	SR-9/I-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulevard	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Martin	SE Bridge Road	Powerline Avenue to US-1	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.32	0	0	1	1	0.2	0.6	6.62	1
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.23	1	0	1	0.5	0.2	0.2	6.53	1
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.51	1	0	1	1	0	0.6	6.51	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Roadway	Operational Improvement	1	0.5	0.5	1	0.37	1	0	0	1	0.4	0.6	6.37	1
St. Lucie	Florida's Turnpike	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	0.8	6.37	1
Martin	SE Dixie Highway	SW Monterey Road to W Baker Road	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	0.5	0.8	0.6	6.3	1
St. Lucie	Kings Highway *	Okeechobee Road to Indrio Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	0	1	0.8	1	6.3	1
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Roadway	Highway Capacity	0.2	1	0.5	0.5	0.45	1	1	0	1	0	0.6	6.25	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	26th Street/Aviation Boulevard	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Roadway	Widen 2 to 4 Lanes	1	0.5	1	0	0.3	1	0	1	0.5	0.6	0.2	6.1	2
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	1	0	1	1	0	0.4	6.04	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
St. Lucie	US-1 *	Baysinger Avenue to Edwards Avenue	Non-Motorized	Bicycle Facility	0.6	1	N/A	0	N/A	1	0	1	1	0.4	1	6	2
Martin	A1A/NE Ocean Boulevard *	S Sewall's Point Road to Jensen Beach Causeway	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	US-1 *	SW Joan Jefferson Way to South of SE Tressler Drive	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
Martin/St. Lucie	SR-710/CSX Connector *	Palm Beach County to SW Allapattah Road	Transit	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	1	5.9	2
Martin	SW High Meadows Avenue	SW Martin Highway to SW Murphy Road	Non-Motorized	Shared Use Path & Bicycle Facility	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SW High Meadows Avenue	SR-9/I-95 to Martin Highway	Non-Motorized	Shared Use Path	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SE Dixie Highway	SE Grafton Avenue to NW Wright Boulevard	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	1	0.2	0.2	5.8	2
Martin	US-1 *	SE Salerno Road to SE Indian Street	Non-Motorized	Shared Use Path	0.2	1	N/A	1	N/A	1	0	1	1	0.2	0.4	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Cove Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	SE Dixie Highway to Cove Road Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SW Martin Highway **	SW Allapattah Road to Florida's Turnpike	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	1	0.2	0.6	5.8	2
St. Lucie	Kings Highway *	North of I-95 to Indrio Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	1	1	0	1	0.8	1	5.8	2
St. Lucie	Airport Connector	I-95 to Johnston Rd	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Martin	SW Murphy Road	SW Covered Bridge Road to Martin County/St. Lucie County Li	Non-Motorized	Shared Use Path	1	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	5.6	2
St. Lucie	Prima Vista Boulevard	Banyan Drive to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	0	1	0.5	0.6	1	5.6	2

Prioritized Needs Projects (Overall Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.56	2
Martin	SW Allapattah Road	SR-710 to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.8	5.5	2
Martin	Willoughby Boulevard Extension	SR-714/Monterey Road to US-1	Roadway	New 2 Lanes	0	1	1	0	0.23	1	0	1	1	0.2	0	5.43	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Martin	SW Martin Highway	SR-710 to SW Allapattah Road	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.6	5.3	2
Martin	US-1 *	North of Dharlys Street to SE Seabranh Boulevard	Non-Motorized	Shared Use Path	0.2	0.5	N/A	1	N/A	1	0	0	1	1	0.6	5.3	2
Martin	SE Salerno Road	US-1 to SE Dixie Highway	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	0.8	5.2	2
Martin	US-1 *	South End of Roosevelt Bridge to North of Jensen Beach Boulevard	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	US-1 *	Heritage Boulevard to South County Line	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
St. Lucie	US-1 *	North Causeway Bridge to St. Lucie County/Indian River County Line	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	0	1	1	0.8	0.4	5.2	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Roadway	Widen 4 to 6 Lanes	1	0	1	0	0.23	1	0	1	0.5	0.2	0.2	5.13	2
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	0	0.53	1	0	1	0.5	0	0.6	5.13	2
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Roadway	Neighborhood Traffic Management	0.2	0.5	0.5	0.5	0.25	1	0	1	0.5	0	0.6	5.05	2
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	0	0	1	1	0	0.4	5.04	2
Martin	SE Indian Street	US-1 to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.2	1	N/A	1	N/A	1	0	0	1	0.4	0.4	5	2
Indian River	Aviation Boulevard Extension	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Martin	Jensen Beach Boulevard	Savannah Road to Indian River Drive	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.2	0.8	5	2
Martin	SE Bridge Road	SE Florida Avenue to S Beach Road	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	1	1	0	1	0.4	0.6	5	2
Martin	SR-76/Kanner Highway *	SE Monterey Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	1	0.4	0.6	5	2
Martin	US-1 *	Osprey Street to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	1	0.4	0.6	5	2
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
St. Lucie	St. Lucie Boulevard	Kings Highway to N 25th Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	1	0.5	0.6	0.8	4.9	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
St. Lucie	North-Mid County Connector	Orange Avenue to Florida's Turnpike	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	0	0.5	0.8	0	4.79	2
Martin	Salerno Road	SE Willoughby Boulevard to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.2	1	4.7	2
Martin	US-1 *	South of Dixie Highway to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	0.5	0.4	0.8	4.7	2
St. Lucie	Airport Connector	Johnston Road to Kings Highway	Roadway	New 4 Lanes	0	0	1	0	0.17	1	1	1	0.5	0	0	4.67	2
Martin	Jensen Beach Causeway	Indian River Drive to A1A Ocean Boulevard	Non-Motorized	Shared Use Path	0.6	0	N/A	0	N/A	1	0	1	1	0.2	0.8	4.6	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard *	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Martin	Lake Okeechobee Scenic Trail	Palm Beach County Line to St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	1	0.5	0	1	4.5	3
Martin	SE Bridge Road	SR-76/Kanner Highway to SE Gomez Avenue	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	US-1 *	Gardenia Avenue to Orange Avenue	Non-Motorized	Bicycle Facility	1	0.5	N/A	0	N/A	1	0	0	1	0.6	0.4	4.5	3
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
Martin	S Indian River Drive	NE Palmer Street to Jensen Beach Causeway	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	S Indian River Drive	Jensen Beach Causeway to Martin County/St. Lucie County Line	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
St. Lucie	Seaway Drive *	US-1 to St. Lucie County Aquarium	Non-Motorized	Bicycle Facility	1	0.5	N/A	1	N/A	0	0	0	0.5	0.6	0.8	4.4	3
Martin	US-1 *	Park Road to Nathaniel P. Reed Hobe Sound National Wildlife Refuge	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	0	1	0.4	0.8	4.2	3
St. Lucie	25th Street *	Industrial Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	1	4.2	3
St. Lucie	Midway Road	Okeechobee Road to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	1	1	1	0.4	0.6	4.2	3
St. Lucie	US-1 *	Seaway Drive to Old US Highway 1	Non-Motorized	Bicycle Facility	0.8	0.5	N/A	0	N/A	1	0	0	0.5	0.6	0.8	4.2	3

Prioritized Needs Projects (Overall Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	SR-710 *	Martin/Okeechobee County Line to SW Allapattah Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	0	1	1	0.5	0	0.6	4.1	3
St. Lucie	Becker Road	N-S Road B	Roadway	New 6 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	Open View Drive	Range Line Road to N-S Road A	Roadway	New 2 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3
St. Lucie	25th Street	Orange Avenue to Avenue F	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0.6	0.4	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Orange Avenue *	Kings Highway to US-1	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.6	0.4	4	3
St. Lucie	Selvitz Road	South of Devine Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	0.8	4	3
St. Lucie	Savannah Road	US-1 to Indian River Drive	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	0	0	0	0.5	0.4	1	3.9	3
St. Lucie	North-Mid County Connector	Okeechobee Road to SR-68/Orange Avenue	Roadway	New 4 Lanes	0	0	1	0	0.18	0	1	1	0.5	0.2	0	3.88	3
St. Lucie	North-Mid County Connector	Midway Road to SR-70/Okeechobee Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	1	1	0.5	0.2	0	3.87	3
St. Lucie	Indian River Drive	Orange Avenue to AE Backus Museum & Gallery	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	0	0.5	0.6	1	3.8	3
Martin	SW 96th Street	SW Citrus Boulevard to SW Kanner Highway	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.4	0.4	3.8	3
St. Lucie	Walton Road	SE Scenic Park Drive to Green River Parkway	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	0	0	0	0.5	0.8	1	3.8	3
Indian River	58th Avenue	53rd Street to North of 53rd Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	0	0.5	0.2	1	3.7	3
Indian River	Indian River Boulevard	Merrill Barber Bridge to South of 37th Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	1	0	0	0.5	1	1	3.7	3
Indian River	US-1 *	North of 21st Street to North of 49th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	0.4	0.6	3.7	3
St. Lucie	Range Line Road	Martin/St. Lucie County Line to Glades Cut-Off Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	0.5	0.2	1	3.7	3
St. Lucie	US-1 *	Traub Avenue to High Point Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	0	1	0.6	0.6	3.7	3
Martin	SR-76/Kanner Highway *	US-98/SR-15/SW Conners Highway to SE Cove Road	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	0	1	1	0.2	0.4	3.6	3
St. Lucie	Indrio Road *	Johnston Road to Kings Highway	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	1	0.5	0.8	0.8	3.6	3
Martin	US-98/SR-15 / SW Conner	SW Wood Street to North of SW Wood Street	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	0	1	1	0.5	0	1	3.5	3
St. Lucie	Torino Parkway	South of NW Topaz Way to Blanton Boulevard	Non-Motorized	Pedestrian Enhancement	1	0.5	N/A	0	N/A	0	0	0	1	0	1	3.5	3
Martin	NE Baker Road	Greenriver Parkway to Cardinal Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	1	1	0.2	0.2	3.4	3
Martin	N Sewalls Point Road	SE Ocean Boulevard to NE Palmer Street	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.4	1	3.4	3
St. Lucie	Airosa Boulevard	Port St. Lucie Boulevard to St. James Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0	0.4	3.4	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to SW 96th Street	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to Martin Highway	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Pratt Whitney Road	Palm Beach County/Martin County Line to SW Citrus Boulevard	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Indian River	Oslo Road	I-95 to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0	0	1	0	0.39	0	0	1	0.5	0.2	0.2	3.29	3
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	Roadway	New 2 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.6	0	3.27	3
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Roadway	Widen 2 to 4 Lanes	0	0.5	1	0	0.27	0	0	1	0.5	0	0	3.27	3
St. Lucie	Indrio Road	Kings Highway to Old Dixie Highway	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	0	0	1	0.5	0.2	1	3.2	3
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	Roadway	New 4 Lanes	0	0	1	0	0.43	0	0	1	0.5	0.2	0	3.13	3
Indian River	US-1 *	CR-510/85th Street to North of 49th Street	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	0	0.5	0.2	0.4	3.1	3
Martin	SE Bridge Road	US-1 to SE Gomez Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	0	0	0	0.5	0.4	1	2.9	3
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	Roadway	New 4 Lanes	0	0	1	0	0.19	0	0	1	0.5	0.2	0	2.89	3
St. Lucie	Becker Road	Range Line Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.2	0	2.87	3
St. Lucie	Becker Road	SE Courances Drive to Gilson Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	0	N/A	0	0	0	0.5	0.4	1	2.8	3
St. Lucie	Emerson Avenue	Indrio Road to St. Lucie/Indian River County Line	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	0	0.5	0.8	1	2.8	3
St. Lucie	Glades Cut-Off Road	Range Line Road to C-24 Canal Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	1	2.7	3
Martin	SE Willoughby Boulevard	SE Cove Road to US-1	Non-Motorized	Shared Use Path & Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.6	2.6	3
St. Lucie	Glades Cut-Off Road	Burnside Drive to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	0.8	2.5	3
Martin	SE Monterey Road	SW Mapp Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin	SE Monterey Road	Alhambra Street to Ocean Boulevard	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
St. Lucie	Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.4	2.4	3
St. Lucie	Angle Road	Kings Highway to N 53rd Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	0	0	0.5	0.4	1	2.1	3

Prioritized Needs Projects (Overall Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Taylor Dairy Road	Angle Road to Indrio Road	Non-Motorized	Pedestrian Enhancement	0.4	0	N/A	0	N/A	0	0	0	0.5	0.2	1	2.1	3

* Denotes Project on State Road System
 ** Denotes Project Partially on State Road System

Prioritized Needs Projects (Roadways, by Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	US-1 *	SE Seaboard Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.64	1	1	1	1	0.8	0.6	10.04	1
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement	0.6	1	1	1	0.64	1	1	1	1	0.6	1	9.84	1
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes	0.8	0.5	1	1	0.47	1	1	1	1	0.8	1	9.57	1
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Boulevard	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.58	1	1	1	0.5	0.8	0.6	8.88	1
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.8	0.5	0.5	1	0.63	1	1	1	1	0.4	0.6	8.43	1
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Roadway	Widen 4 to 6 Lanes	0	1	1	1	0.45	1	1	1	1	0.2	0.6	8.25	1
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Roadway	Widen 6 to 8 Lanes	0.2	0	1	1	0.74	1	1	1	0.5	0.8	1	8.24	1
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Roadway	Neighborhood Traffic Management	0.6	0.5	0.5	0.5	0.34	1	1	1	1	0.8	0.8	8.04	1
Martin	SW Martin Downs Boulevard	SW Matheson Avenue to SW Palm City Road	Roadway	Widen 4 to 6 Lanes	0.2	1	1	1	0.3	1	0	1	1	0.6	0.8	7.9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
St. Lucie	SR-9/I-95 *	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	1	7.73	1
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	1	0.63	1	1	1	0.5	0.2	0.4	7.63	1
Indian River	CR-512/Sebastian Boulevard	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Roadway	Widen 2 to 4 Lanes	0.8	0.5	1	1	0.57	1	0	1	0.5	0.6	0.4	7.37	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Martin	CR-713/High Meadows Avenue	I-95 to CR-714/Martin Highway	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.34	1	1	1	0.5	0	0.4	7.24	1
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.33	1	1	1	0.5	0	0.4	7.23	1
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Roadway	Widen 2 to 4 Lanes	0	0	1	1	0.35	1	1	1	1	0.2	0.6	7.15	1
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	0.5	0.32	1	0	1	1	0.6	0.8	7.12	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-9/I-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.24	1	0	1	0.5	0.6	0	6.84	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
St. Lucie	Florida's Turnpike	At Midway Road	Roadway	New Interchange	0.8	1	0.5	1	0.62	0	1	1	0	0.4	0.4	6.72	1
St. Lucie	Midway Road	Arterial A to I-95	Roadway	Widen 2 to 4 Lanes	0.2	0	1	1	0.59	1	1	1	0.5	0.2	0.2	6.69	1
Indian River	SR-9/I-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulevard	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Martin	SE Bridge Road	Powerline Avenue to US-1	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.32	0	0	1	1	0.2	0.6	6.62	1
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.23	1	0	1	0.5	0.2	0.2	6.53	1
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.51	1	0	1	1	0	0.6	6.51	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Roadway	Operational Improvement	1	0.5	0.5	1	0.37	1	0	0	1	0.4	0.6	6.37	1
St. Lucie	Florida's Turnpike	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	0.8	6.37	1
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Roadway	Highway Capacity	0.2	1	0.5	0.5	0.45	1	1	0	1	0	0.6	6.25	1
Indian River	26th Street/Aviation Boulevard	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Roadway	Widen 2 to 4 Lanes	1	0.5	1	0	0.3	1	0	1	0.5	0.6	0.2	6.1	2

Prioritized Needs Projects (Roadways, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	1	0	1	1	0	0.4	6.04	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
St. Lucie	Airport Connector	I-95 to Johnston Rd	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.56	2
Martin	Willoughby Boulevard Extension	SR-714/Monterey Road to US-1	Roadway	New 2 Lanes	0	1	1	0	0.23	1	0	1	1	0.2	0	5.43	2
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Roadway	Widen 4 to 6 Lanes	1	0	1	0	0.23	1	0	1	0.5	0.2	0.2	5.13	2
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	0	0.53	1	0	1	0.5	0	0.6	5.13	2
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Roadway	Neighborhood Traffic Management	0.2	0.5	0.5	0.5	0.25	1	0	1	0.5	0	0.6	5.05	2
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	0	0	1	1	0	0.4	5.04	2
Indian River	Aviation Boulevard Extension	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
St. Lucie	North-Mid County Connector	Orange Avenue to Florida's Turnpike	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	0	0.5	0.8	0	4.79	2
St. Lucie	Airport Connector	Johnston Road to Kings Highway	Roadway	New 4 Lanes	0	0	1	0	0.17	1	1	1	0.5	0	0	4.67	2
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
St. Lucie	Becker Road	N-S Road B	Roadway	New 6 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	Open View Drive	Range Line Road to N-S Road A	Roadway	New 2 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	North-Mid County Connector	Okeechobee Road to SR-68/Orange Avenue	Roadway	New 4 Lanes	0	0	1	0	0.18	0	1	1	0.5	0.2	0	3.88	3
St. Lucie	North-Mid County Connector	Midway Road to SR-70/Okeechobee Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	1	1	0.5	0.2	0	3.87	3
Indian River	Oslo Road	I-95 to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0	0	1	0	0.39	0	0	1	0.5	0.2	0.2	3.29	3
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Roadway	Widen 2 to 4 Lanes	0	0.5	1	0	0.27	0	0	1	0.5	0	0	3.27	3
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	Roadway	New 2 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.6	0	3.27	3
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	Roadway	New 4 Lanes	0	0	1	0	0.43	0	0	1	0.5	0.2	0	3.13	3
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	Roadway	New 4 Lanes	0	0	1	0	0.19	0	0	1	0.5	0.2	0	2.89	3
St. Lucie	Becker Road	Range Line Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.2	0	2.87	3

* Denotes Project on State Road System
 ** Denotes Project Partially on State Road System

Prioritized Needs Projects (Non-Motorized, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Port St. Lucie Boulevard *	Gatlin Boulevard to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	1	1	1	0.2	1	7.6	1
Martin	SE Dixie Highway	Confusion Corner to SE Palm Beach Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.8	1	N/A	1	N/A	1	1	0	1	0.8	1	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
Martin	SE Dixie Highway	SE Bridge Road to St. Lucie County Line	Non-Motorized	Shared Use Path	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SE Dixie Highway	SE Salerno Road to SE Cove Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Martin	SE Dixie Highway	Port Salerno CRA (North Boundary) to SE Salerno Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.2	6.8	1
Martin	SW Martin Highway	Florida's Turnpike to SW Mapp Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SW Martin Highway	SW Mapp Road to SW Monterey Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
Martin	SE Dixie Highway	SW Monterey Road to W Baker Road	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	0.5	0.8	0.6	6.3	1
St. Lucie	Kings Highway *	Okeechobee Road to Indrio Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	0	1	0.8	1	6.3	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
St. Lucie	US-1 *	Baysinger Avenue to Edwards Avenue	Non-Motorized	Bicycle Facility	0.6	1	N/A	0	N/A	1	0	1	1	0.4	1	6	2
Martin	A1A/NE Ocean Boulevard *	S Sewall's Point Road to Jensen Beach Causeway	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	US-1 *	SW Joan Jefferson Way to South of SE Tressler Drive	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	SW High Meadows Avenue	SW Martin Highway to SW Murphy Road	Non-Motorized	Shared Use Path & Bicycle Facility	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SW High Meadows Avenue	SR-9/I-95 to Martin Highway	Non-Motorized	Shared Use Path	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SE Dixie Highway	SE Grafton Avenue to NW Wright Boulevard	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	1	0.2	0.2	5.8	2
Martin	US-1 *	SE Salerno Road to SE Indian Street	Non-Motorized	Shared Use Path	0.2	1	N/A	1	N/A	1	0	1	1	0.2	0.4	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Cove Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	SE Dixie Highway to Cove Road Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SW Martin Highway **	SW Allapattah Road to Florida's Turnpike	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	1	0.2	0.6	5.8	2
St. Lucie	Kings Highway *	North of I-95 to Indrio Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	1	1	0	1	0.8	1	5.8	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Martin	SW Murphy Road	SW Covered Bridge Road to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	1	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	5.6	2
St. Lucie	Prima Vista Boulevard	Banyan Drive to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	0	1	0.5	0.6	1	5.6	2
Martin	SW Allapattah Road	SR-710 to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.8	5.5	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Martin	SW Martin Highway	SR-710 to SW Allapattah Road	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.6	5.3	2
Martin	US-1 *	North of Dharys Street to SE Seabranh Boulevard	Non-Motorized	Shared Use Path	0.2	0.5	N/A	1	N/A	1	0	0	1	1	0.6	5.3	2
Martin	SE Salerno Road	US-1 to SE Dixie Highway	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	0.8	5.2	2
Martin	US-1 *	South End of Roosevelt Bridge to North of Jensen Beach Boulevard	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	US-1 *	Heritage Boulevard to South County Line	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
St. Lucie	US-1 *	North Causeway Bridge to St. Lucie County/Indian River County	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	0	1	1	0.8	0.4	5.2	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Martin	SE Indian Street	US-1 to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.2	1	N/A	1	N/A	1	0	0	1	0.4	0.4	5	2
Martin	Jensen Beach Boulevard	Savannah Road to Indian River Drive	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.2	0.8	5	2
Martin	SE Bridge Road	SE Florida Avenue to S Beach Road	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	1	1	0	1	0.4	0.6	5	2
Martin	SR-76/Kanner Highway *	SE Monterey Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	1	0.4	0.6	5	2

Prioritized Needs Projects (Non-Motorized, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	US-1 *	Osprey Street to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	1	0.4	0.6	5	2
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
St. Lucie	St. Lucie Boulevard	Kings Highway to N 25th Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	1	0.5	0.6	0.8	4.9	2
Martin	Salerno Road	SE Willoughby Boulevard to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.2	1	4.7	2
Martin	US-1 *	South of Dixie Highway to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Jensen Beach Causeway	Indian River Drive to A1A Ocean Boulevard	Non-Motorized	Shared Use Path	0.6	0	N/A	0	N/A	1	0	1	1	0.2	0.8	4.6	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard *	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Martin	Lake Okeechobee Scenic Trail	Palm Beach County Line to St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	1	0.5	0	1	4.5	3
Martin	SE Bridge Road	SR-76/Kanner Highway to SE Gomez Avenue	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	US-1 *	Gardenia Avenue to Orange Avenue	Non-Motorized	Bicycle Facility	1	0.5	N/A	0	N/A	1	0	0	1	0.6	0.4	4.5	3
Martin	S Indian River Drive	NE Palmer Street to Jensen Beach Causeway	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	S Indian River Drive	Jensen Beach Causeway to Martin County/St. Lucie County Line	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
St. Lucie	Seaway Drive *	US-1 to St. Lucie County Aquarium	Non-Motorized	Bicycle Facility	1	0.5	N/A	1	N/A	0	0	0	0.5	0.6	0.8	4.4	3
Martin	US-1 *	Park Road to Nathaniel P. Reed Hobe Sound National Wildlife Refuge	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	0	1	0.4	0.8	4.2	3
St. Lucie	25th Street *	Industrial Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	1	4.2	3
St. Lucie	Midway Road	Okeechobee Road to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	1	1	1	0.4	0.6	4.2	3
St. Lucie	US-1 *	Seaway Drive to Old US Highway 1	Non-Motorized	Bicycle Facility	0.8	0.5	N/A	0	N/A	1	0	0	0.5	0.6	0.8	4.2	3
Martin	SR-710 *	Martin/Okeechobee County Line to SW Allapattah Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	0	1	1	0.5	0	0.6	4.1	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3
St. Lucie	25th Street	Orange Avenue to Avenue F	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0.6	0.4	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Orange Avenue *	Kings Highway to US-1	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.6	0.4	4	3
St. Lucie	Selvitz Road	South of Devine Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	0.8	4	3
St. Lucie	Savannah Road	US-1 to Indian River Drive	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	0	0	0	0.5	0.4	1	3.9	3
St. Lucie	Indian River Drive	Orange Avenue to AE Backus Museum & Gallery	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	0	0.5	0.6	1	3.8	3
Martin	SW 96th Street	SW Citrus Boulevard to SW Kanner Highway	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.4	0.4	3.8	3
St. Lucie	Walton Road	SE Scenic Park Drive to Green River Parkway	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	0	0	0	0.5	0.8	1	3.8	3
Indian River	58th Avenue	53rd Street to North of 53rd Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	0	0.5	0.2	1	3.7	3
Indian River	Indian River Boulevard	Merrill Barber Bridge to South of 37th Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	1	0	0	0.5	1	1	3.7	3
Indian River	US-1 *	North of 21st Street to North of 49th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	0.4	0.6	3.7	3
St. Lucie	Range Line Road	Martin/St. Lucie County Line to Glades Cut-Off Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	0.5	0.2	1	3.7	3
St. Lucie	US-1 *	Traub Avenue to High Point Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	0	1	0.6	0.6	3.7	3
Martin	SR-76/Kanner Highway *	US-98/SR-15/SW Conners Highway to SE Cove Road	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	0	1	1	0.2	0.4	3.6	3
St. Lucie	Indrio Road *	Johnston Road to Kings Highway	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	1	0.5	0.8	0.8	3.6	3
Martin	US-98/SR-15 / SW Conners Highway	SW Wood Street to North of SW Wood Street	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	0	1	1	0.5	0	1	3.5	3
St. Lucie	Torino Parkway	South of NW Topaz Way to Blanton Boulevard	Non-Motorized	Pedestrian Enhancement	1	0.5	N/A	0	N/A	0	0	0	1	0	1	3.5	3
Martin	NE Baker Road	Greenriver Parkway to Cardinal Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	1	1	0.2	0.2	3.4	3
Martin	N Sewalls Point Road	SE Ocean Boulevard to NE Palmer Street	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.4	1	3.4	3
St. Lucie	Airosa Boulevard	Port St. Lucie Boulevard to St. James Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0	0.4	3.4	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to SW 96th Street	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to Martin Highway	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3

Prioritized Needs Projects (Non-Motorized, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	SW Pratt Whitney Road	Palm Beach County/Martin County Line to SW Citrus Boulevard	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
St. Lucie	Indrio Road	Kings Highway to Old Dixie Highway	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	0	0	1	0.5	0.2	1	3.2	3
Indian River	US-1 *	CR-510/85th Street to North of 49th Street	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	0	0.5	0.2	0.4	3.1	3
Martin	SE Bridge Road	US-1 to SE Gomez Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	0	0	0	0.5	0.4	1	2.9	3
St. Lucie	Becker Road	SE Courances Drive to Gilson Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	0	N/A	0	0	0	0.5	0.4	1	2.8	3
St. Lucie	Emerson Avenue	Indrio Road to St. Lucie/Indian River County Line	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	0	0.5	0.8	1	2.8	3
St. Lucie	Glades Cut-Off Road	Range Line Road to C-24 Canal Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	1	2.7	3
Martin	SE Willoughby Boulevard	SE Cove Road to US-1	Non-Motorized	Shared Use Path & Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.6	2.6	3
St. Lucie	Glades Cut-Off Road	Burnside Drive to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	0.8	2.5	3
Martin	SE Monterey Road	SW Mapp Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin	SE Monterey Road	Alhambra Street to Ocean Boulevard	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
St. Lucie	Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.4	2.4	3
St. Lucie	Angle Road	Kings Highway to N 53rd Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	0	0	0.5	0.4	1	2.1	3
St. Lucie	Taylor Dairy Road	Angle Road to Indrio Road	Non-Motorized	Pedestrian Enhancement	0.4	0	N/A	0	N/A	0	0	0	0.5	0.2	1	2.1	3

* Denotes Project on State Road System
 ** Denotes Project Partially on State Road System

Prioritized Needs Projects (Transit, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	1	8.9	1
Martin/St. Lucie/Indian River	I-95 Express Bus Route *	Palm Beach County Line to Gatlin Boulevard/I-95	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	1	7.3	1
Martin/St. Lucie	Turnpike Express Bus Route	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	1	7.01	1
Martin/St. Lucie	Tri-Rail Extension	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	1	7	1
Martin/St. Lucie	SR-710/CSX Connector *	Palm Beach County to SW Allapattah Road	Transit	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	1	5.9	2

* Denotes Project on State Road System
 ** Denotes Project Partially on State Road System

Appendix B

Freight Prioritization Criteria

Freight Prioritization Worksheet

Prioritizing roadway needs based on freight movement.

1- Truck Traffic

Truck Percentage _____

Total Truck AADT _____

Truck Traffic - 40 Points			
Percentage (20 pts)	1-20 pts	Volume (20 pts)	1-20 pts
≥30%	20 pts	>10,000	20 pts
25-29%	19 pts	9,501-10,000	19 pts
21-24%	18 pts	9,001-9,500	18 pts
18-20%	17 pts	8,501-9,000	17 pts
16-17%	16 pts	8,001-8,500	16 pts
15%	15 pts	7,501-8,000	15 pts
14%	14 pts	7,001-7,500	14 pts
13%	13 pts	6,501-7,000	13 pts
12%	12 pts	6,001-6,500	12 pts
11%	11 pts	5,501-6,000	11 pts
10%	10 pts	5,001-5,500	10 pts
9%	9 pts	4,501-5,000	9 pts
8%	8 pts	4,001-4,500	8 pts
7%	7 pts	3,501-4,000	7 pts
6%	6 pts	3,001-3,500	6 pts
5%	5 pts	2,501-3,000	5 pts
4%	4 pts	2,001-2,500	4 pts
3%	3 pts	1,501-2,000	3 pts
2%	2 pts	1,001-1,500	2 pts
1%	1 pts	<1,000	1 pt

Truck Percent Score (1-20) _____
 Truck Volume Score (1-20) _____
“Truck Traffic” Total Score (1-40) _____

2- Truck Activity Centers (located within 0.5-mile distance)

Number of Transportation businesses (threshold 10 employees or more): _____

Number of Manufacturing businesses (threshold 20 employees or more): _____

Number of Retail/Restaurant businesses (threshold 50 employees or more): _____

Total Number of Establishments: _____

Truck Activity Centers - 25 Points	
<i>Number of Establishments</i>	<i>1-25 pts</i>
> 30	25 pts
27-29	24 pts
24-26	23 pts
22-23	22 pts
21	21 pts
20	20 pts
...	... pts
1	1 pts

“Truck Activity Center” Score (1- 25): _____

3- Type of Project. The projects were categorized into the following groups: Infrastructure, Operational/Technology, and Regulatory/Institutional/Other. “Infrastructure” includes projects that increase current capacity on a given corridor. “Operational/Technology” includes projects that streamline traffic flow without increasing capacity. “Regulatory/Institutional/Other” includes projects related to policies and regulations, or projects that could not be categorized into the two preceding categories.

Type of Projects - 15 Points	
<i>Infrastructure</i>	<i>5-15 pts</i>
Adding lanes/New roadways	15 pts
Improving Interchanges	10 pts
Improving Intersections	5 pts
<i>Operational/Technology</i>	<i>3-10 pts</i>
Intelligent Transportation Systems	10 pts
Geometric/Traffic Improvements	8 pts
Congestion Management	3 pts
<i>Regulatory/Institutional/Other</i>	<i>5 pts</i>

“Type of Project” Score: _____

4- Facility Type. This identifies the roadway classification of the corridor or arterial that the project will occur on.

Facility Type - 10 Points	
SIS Corridor	10 pts
SIS Connector	8 pts
Other Principal Arterial	4 pts
Other Minor Arterial	2 pts

“Facility Type” Score: _____

5- Intermodal Connectivity. This identifies whether a project improves access to an intermodal facility.

Intermodal Connectivity - 10 Points	
Connectivity to an intermodal facility	10 pts
None	0 pts

“Intermodal Connectivity” _____
Score:

Total Project Score (out of 100): _____

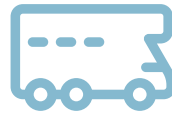
Appendix C

Public Involvement Fact Sheet

2045 Treasure Coast Regional Long Range Transportation Plan

Martin, St. Lucie, and Indian River Counties

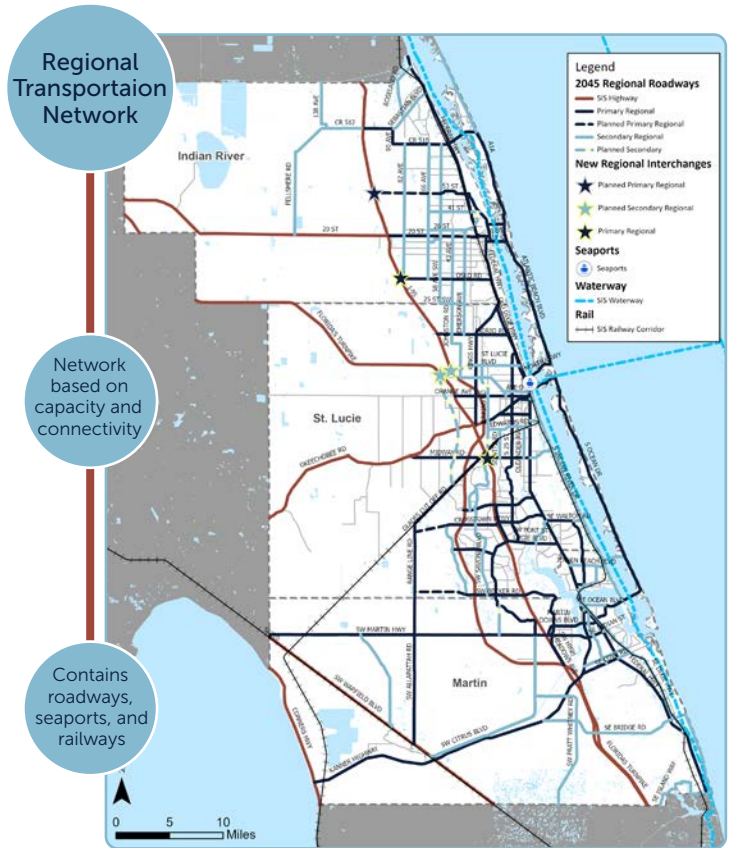
What is the RL RTP?



The 2045 Treasure Coast Regional Long Range Transportation Plan (RL RTP) creates a regional overlay and gathers the transportation-related projects identified in the individual 2045 LRTP's from Martin, St. Lucie, and Indian River counties to create one long-term transportation plan for the future. The 2045 RL RTP will ensure connectivity and continuity between facilities throughout the counties, well integrated with land use, to meet community/county level and regional level transportation needs.

Integrating Local Visions

Analyzing the needs and priority projects from each county's LRTP ensures connectivity and seamless transitions between counties and contributes to a unified vision for the Treasure Coast.



Goals of the RL RTP

The following goals are based on a review of goals and objectives from the individual county 2045 LRTP's, where concepts of regional significance that may not have been the focus of the 2045 LRTPs were analyzed and incorporated to form a set of regional transportation goals that will guide future initiatives and transportation projects within the Treasure Coast Region.

Goal 1

Provide a safe, connected, and efficient multimodal transportation system for the regional movement of people and goods.

Goal 2

Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.

Goal 3

Protect the region's natural and social environment while minimizing adverse community impacts.

Goal 4

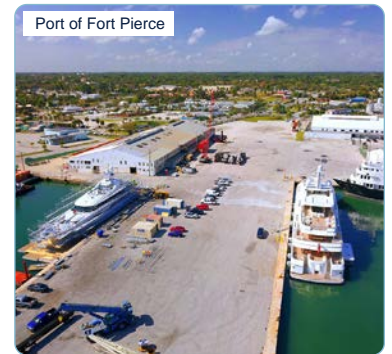
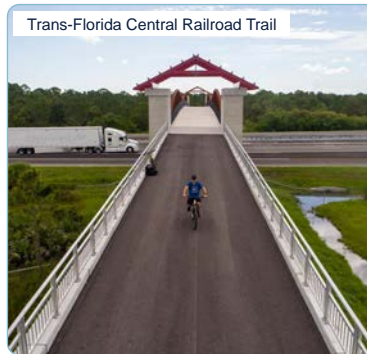
Conduct coordinated regional planning and decision-making that improves transportation options for the region.

Goal 5

Protect and enhance the unique quality of life in the Treasure Coast region.

Key Regional Facilities

Identifying key intermodal facilities in the Treasure Coast Region is a major component of the RL RTP. Regional intermodal facilities indicate areas of frequent transportation activity that provide critical connections to major destinations and/or multimodal facilities. Improving these facilities is critical to advancing the multimodal goals of the region.

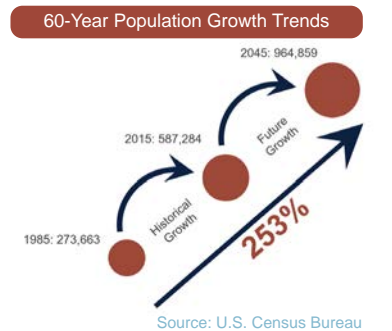
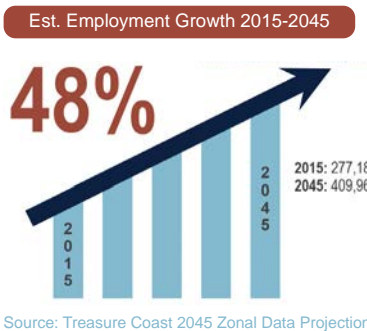


Benefits of the RL RTP

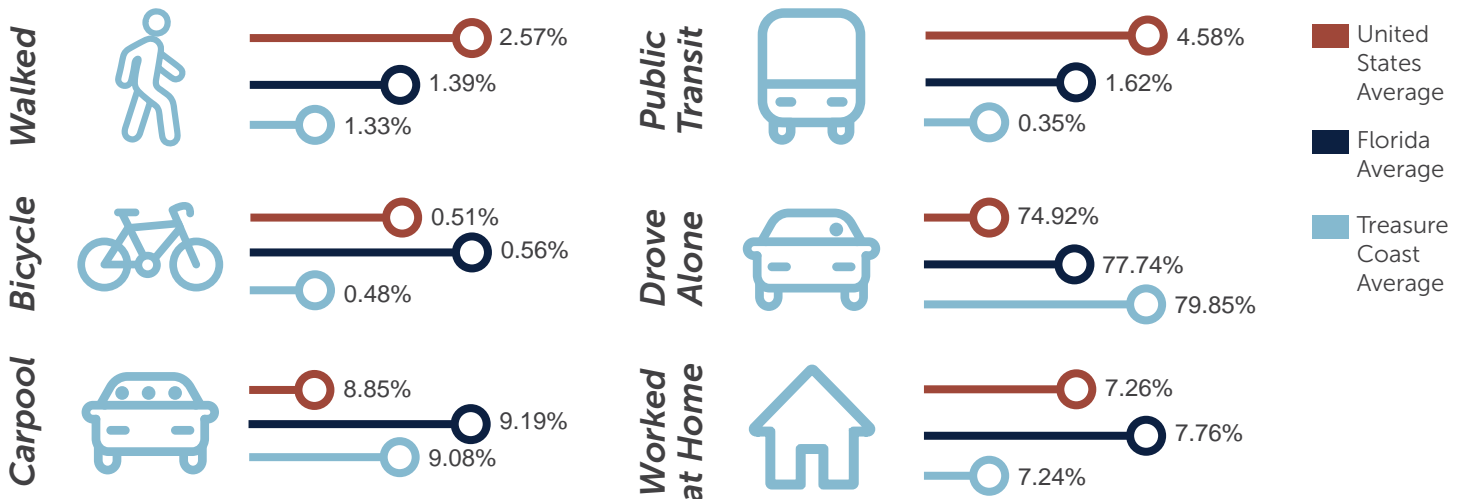
- » Consistent multimodal transportation plan
- » Increased mobility
- » Safety coordination
- » Advances sustainable transportation modes
- » Streamlined implementation
- » Clearly prioritized projects

Regional Trends

Population and employment trends help gauge the future demand on all modes of transportation. Shown to the right are future employment and population projections. A breakdown of commuting trends to work by multiple forms of travel are displayed below.



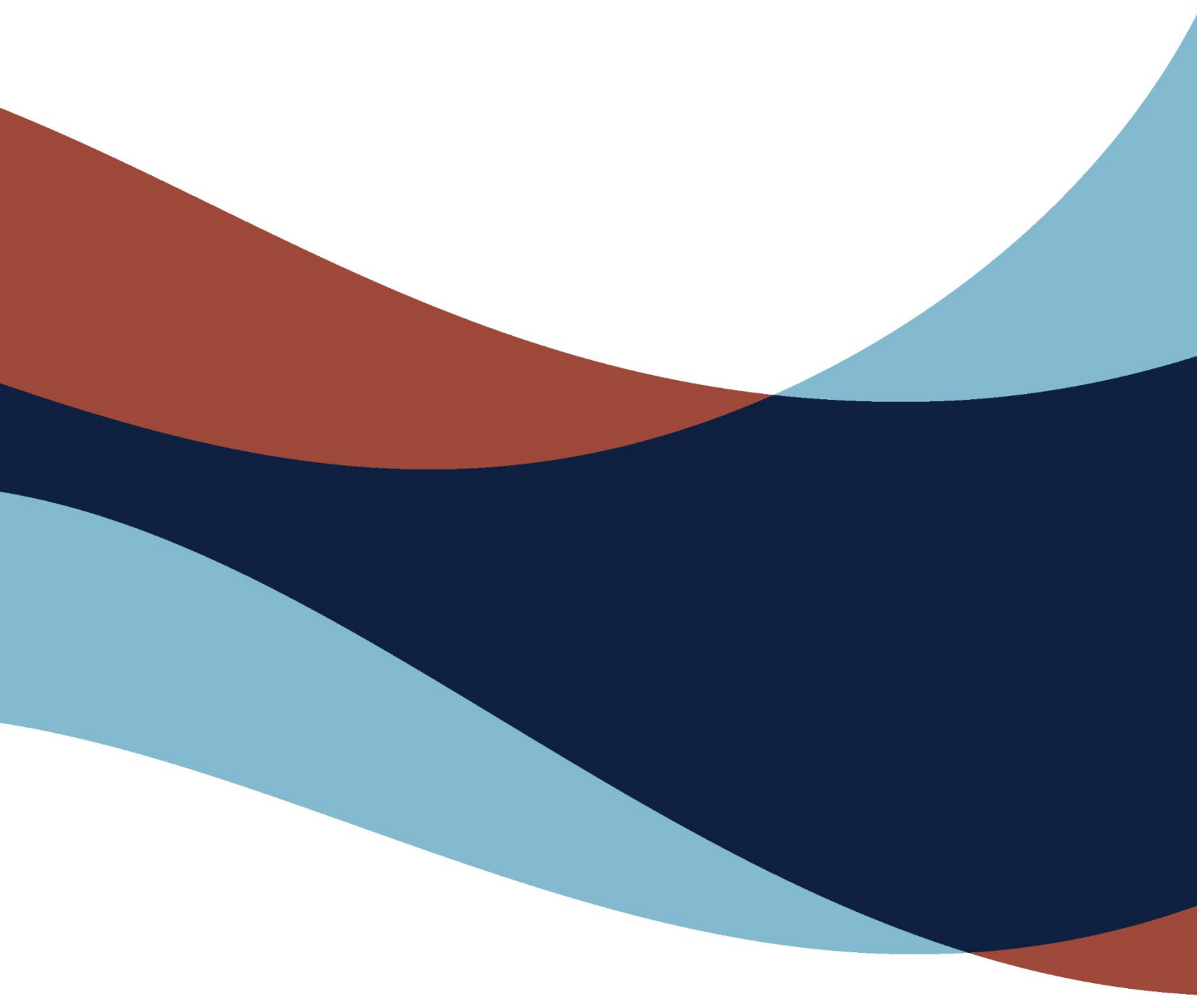
How do we get to work?



Source: 2015-2020 American Community Survey 5-Year Estimates

Appendix D

*Online Regional Roadway and
Needs Map-*
<https://tinyurl.com/tc2045map>





**TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: September 6, 2023	DUE DATE: August 30, 2023	UPWP#: 6
WORDING: TRANSIT EFFICIENCY STUDY FINAL REPORT		
REQUESTED BY: MPO	PREPARED BY: Lucine Martens / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Transit Efficiency Study – Final Report

BACKGROUND

Under Task 6, the Martin MPO’s FY22/23 – FY23/24 Unified Planning Work Program (UPWP) identifies the Transit Efficiency Study (TES). The purpose of this study was to describe the existing MARTY system (services and ridership); review the adopted Transit Development Plan (TDP), socioeconomic trends, travel patterns, travel corridors, demographics trends, regional transit challenges and barriers.

The Transit Efficiency Study Final Report identifies various Transit Network Scenarios (some looking at ridership, some looking at coverage and some a combination of both ridership and coverage scenarios (hybrid scenario)), and the cost analysis for these scenarios. The report also summarizes results of the public engagements throughout the project.

The consultant will present the Transit Efficiency Study Final Report.

ISSUES

At the September 2023 MPO advisory committee meetings, the consultant will present the Transit Efficiency Study Final Report.

RECOMMENDED ACTION

- a. Motion to approve the Transit Efficiency Study Final Report
- b. Motion to approve the Transit Efficiency Study Final Report, with comments.

APPROVAL

MPO

ATTACHMENTS

Transit Efficiency Study Final Report



Marty Transit Efficiency Study Final Report

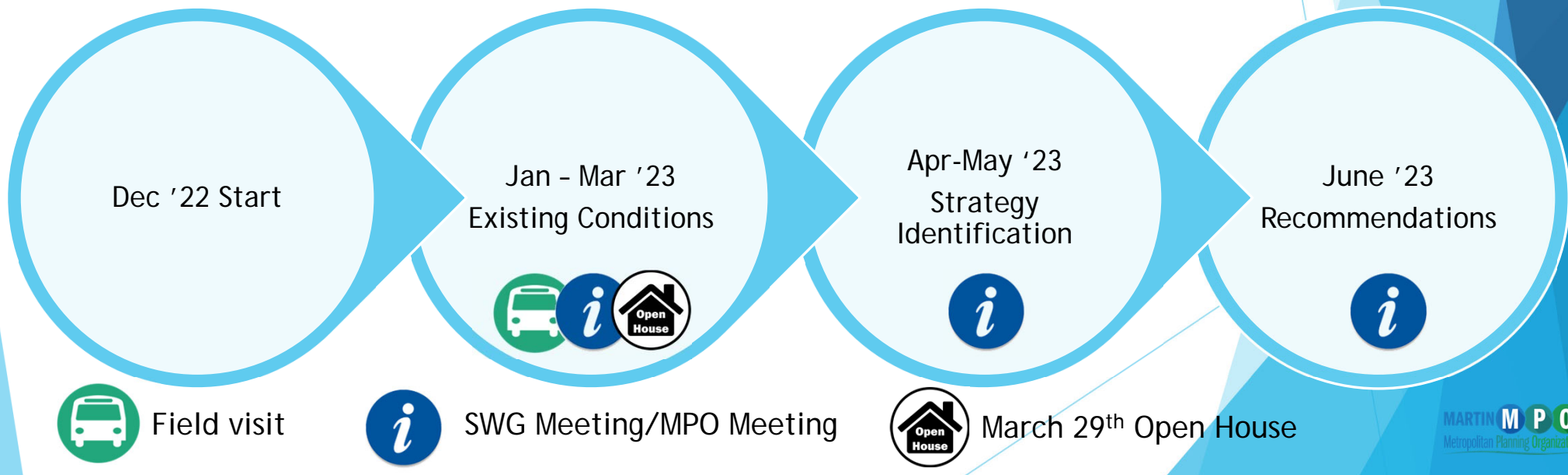
September 6, 2023

Technical Advisory and Citizen's Advisory Committees

Study Purpose & Timeline

Prepare a Transit Efficiency Study that examines:

- ▶ Strategies to improve MARTY passenger experience
- ▶ Ways to expand ridership
- ▶ Opportunities to optimize MARTY existing capital and operation funding





Marty Transit Development Plan >>>

MAJOR UPDATE FROM 2024 – 2033

Public Involvement Plan



Next Steps: Marty Major Update to Transit Development Plan

- ▶ Scope of Work
 - ❖ Task 2.0 Stakeholder Coordination
 - ❖ Task 3.0 Public Involvement
 - ❖ Task 4.0 Baseline Data Conditions and Assessments
 - ❖ Task 5.0 Existing Services and Performance Evaluation
 - ❖ Task 6.0 Transit Demand Analysis
 - ❖ Task 7.0 Plan Development
 - ❖ Task 8.0 Documentation

What is a Transit Development Plan?

A process that reviews and assesses current transit services, identifies unmet transit needs, and develops a recommended plan for improvements. This plan will cover a 10-year period from 2024 to 2033 and includes capital and operating budget projections.



THANK YOU!



Marty Transit Efficiency Study Final Report

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Martin County Transit (MARTY) Efficiency Study

August 2023 FINAL



Martin County Transit (MARTY) Efficiency Study

PREPARED FOR



PREPARED BY

MARLIN

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Appendices

- Appendix A** – Case Studies NTD 2021 Reports
- Appendix B** – Survey Results

BACKGROUND & INTRODUCTION

As a precursor activity to the next Major Update of the MARTY Transit Development Plan (TDP), the Martin MPO identified in their Fiscal Year (FY) 22/23 – 23/24 Unified Planning Work Program (UPWP) a Transit Efficiency Study of the Martin County Public Transit (MARTY) system. The Transit Efficiency Study (TES) represents an initial effort sponsored by the Martin MPO to enhance the public transit service available in Martin County. The TES examines how the transit system can become more efficient and seeks to determine service integration opportunities. The outcome of the study includes potential strategies to effectively improve passenger experience, efficiently expand services through community transit to areas not currently served, optimize existing operating and capital funding, and pursue supplemental funding opportunities to grow the transit system. The study also seeks to help the local governments in Martin County ensure that public transit services are efficient, effective, and evolving to meet current demographics, changing transportation trends and technology, all while prioritizing access to jobs, healthcare, and education to drive economic development. The study scope is summarized below and further documented throughout this report.

Coordination & Public Outreach

The purpose of this task was to engage stakeholders and the public on MARTY needs, while closely coordinating with MARTY staff. Public outreach activities included facilitating a stakeholder working group, conducting an in-person Open House event, distributing an online survey, and presenting at the MPO Committee and Board Meetings at the onset of the study and at the conclusion. Throughout the study, the MPO and Consultant management team coordinated with MARTY staff. This same group also conducted a ridealong on the MARTY system and engaged with the drivers and riders.

Existing Conditions Analysis

The purpose of this task was to gain a snapshot understanding of the existing MARTY system. Existing Conditions Analysis activities included a review of existing plans, documents, and development trends; a trip generator analysis; and a transit operations summary based on available National Transit Database (NTD) information.

Transit Service Summary

The purpose of this task was to explore different methods of transit service. Transit Service Summary activities included researching and summarizing coverage vs. ridership models and case studies involving community transit services.

Transit Efficiency Analysis

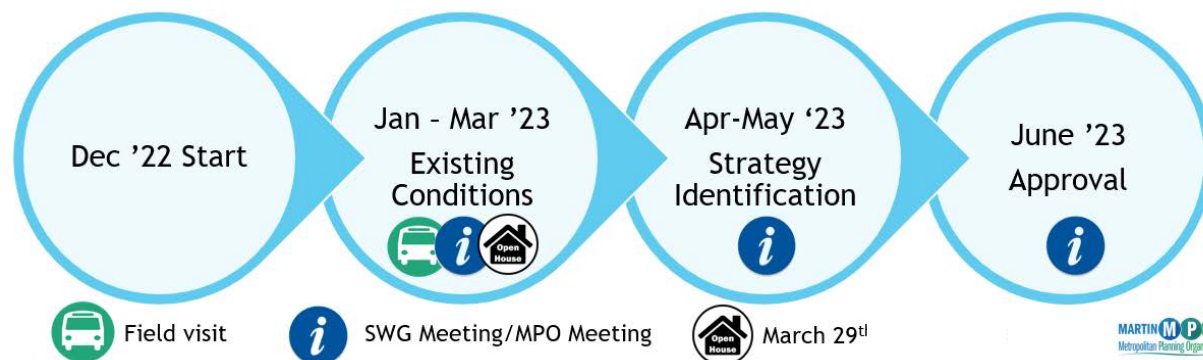
The purpose of this task was to test various opportunities to improve the MARTY transit service. Transit Efficiency Analysis activities included assessing two network scenarios, calculating costs, and making transit improvement recommendations for the next Major Update of the TDP.

Transit Efficiency Summary Report

The purpose of this task was to document all activities and findings. Ultimately, the document will inform MARTY's next TDP.

Study Schedule

The study ran for 8-months. A breakdown of the schedule is shown below:



EXISTING CONDITIONS ANALYSIS

The purpose of this task was to gain a snapshot understanding of the existing MARTY system. Existing Conditions Analysis activities included a review of existing plans, documents, and development trends; a trip generation analysis; and a transit operations summary based on available National Transit Database information.

Data

Table 1 summarizes the data used in the Existing Conditions Analysis evaluation.

Table 1: Data List and Sources

Data*	Resource/Source
MPO's Development Review Interactive Map	Martin MPO
Future Land Use	Martin MPO
Transit Trip Generators	Florida Geographic Data Library
Current Transit Routes	MARTY
Current Transit Stops	MARTY
MARTY Ridership and Operations Data	MARTY and National Transit Database
Socioeconomic Data	US Census (ACS)

*The most recent data available at the time of the analysis was obtained.

Existing Transit Operations Summary

The existing system is made up of 5 Routes (4 Fixed and 1 Express) and connects to Palm Tran, Treasure Coast Connector, and Stuart’s Downtown Tram Service MARTY operates Monday through Friday. The local fixed routes span is from 6:00 AM to 8:00 PM and the commuter express route, Route 20X, operates from 6:30 AM to 7:30 PM.

Ridership information was collected from the Federal Transit Administration’s National Transit Database (NTD). The data collected and summarized in **Figure 1** and **Figure 2** provides a snapshot of trends over the past four to five years, depending on where data was available. **Figure 3** shows a map of the MARTY routes along with the fare costs for a full or half ride.

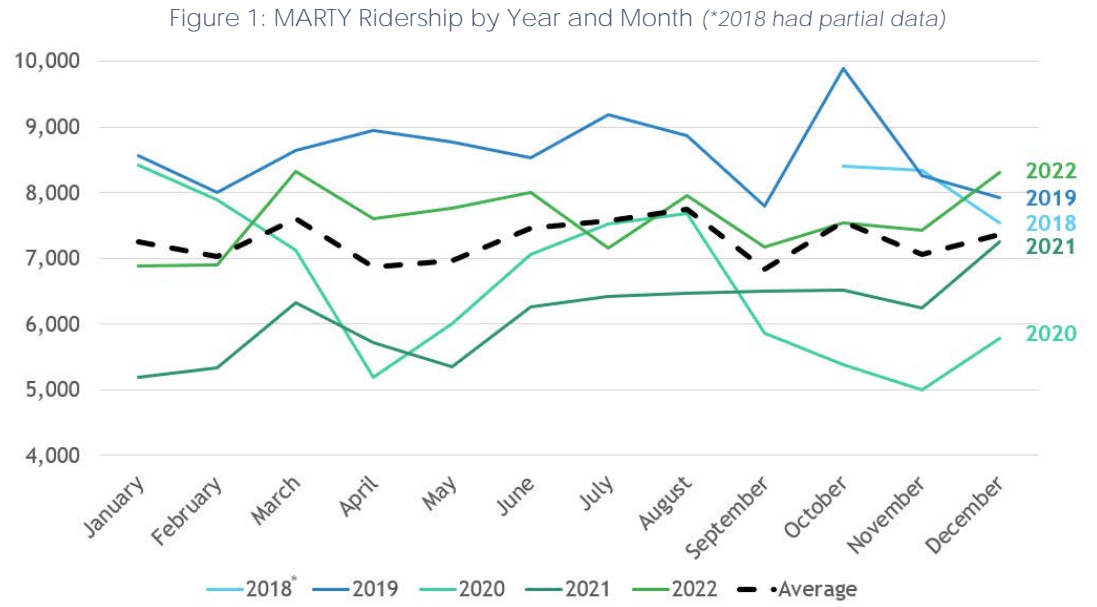


Figure 2: MARTY Ridership by Route and Fiscal Year

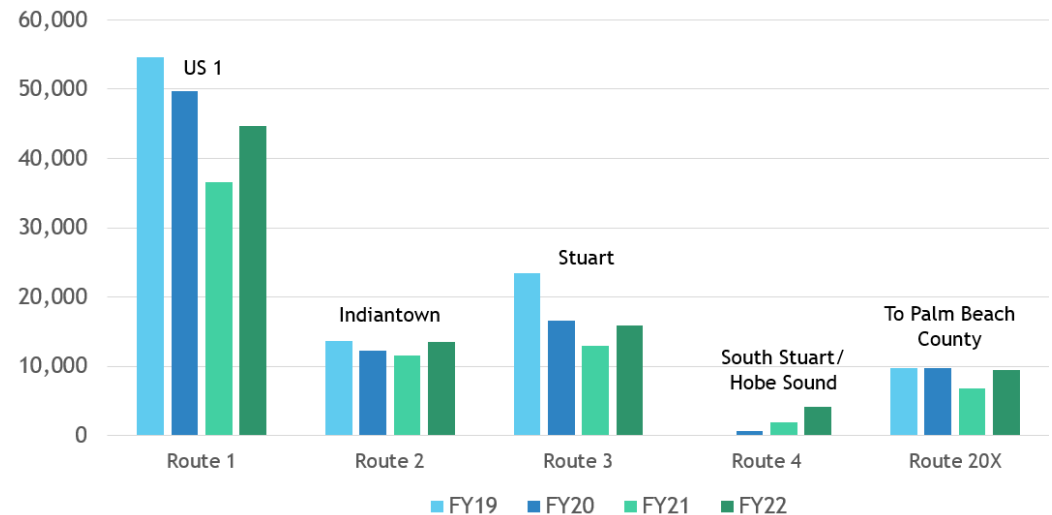
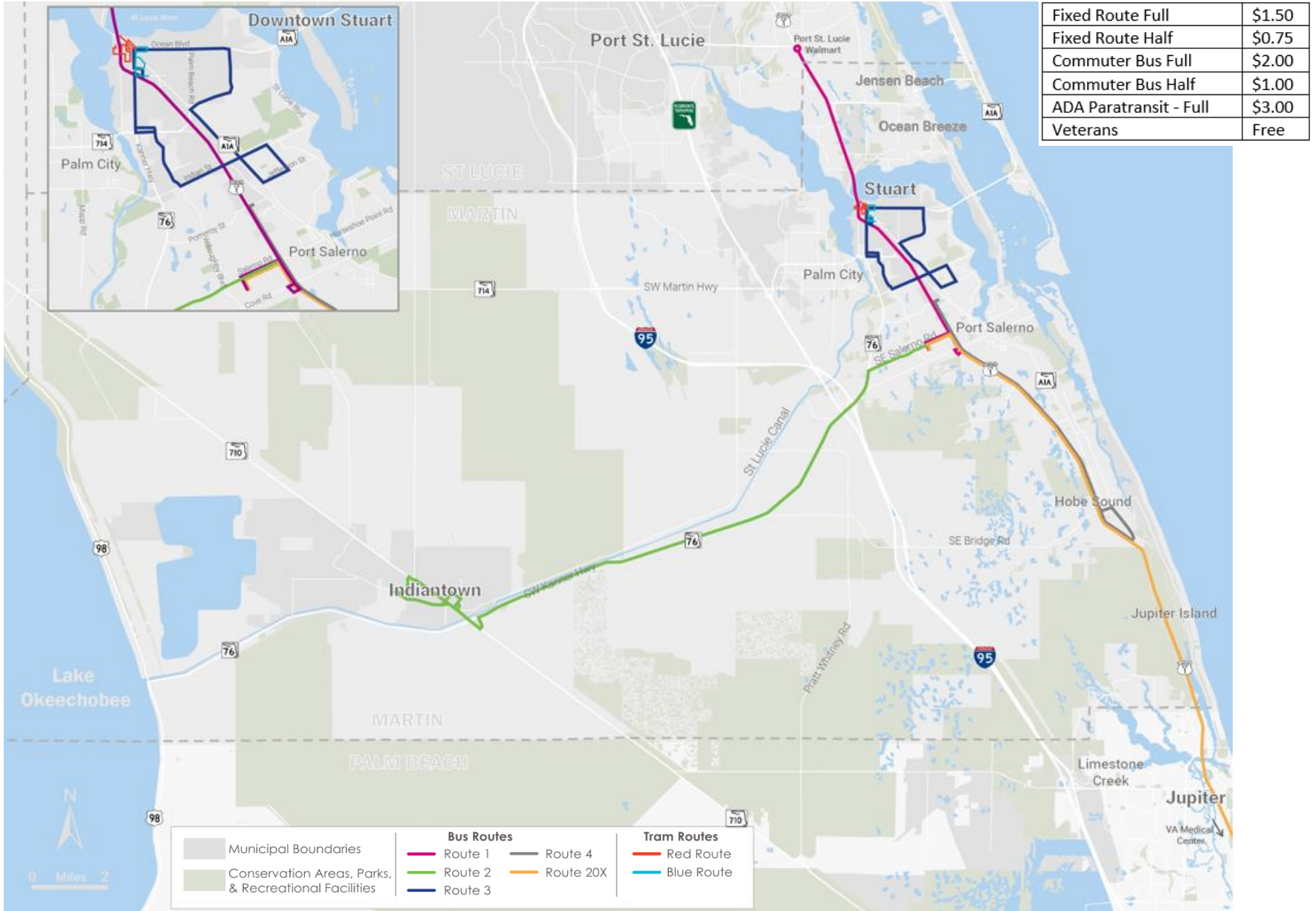


Figure 3: Existing MARTY Transit System Routes and Fare Structure



Plans and Policy Review

The consultant team reviewed the following documents and data:

1. MARTY 2020-2029 Transit Development Plan (TDP)
2. MARTY 2022 TDP Annual Report
3. Martin MPO Community Characteristics Report (CCR)
4. Martin MPO Public Participation Plan (PPP)
5. Martin MPO's Development Review Interactive map and existing development trends

At the conclusion of the review, the team identified several helpful pieces of information, including but not limited to, transit system and service needs, protocol for outreach, characteristics of the community residents and MARTY riders, and planned development. Key takeaways are listed below for previously identified transit needs, and the community characteristics, existing and planned development areas, and outreach activities are discussed in following sections.

10-Year Transit Service Priorities from the MARTY 2020-2029 TDP

Rank	Service Improvement	Rank	Service Improvement
1	Split Route 3 into Routes 3a and 3b	6	Double frequency
2	Add Saturday service	7	Later service to 10:00 PM
3	New Jensen Beach Route	8	Extend Route 20x
4	Jensen Beach/Rio CRA MOD	9	New Turnpike regional route
5	Palm City MOD	10	Extend and realign Route 2

Coverage Area/Trip Generator Analysis

The study team completed a socioeconomic trip generation analysis of the project area by first extracting population demographics and employment data from the US Census Bureau. This data helped inform them on where there are concentrations of jobs and people that would benefit from using a transit service. In addition, they identified major trip generators and destinations such as educational, medical, shopping, residential centers using the Florida Geographic Data library data sources. Figure 4 through Figure 11 visually portray the data findings.

Figure 4: People Per Square Mile

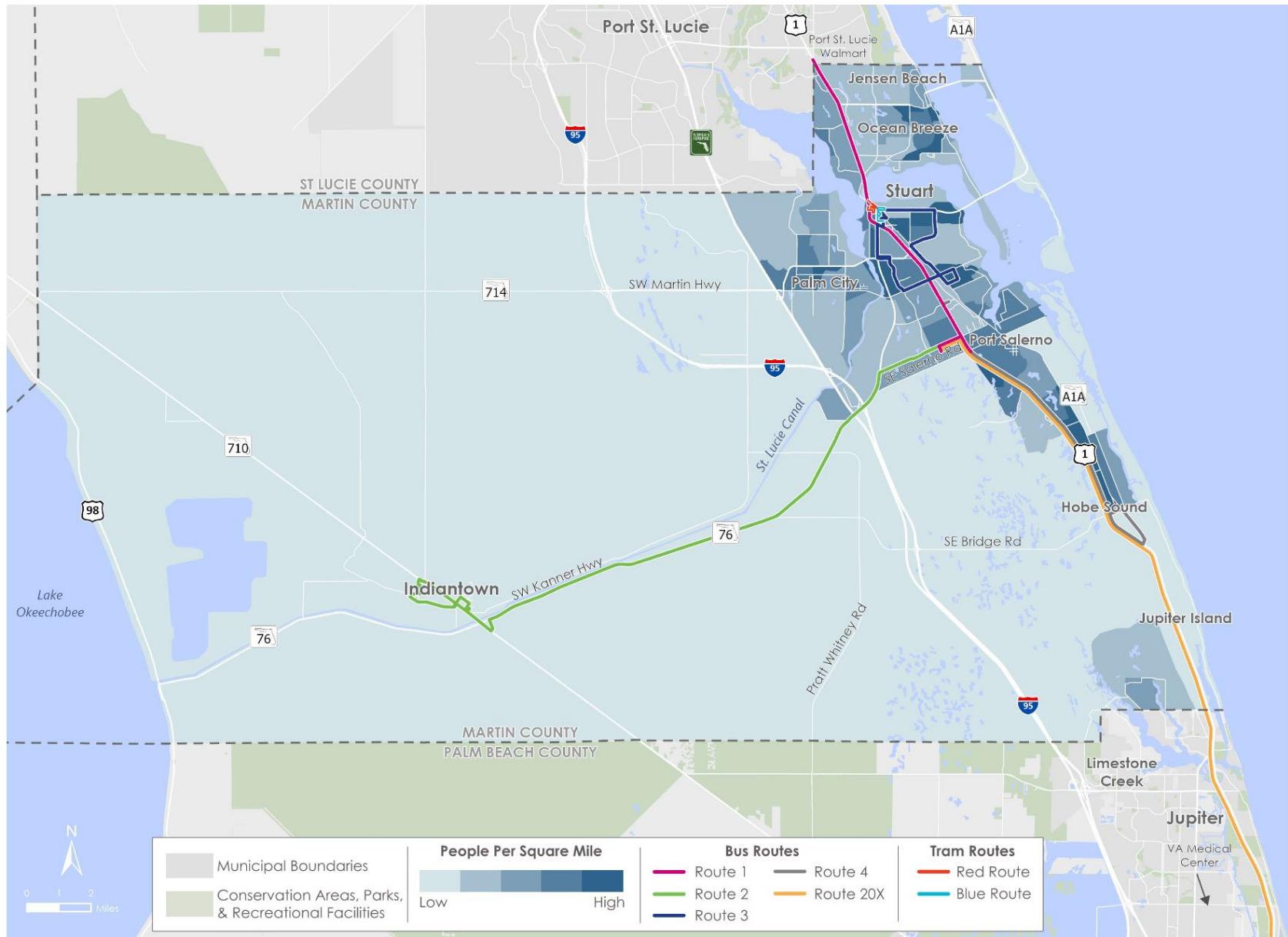


Figure 5: Jobs Per Square Mile

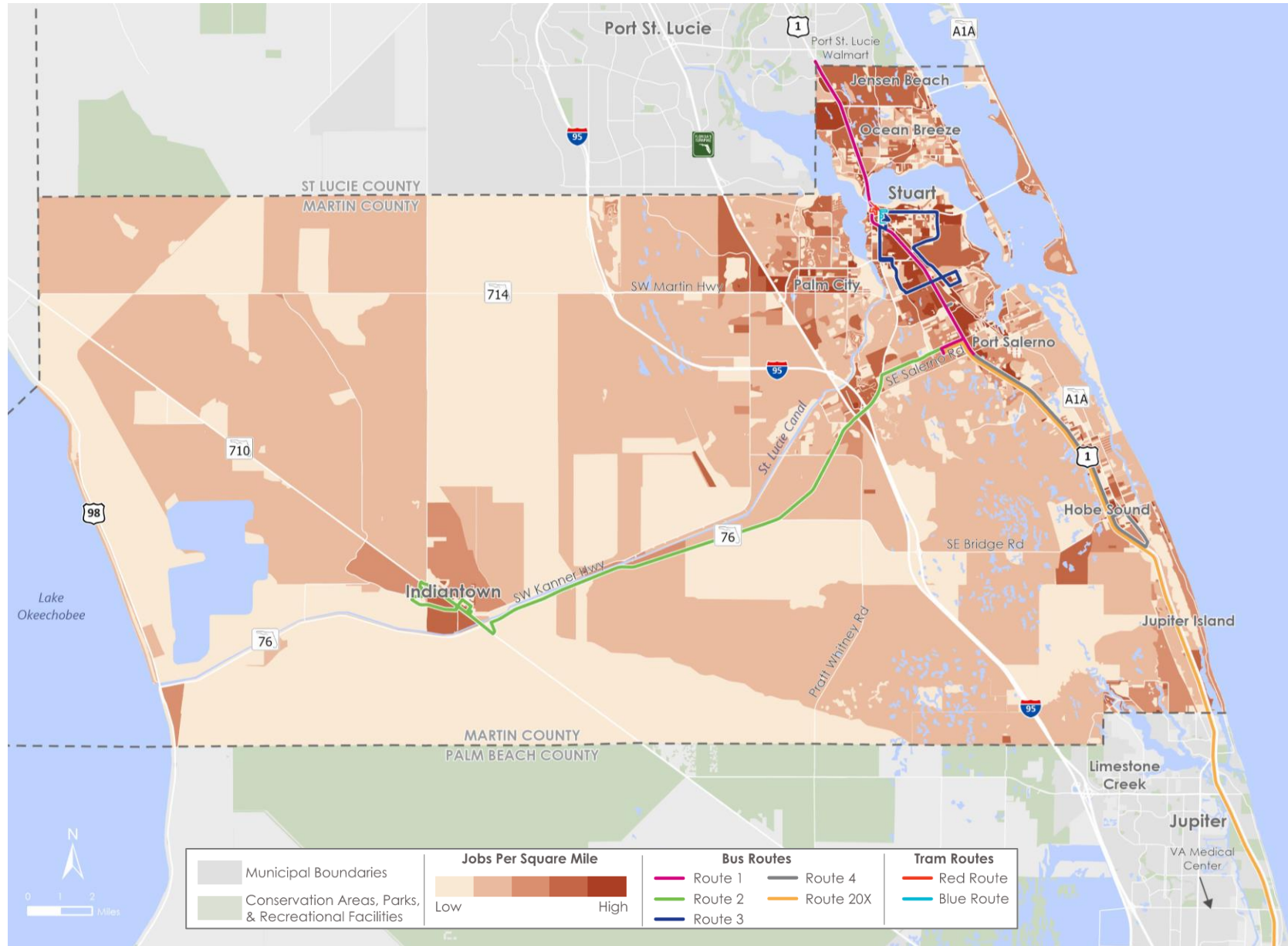


Figure 6: Households Without Access to a Vehicle Per Square Mile

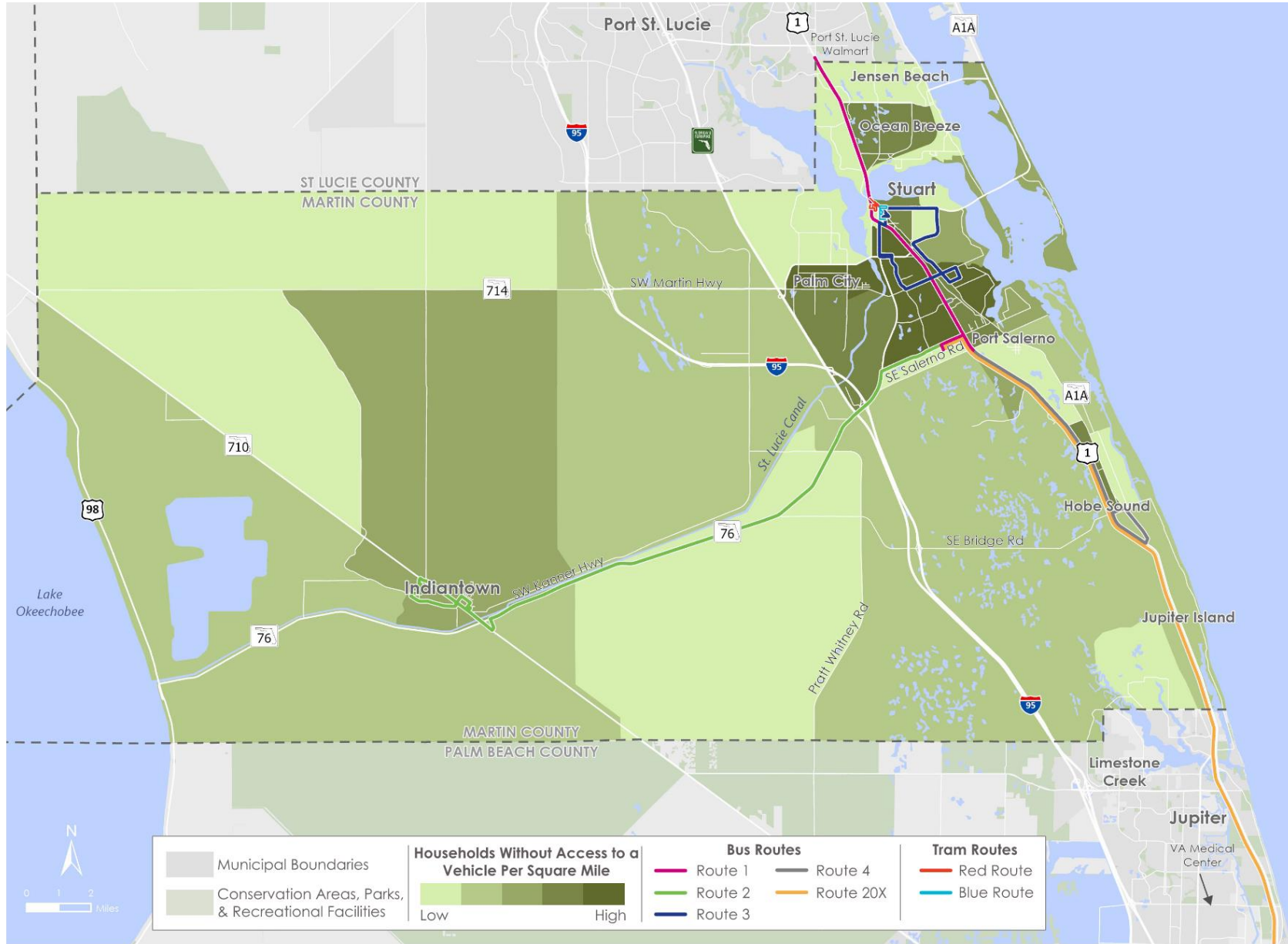


Figure 7: People 65 & Older Per Square Mile

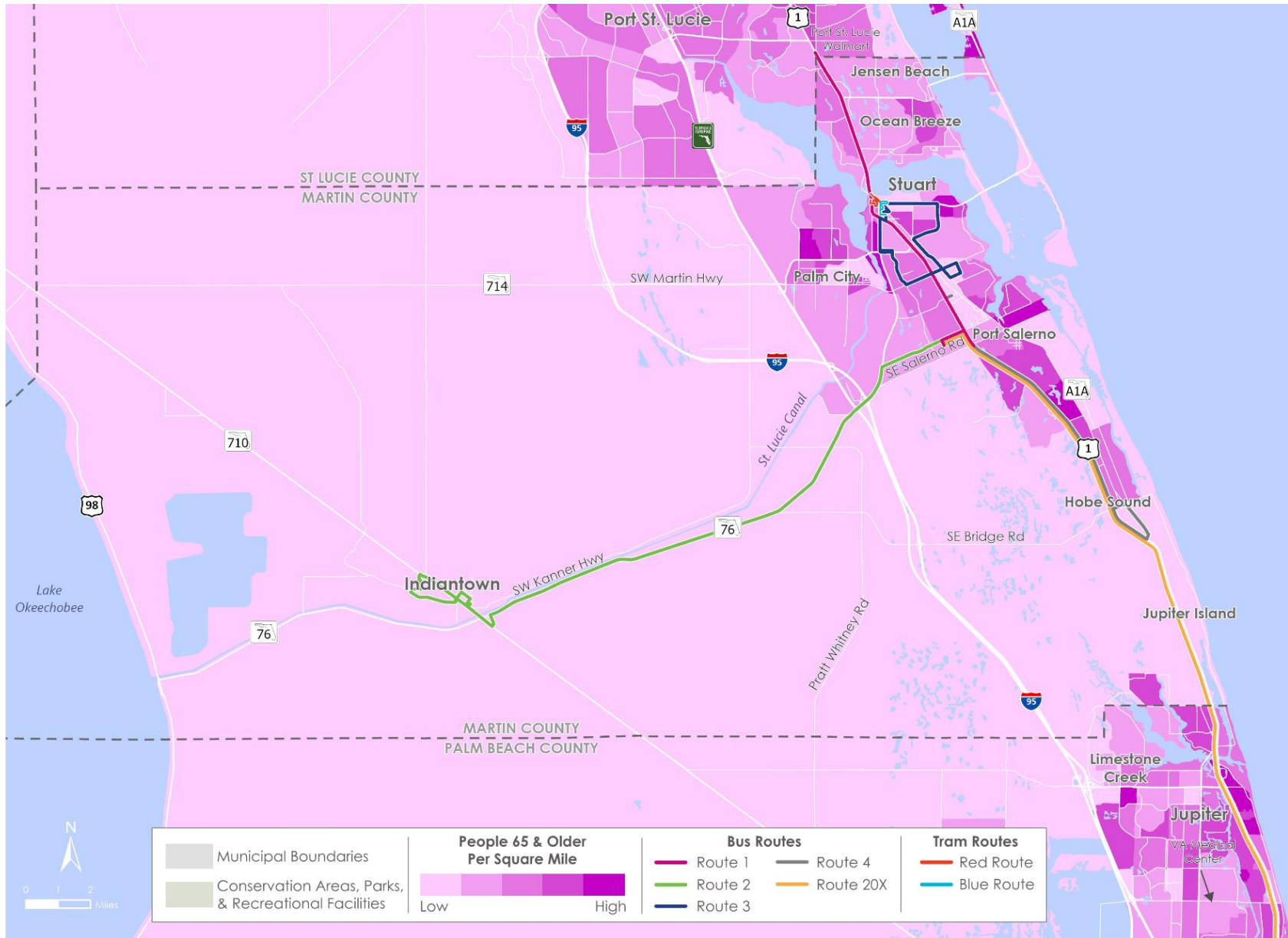


Figure 8: People 18 & Younger Per Square Mile

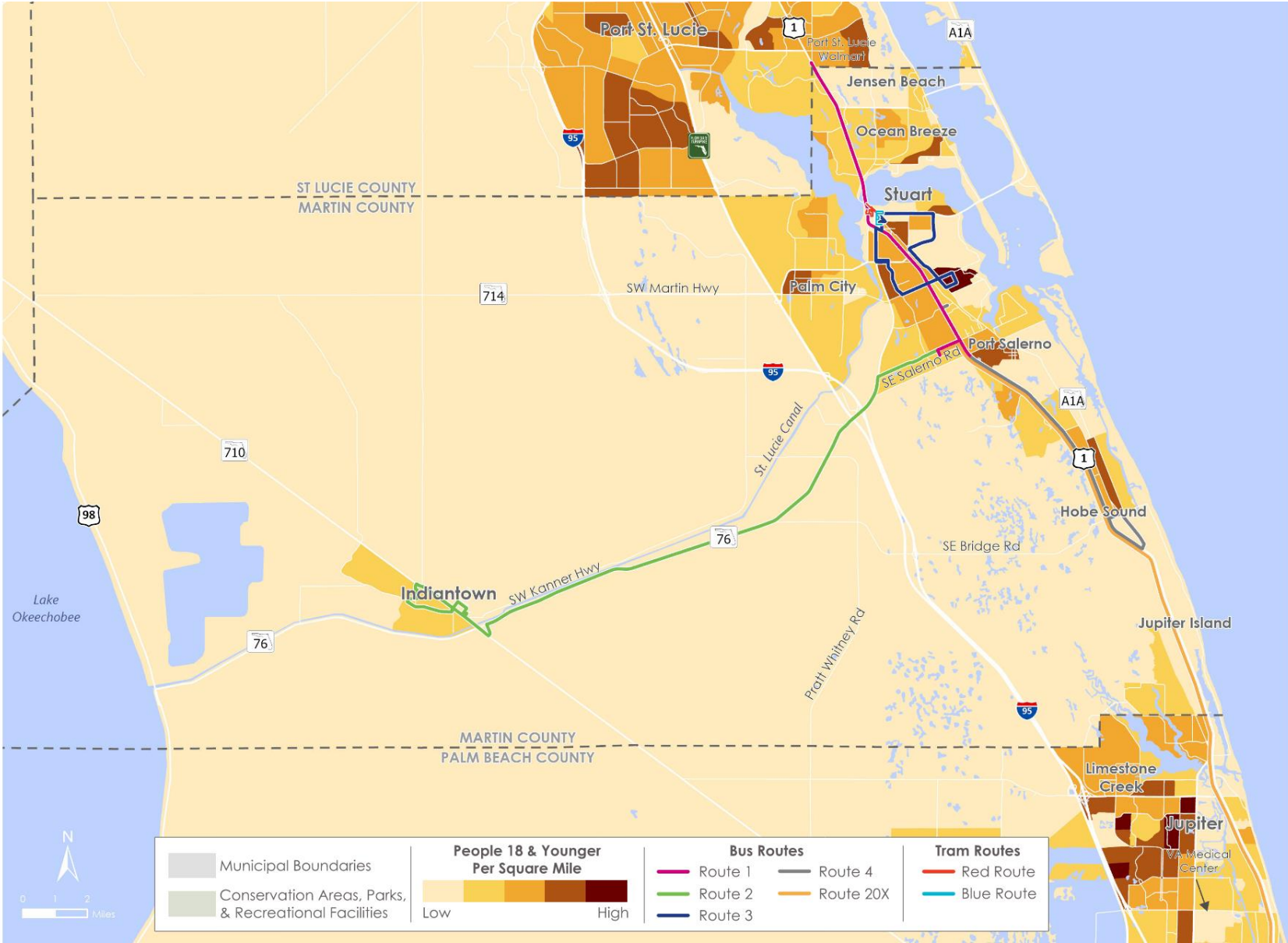


Figure 9: People Living in Poverty Per Square Mile

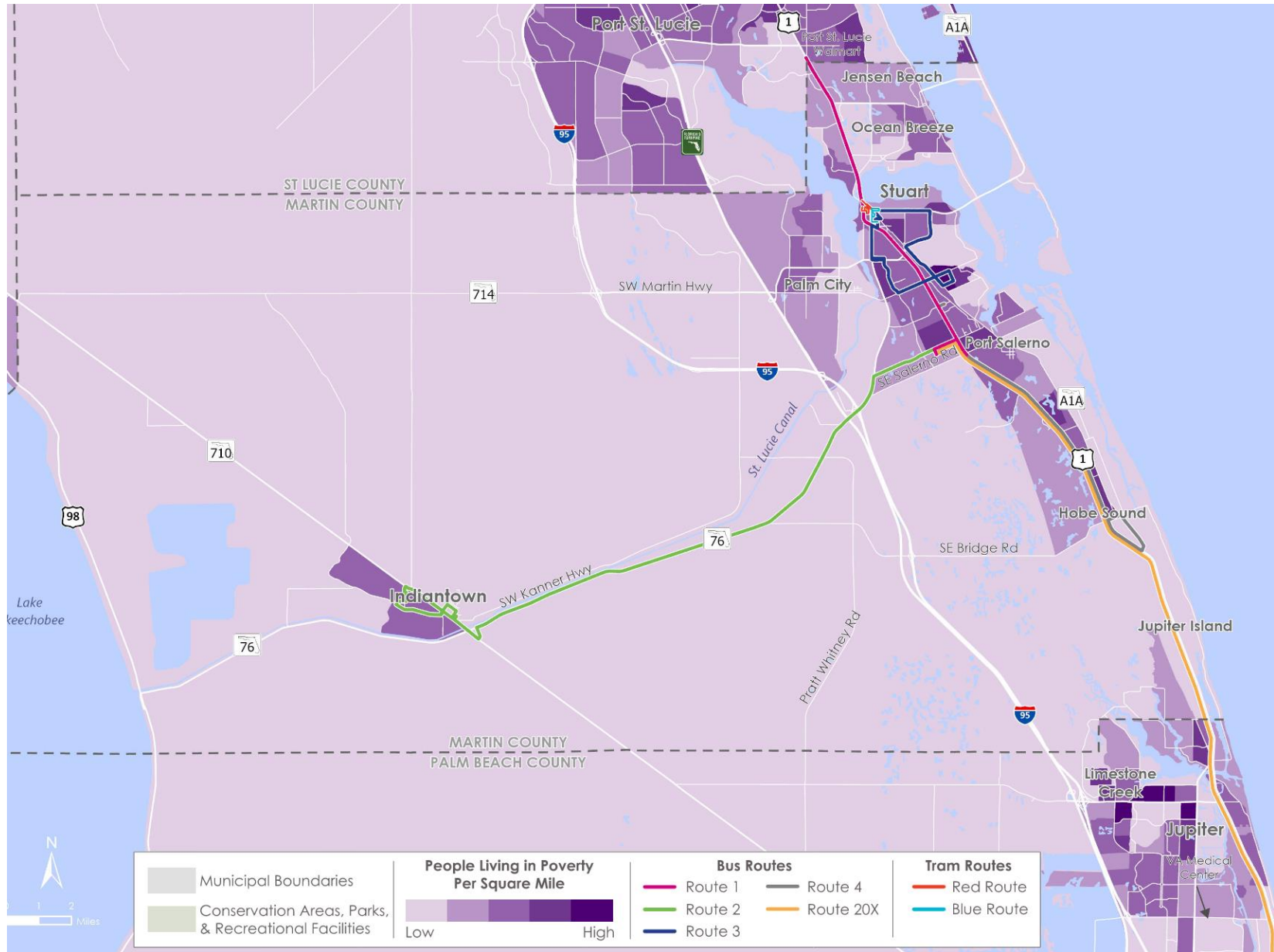


Figure 10: Existing Land Use

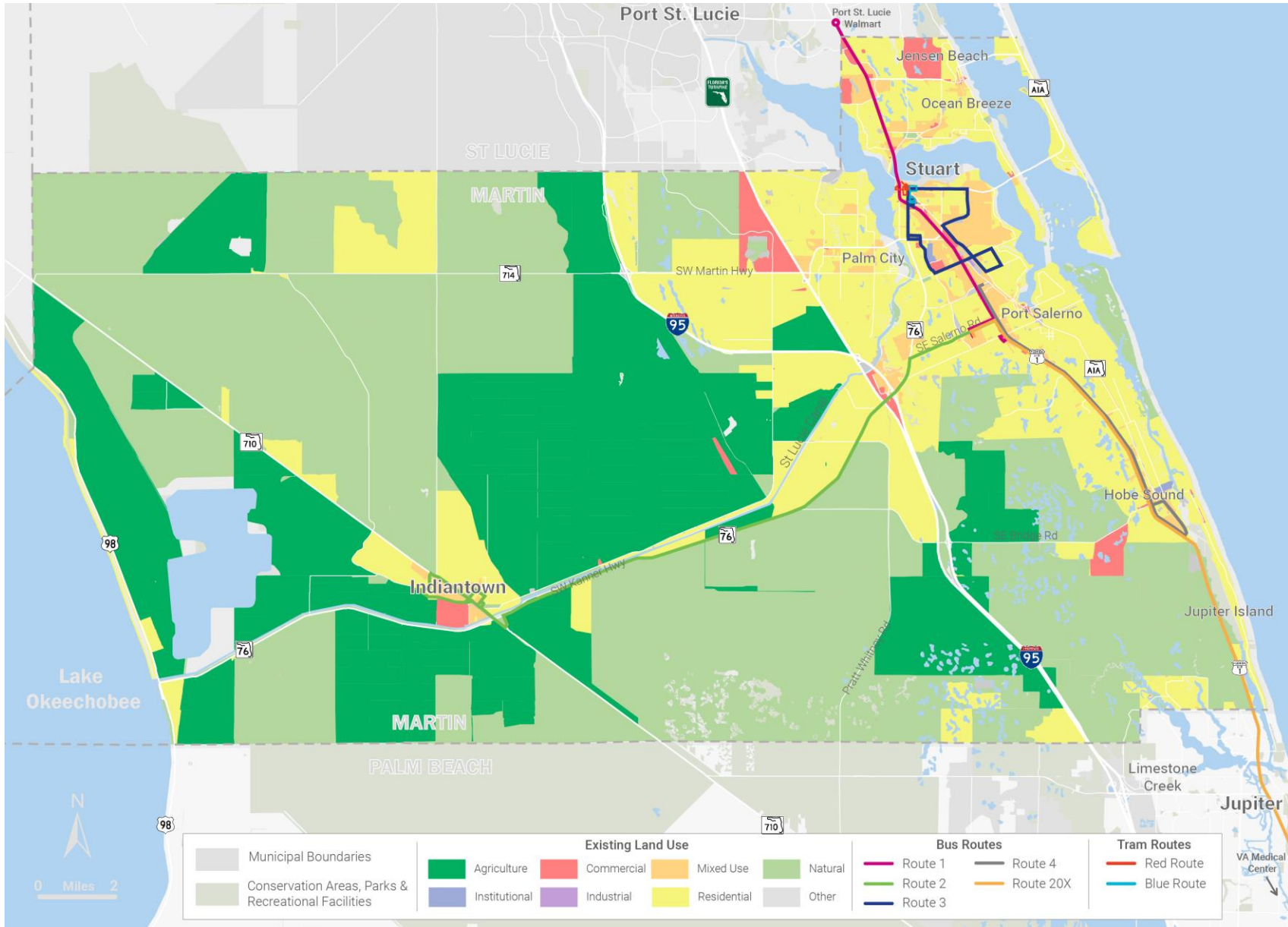


Figure 11: Special Generators

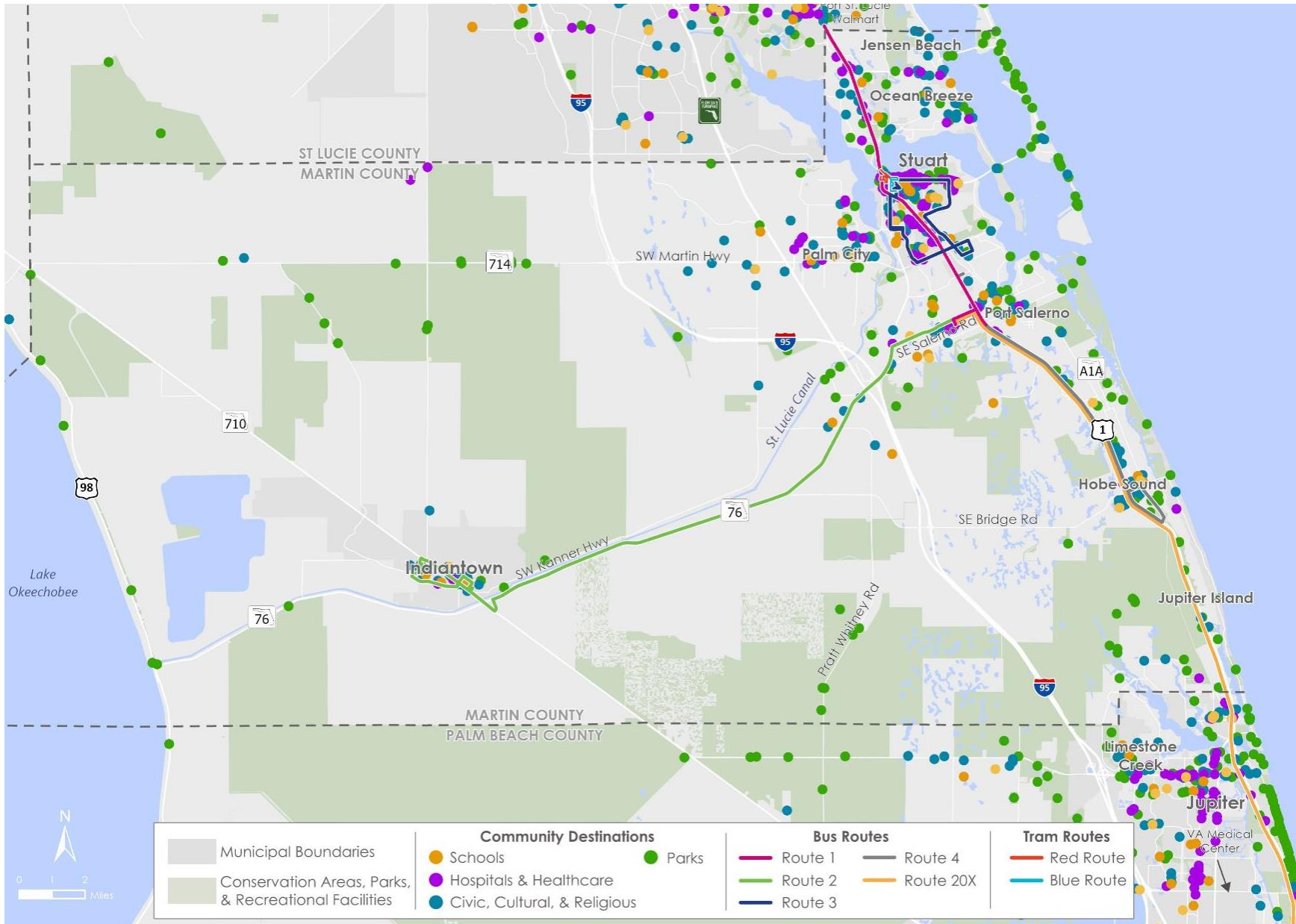
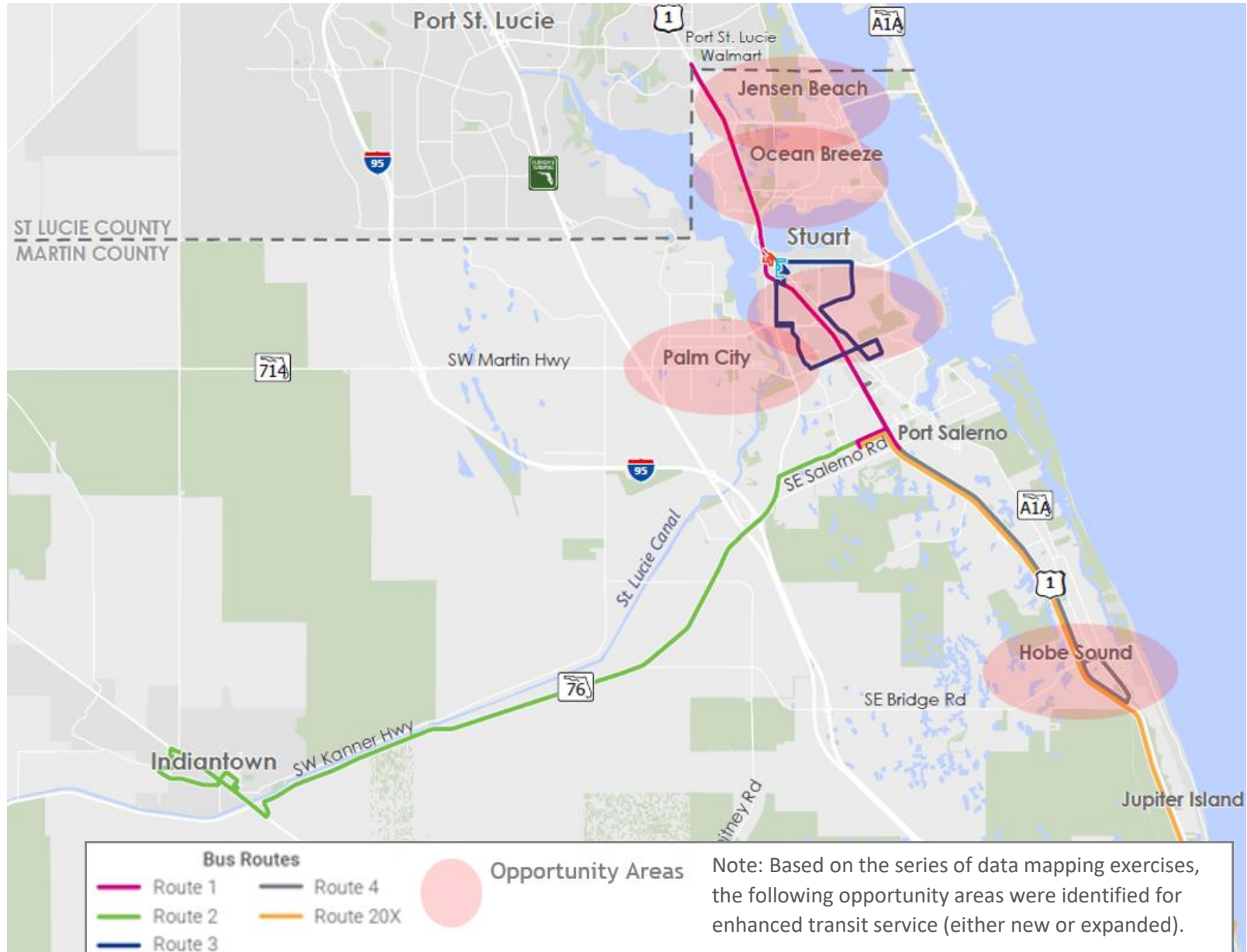


Figure 12: Opportunity Areas

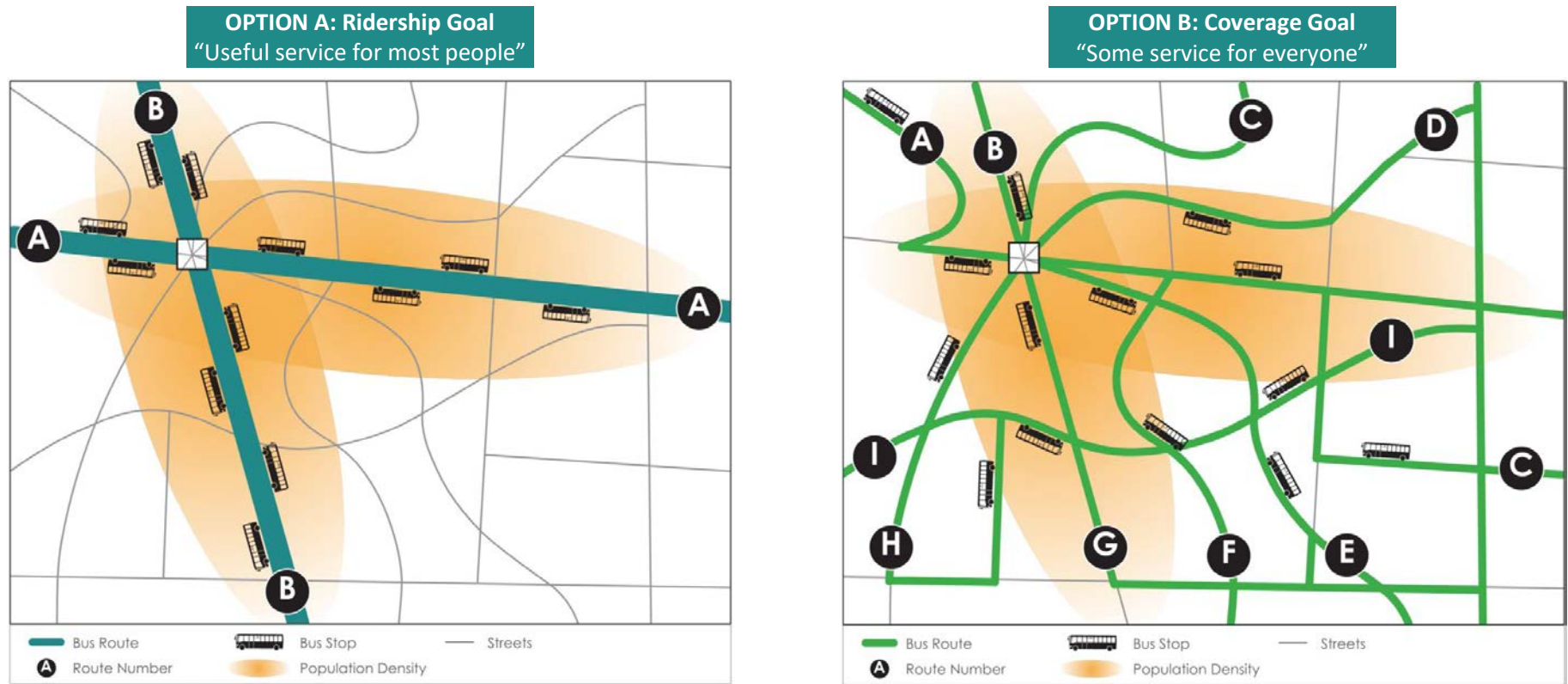


TRANSIT SERVICES SUMMARY

Ridership vs. Coverage

Transit agencies must grapple with the balance of providing quality and convenient service with respect to frequency and direct service to key destinations. Based on socioeconomic data, MARTY currently has transit demand gaps in areas like Palm City and Jensen Beach; therefore, there is the potential to grow by adding new service to these areas. They also have the potential to focus more on their existing ridership by increasing frequency, as most of their local routes operate with headways ranging from 35 to 40 minutes. As funding becomes available, MARTY will have to balance the demand to provide service to new areas or provide more frequent service to existing service areas. **Figure 13** visual depicts the differences between each model and the following page summarizes the differences/trade-offs.

Figure 13: Ridership vs. Coverage Comparison (Source: Jarrett Walker + Associates)



OPTION A: Ridership Goal
“Useful service for most people”

- Routes are concentrated where there are the most people and destinations, typically resulting in higher ridership
- While there are fewer routes, buses come more frequently
- While there are fewer stops, trip times are faster
- People may have to walk further to access service

OPTION B: Coverage Goal
“Some service for everyone”

- Routes are designed to provide some service to every person
- While there are more routes, buses come less frequently
- More stops are provided and people may have stops closer to their homes or destinations, but trip times are slower
- Ridership is usually lower because service is infrequent

Community Transit Case Studies

Community transit (also known as microtransit) has evolved as a transportation alternative to cost effectively move people shorter distances typically not covered by a traditional fixed-route transit service. Community transit services have become popular as supplemental transit solutions for existing transit systems throughout the State of Florida and nationwide. The study team conducted a peer review of two areas that successfully implemented community transit service in their area, Indian River County Fixed-Route Community Transportation and Wilson, North Carolina Transit. The latest NTD reports for these two services are found in **Appendix A**.



Indian River County Fixed-Route Community Transportation - GoLine

GoLine is a free public transportation system in Indian River County, FL on 14 fixed routes. Riders take GoLine buses to work or school, to medical appointments, grocery stores, to the mall, to the beach and to dozens of other locations throughout the area. GoLine buses operate weekdays from 6:00 a.m. through 7:00 p.m. In addition, Saturday service is offered from 8:00 a.m. until 5:00 p.m. Riders may use the Where’s my bus app for real-time view of bus locations and times. GoLine buses provided 1.2 million rides in 2022. This case study was selected due to their high ridership numbers and relevance to Martin County.



Wilson, North Carolina Transit - RIDE

RIDE is the City of Wilson's on-demand micro-transit service. RIDE replaced the fixed route bus system on September 1, 2020. RIDE is a partnership between the City of Wilson and Via, a leader in micro-transit service. RIDE allows riders to request a trip at any time. RIDE operates Monday through Friday from 5:30 a.m. until 7 p.m. On Saturdays, RIDE operates from 7 a.m. until 6 p.m. This case study was selected due to being recognized nationally by the American Association of State Highway Transportation Officials (AASHTO) and shows a different form of service than GoLine. NCDOT, in partnership with the City of Wilson, was awarded \$250,000 from the Federal Transit Administration’s Accelerating Innovative Mobility grant to help fund the RIDE program. FTA’s research paper on this service change is found at the following link: <https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-04/FTA-Report-No-0243.pdf>

Funding Programs

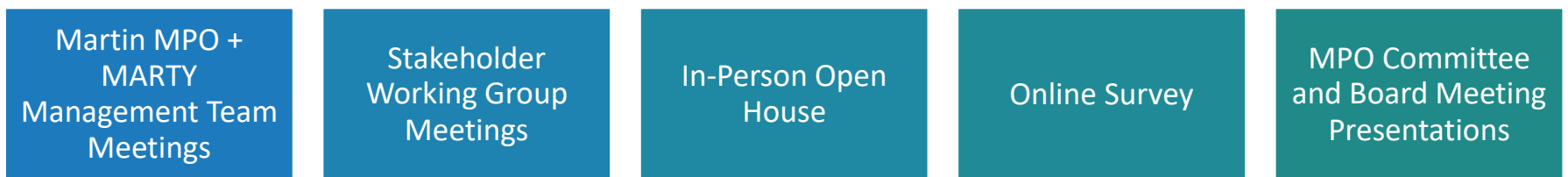
MARTY has opportunities to access discretionary grants from the Federal Transit Administration (FTA) and the Florida Department of Transportation (FDOT). The FDOT programs include:

- Transit Service Development Program
- Transit Corridor Program
- Intermodal Access Program
- Park and Ride Lot Program

The Transit Service Development and the Transit Corridor Programs are commonly used by Florida Transits. The MARTY Route 20X has been partially funded by the Transit Corridor Program with Fiscal Year (FY) 2024 being the final year of the grant subsidy. The Transit Service Development and Corridor Programs have an annual cycle of grant applications through FDOT District 4. The Intermodal Access Program provides assistance for major capital investment in fixed guideway transportation systems; access to seaports, airports and other transportation terminals; providing for the construction of intermodal or multimodal terminals. The Park and Ride Lot Program has a comparatively low budget and is available for annual grant applications. The programs are described in detail in the Annual FDOT Work Program Instructions.

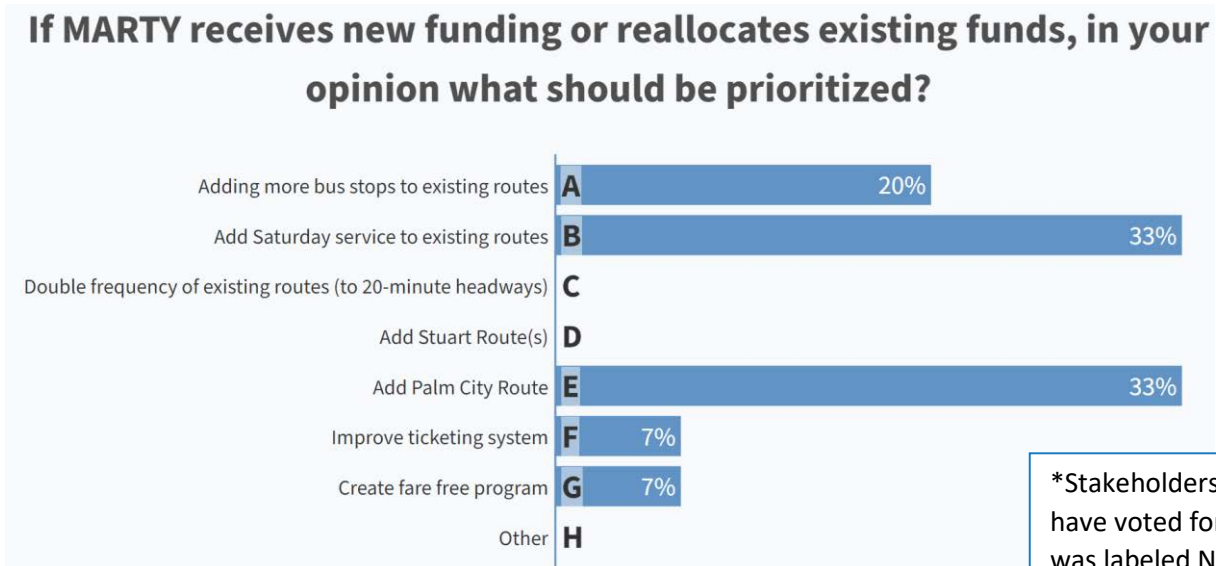
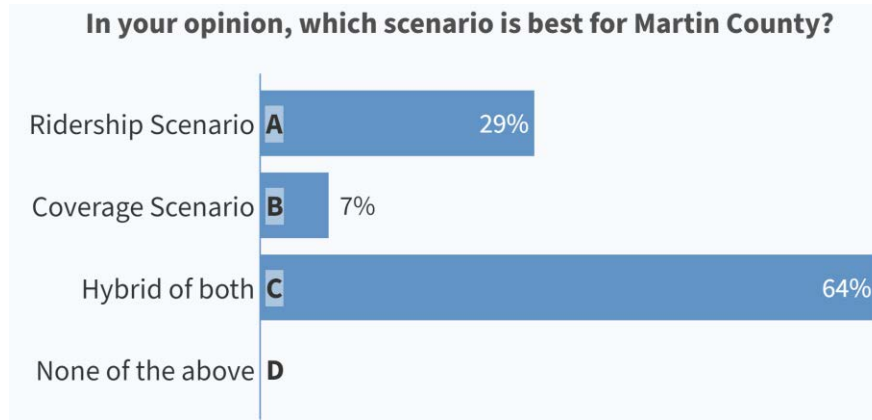
COORDINATION & PUBLIC OUTREACH

The following meetings were conducted throughout the study. These were conducted to gather feedback on potential transit improvements and understand the community's priorities for transit improvements.



All outreach presentations were initiated by reminding participants of MARTY'S Vision to ***enhance the overall quality of life of Martin County residents, workers and visitors by providing a safe, accessible, reliable, interconnected and attractive public transportation system with growth to meet the community's needs.***

Figure 15: Stakeholder Feedback on Transit Network Scenarios



*Stakeholders stated they would have voted for the Stuart option if it was labeled North Stuart/Rio/Jensen; therefore, results may be skewed.

Transit Optimization Open House and Online Survey



The Martin MPO is conducting an Open House for the Martin County Transit Efficiency Study

WE WANT YOUR INPUT!

The Martin MPO is working on a study that examines how the transit system can become more efficient and determine service integration opportunities for Martin County Public Transit (MARTY). The Study will identify strategies that will:

- Most effectively improve the passenger experience
- Efficiently expand services through micro-transit to areas not currently served
- Optimize existing operating and capital funding
- Pursue supplemental funding opportunities to grow the transit system

PLEASE COME AND GIVE YOUR INPUT ON TRANSIT EFFICIENCY IN MARTIN COUNTY.

Martin County Transit Efficiency Study - Open House

**March 29, 2023
(4:30 PM – 6:30 PM)**

**Morgade Library
(Anderson Community Room)**
5851 S.E. Community Drive
Stuart, FL 34997

Note: MARTY Bus Route 1 serves the Morgade Library.

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status. Persons with questions or concerns about nondiscrimination or who require special accommodations under the Americans with Disabilities Act or language translation services (free of charge) should contact Ricardo Vasquez, Senior Planner (Title VI) Non-discrimination Contact at (772) 222-5888 or rvasquez@martin.mpo.org. Hearing impaired individuals are requested to telephone the Florida Relay System at 877.1.

On March 29th, an Open House was held at a local library to share initial findings, provide a summary of transit service options and best practices, and then allow for members of the community to share their thoughts on how to optimize the existing transit network. Notices for the open house were posted on transit vehicles, in libraries, and shared electronically via existing MPO public databases.

The workshop consisted of six stations where 23 participants learned about the project, MARTY'S existing transit services, Martin County's demographics, and two interactive stations where participants could share the areas they believe transit service improvements are needed the most and how funding should be spent (i.e., coverage versus ridership model). Lastly, participants were asked to take a 10–15-minute survey about their experiences using transit and/or their desires should they not currently use the system.

The online survey was created to capture opinions at the in-person Open House but also those opinions from Martin County residents that could not attend but still wanted to provide feedback. The survey asked respondents about their awareness of transit service, how often they ride the bus (if applicable), what improvements would attract them to use more transit services, and the quality of the existing service. The survey was made available until April 15th. A total of 198 people took the survey of which 136 indicated that they do not use MARTY.

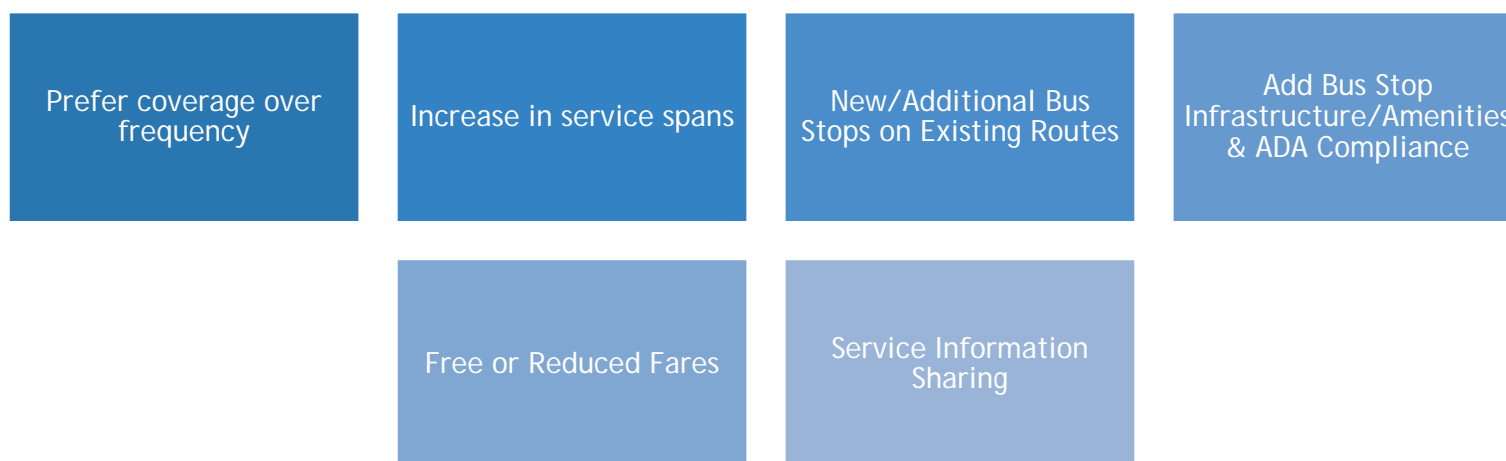


MPO Advisory Committee Meetings and MPO Policy Board Meetings

The study scope was presented to the MPO Advisory Committees and MPO Policy Board Meetings in late 2022 and the conclusions were presented in June 2023. The following section summarizes the feedback received from the Open House Survey and from the Advisory Committees and Policy Board. Feedback from these meetings is also summarized in the conclusions section.

Public Outreach Results – Open House and Survey

The following themes emerged from the feedback received from the Open House and online survey. **Appendix B** contains the full survey results.



Major themes observed were a need for more coverage over frequency improvements, an increase in service spans, new bus stop locations on existing routes, bus stop infrastructure and ADA compliance. Other themes include the need for more awareness of the services, requests for free or reduced fares, and service information sharing.

The need for more coverage and frequency came up as the most salient service needs. Survey respondents overall indicated a preference of more coverage over frequency, with the understanding of the trade-off of having less frequent service on main corridors. Respondents also indicated a preference for more coverage and bus stops over shorter travel times on the bus.

Feedback gathered also indicated the need for more direct service to destinations. Some noted the inconvenience of long walking distances to the hospital and the large parking lots to businesses in strip malls. The desire for more direct service to destinations with expanded service and additional bus stops could be the result of poor first-mile last-mile connections. First-mile last-mile connections need improvements to encourage

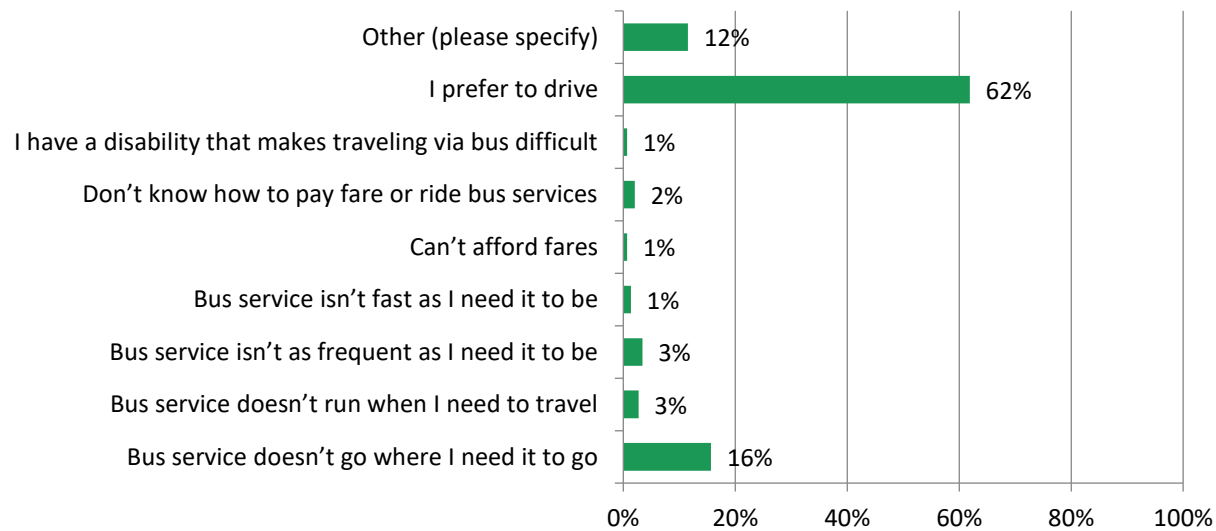
longer acceptable walking distances. Walking accounts for how 59% of survey respondents get to their bus stops, followed by being dropped off by someone (18%) and riding a bicycle (12%), as shown in **Figure 16**.

Figure 16: Survey Responses Regarding Mode Choice to the Bus Stop



The need for transit service in new areas is captured in the survey question asking respondents why they do not ride MARTY’s bus services; the second most selected reason was “The bus service doesn’t go where I need it to go”, representing 16% of responses.

Figure 17: Survey Responses Regarding Why **People Don’t Ride MARTY**



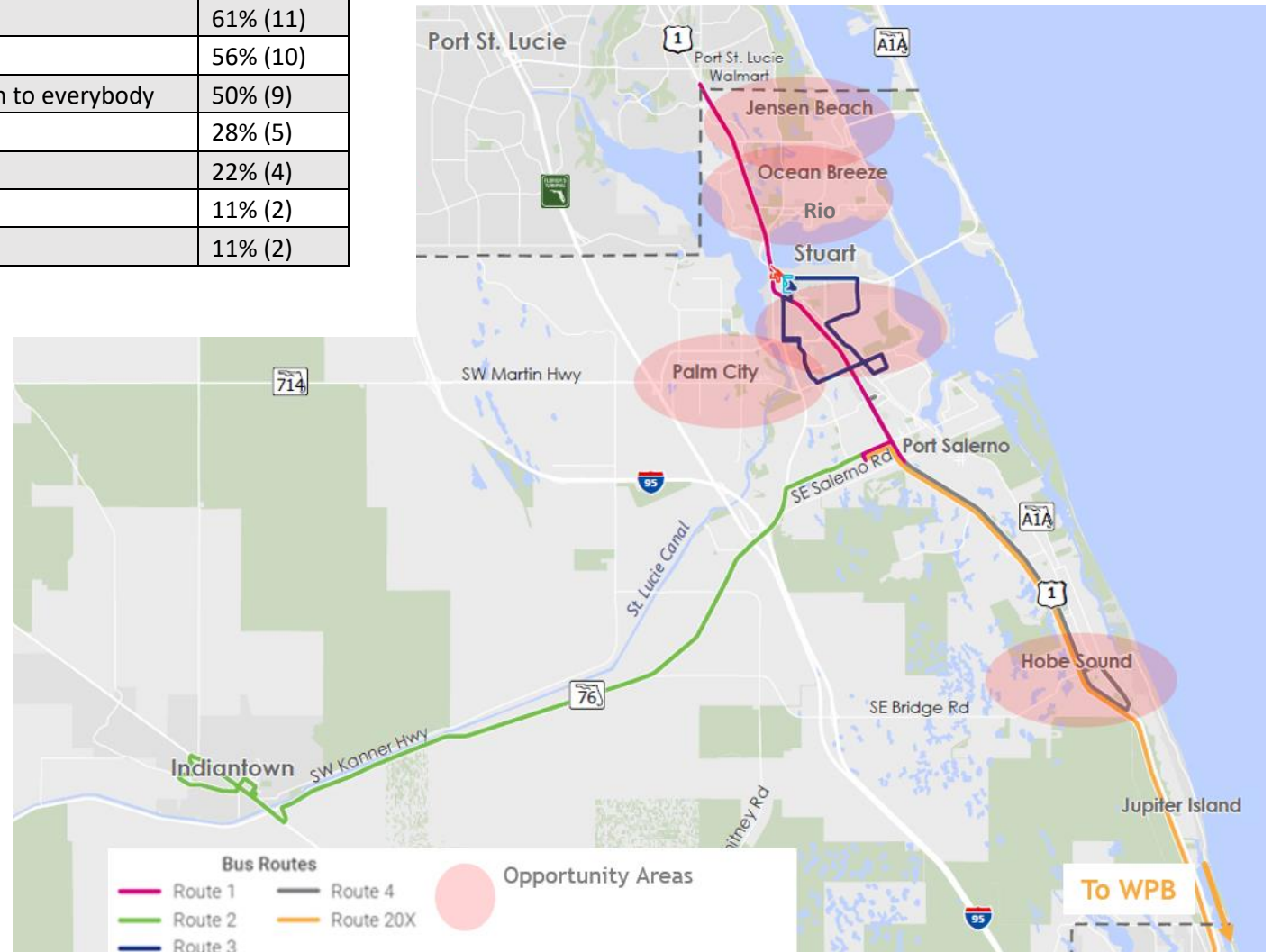
Furthermore, when respondents were asked which top three service improvements would make riding MARTY more convenient, “Service to more locations” was the top selection, with 61% indicating the need, followed by the need for more weekend service, as shown in **Table 2: Survey Responses from MARTY Riders on Top Needed Service Improvements**.

Table 2: Survey Responses from MARTY Riders on Top Needed Service Improvements

Service Improvement Type	Responses
Service to more locations	61% (11)
More service on weekends	56% (10)
Flexible/on-demand services open to everybody	50% (9)
More service later in the day	28% (5)
Different transfer locations	22% (4)
More service earlier in the day	11% (2)
Other (please specify)	11% (2)

The following map highlights the most mentioned areas for needing new service based on all outreach activities.

- North Stuart/Rio/North Rivers Shores
- South Central Stuart
- Palm City
- Jensen Beach
- Hobe Sound



A few participants indicated a need for regional connections to Fort Lauderdale/Hollywood International Airport and Palm Beach International Airport, Tri-Rail and Brightline. Flexible/on-demand services are a growing trend that help overcome first-mile last-mile connections in suburban places within Martin County. The interest in Martin County for this service is high in relation to those who participated in the study, as it was the second most selected potential improvement that would encourage residents to try MARTY service.

MARTY currently has no Saturday or Sunday Service, which limits the ability for employees who work on weekends and residents needing to make essential trips from using the system. Respondents generally favored having more service on the weekends over more service later in the day and more service earlier in the day.

“I was at a doctor’s appt wherein 5 people had called in sick, and so all appointments were late. As I finally left, there was a disabled man outside- he told me because of the Doctor’s situation, he was not able to meet his Marty bus (which were the last two of the day) and so was desperately trying to find some friend who could drive him home. This situation is not Marty’s fault, I just wanted to let you know how sad it is for the disabled.”

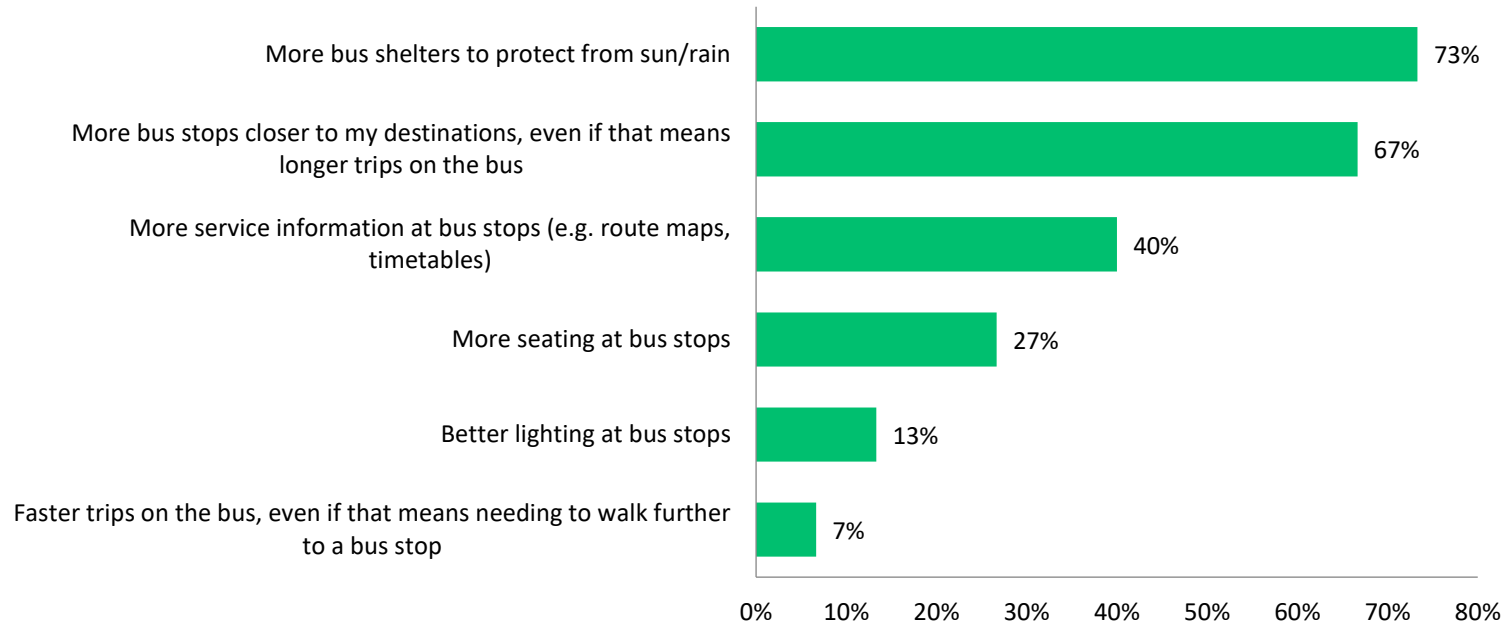
Respondents shared bus stop location needs including the need for new bus stops on existing routes and bus stop infrastructure, namely shelters. A strong need for new bus stops on existing routes was identified. MARTY stops spacing averages are between 1 to 2.6 miles, which is a farther distance than the industry standard of ¼-mile spacing. The top second response to the survey question asking survey respondents which bus stop feature they would like to see the most was “More bus stops closer to my destinations, even if that means longer trips on the bus”.

Although there is a general need for adding new bus stops to the existing service area, the following locations were specifically identified during outreach as having the need for a new bus stop:

- Major employment centers like Sands Commerce Park, shopping centers such as those located west of I-95, libraries, museums, hotels, tourist areas
- Route 1 – at Crunch Fitness near 2540 SE Federal Hwy, Stuart (also in need of crosswalk)
- Route 2 – Additional stops in Village of Indiantown, Love and Hope in Action (LAHIA), Kane Center
- Route 3 – between US 1 and SE Seville Street

There was strong support for adding bus shelters at existing bus stops as shown in **Figure 18**, where “More bus shelters to protect from sun/rain” was the top response. Other transit infrastructure needed included more service information at bus stops, additional benches, and trash cans.

Figure 18: Survey Responses Regarding MARTY Services People Want to See More Of



“MARTY needs shelters at all stops the most. The City of Stuart has a severe lack of shelters. Hospital stop needs priority. People waiting for care are standing in the hot sun.”

“The stop on US-1 and Wright Blvd. is nothing short of dangerous. Riders step off onto uneven grass, sometimes fire ants.”

Creating safe, accessible stops is critical. In addition to access and safety, visible bus stops with shelters can increase awareness of the service. Only 10% of 198 survey respondents indicated that they were aware of MARTY’s fixed route services.

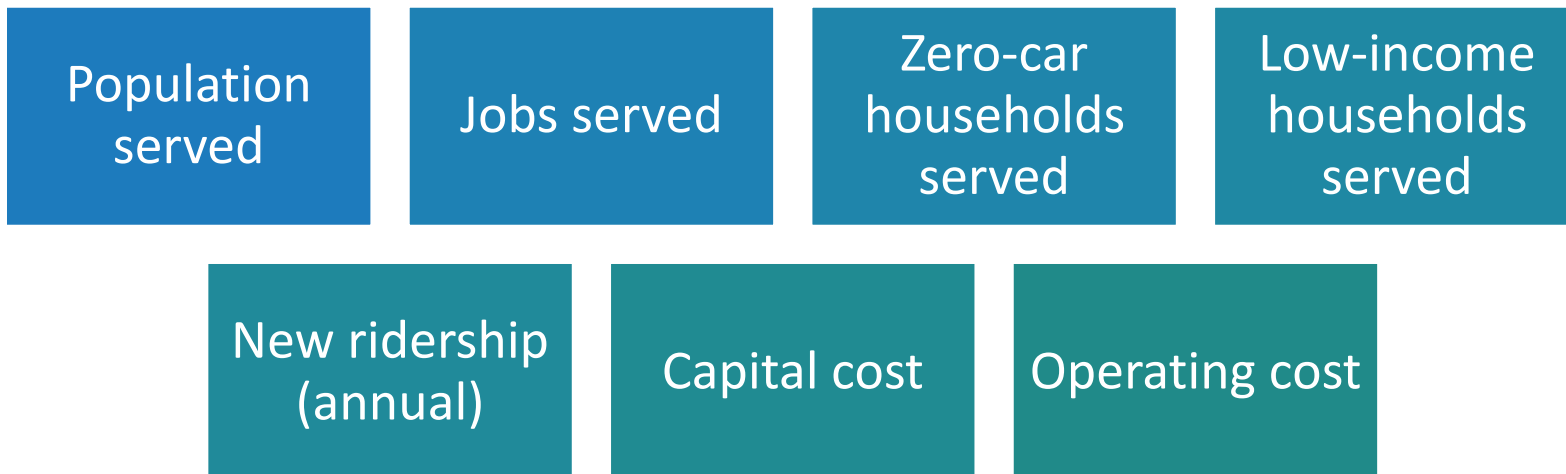
Regarding real-time bus arrival information, it was suggested route schedules be provided at strategic locations and that more route information is shared on bus stop posts.

“For those who have never ridden a Martin County bus or used public transportation, it is challenging to figure out where to start.”

Lastly, some participants indicated that fares should be free, similar to neighboring transit agencies, or free for special populations (e.g., elderly, disabled, low-income and children).

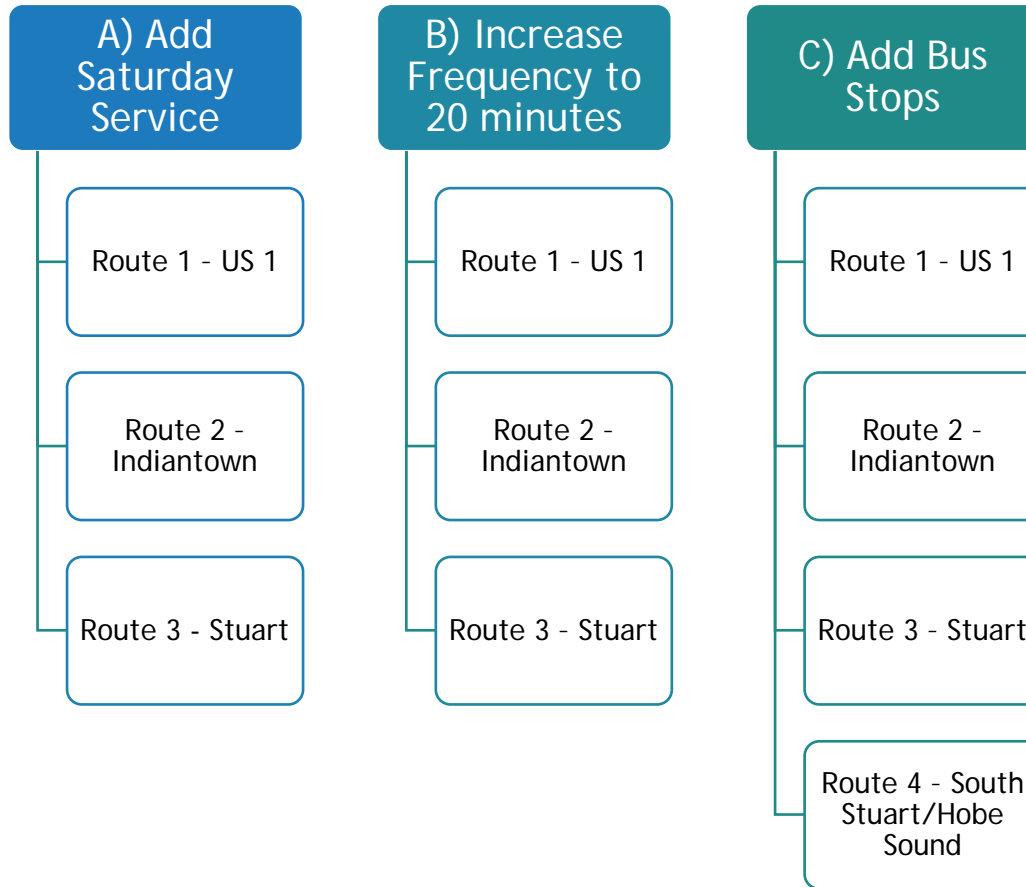
TRANSIT EFFICIENCY ANALYSIS

The study team developed and tested two transit network scenarios: one for ridership and one for coverage. The scenarios were defined using data, information, and meeting feedback collected. The following key metrics were assessed for each scenario:



Ridership Scenario

The following strategies were tested under the ridership scenario:



Choice Riders

Improving existing services could attract more choice riders.

41% of survey respondents indicated they have never ridden the region's transit but were interested in trying.



Add Saturday Service

The need for Saturday service was identified during the outreach. Adding Saturday service to the top performing routes (Routes 1, 2, and 3) with existing weekday levels of service could increase ridership by nearly 12,000 annual trips (14% annually). Service was assumed from 6AM to 8PM.

Increase Frequency

The top performing routes, Routes 1, 2, and 3, were selected for increasing frequency from 35 to 40 minutes down to 20-minute headways while maintaining the span of service. Ridership on Route 1, 2, 3 could increase by 16,220 (36%), 4,800 (40%), and 7,720 (48%), respectively. Increasing the routes to this frequency could increase annual operating costs by \$2.0M and would require the purchase of seven additional vehicles, as listed in **Table 3: Increase Frequency Operating Costs and Vehicle Needs**.

Table 3: Increase Frequency Operating Costs and Vehicle Needs

Route	Current Headways	Current Annual Revenue Hours	Additional Annual Operating Cost*	Additional Vehicles
Route 1	35 mins	10,710	\$953,297	3
Route 2	35 mins	4,805	\$427,693	2
Route 3	40 mins	7,140	\$635,531	2
Total		22,655	\$2,016,521	7

**Assumes \$89.01 operating cost per hour (Preliminary 2022 NTD Data with Transit Building Lease factored)*

Add Bus Stops

Adding bus stops would increase the effectiveness of the service while also increasing the visibility of the system. MARTY has an average bus stop spacing that ranges from 1.0 to 2.6 miles. If MARTY desires to achieve the industry standard of ¼-mile bus stop spacing, 216 new stops could be added; however additional analysis would be needed to refine where bus stops would be most beneficial. Annual ridership on Routes 1, 2, 3 and 4 could increase by 223% (194.8k new riders). Access to people and jobs would increase over 110% for low-income households and over 130% for zero-vehicle households.

Although this scenario is presented as an exercise to assess the potential ridership impact that may occur from achieving the industry standard bus stop spacing, it is known that adding a significant number of bus stops to any route will increase dwell times, as dwell times are impacted by passenger activity, lift operations, bus floor types, time of day and route type. Therefore, careful monitoring of on-time performance should be conducted during implementation. To compensate for the impacts to the schedule that may occur, it was assumed to add:

- 2 buses to Route 1
- 1 bus to Route 2
- 1 bus to Route 4

Route 3 is short and condensed and therefore may not require an additional bus or driver. **Table 4: Quarter-mile and Half-mile Bus Stop Spacing Impacts** lists the existing and potential number of stops that can be added to each hour assuming ¼-mile and ½ mile bus stop spacing.

Table 4: Quarter-mile and Half-mile Bus Stop Spacing Impacts

Route and Bus Stop Characteristics	Route 1	Route 2	Route 3	Route 4	Total
Round trip route length (miles)	27.9 mi.	28.5 mi.	23.2 mi.	22.8 mi.	102.4 mi.
Existing average stop spacing (miles)	0.96 mi.	2.59 mi.	1.10 mi.	1.75 mi.	1.38 mi.
¼-mile spacing impacts					
Number of stops with ¼-mile spacing	113 stops	30 stops*	93 stops	54 stops	290 stops
Number of existing stops	29 stops	11 stops	21 stops	13 stops	74 stops
Added stops	84 stops	19 stops	72 stops	41 stops	216 stops
½-mile spacing impacts					
Number of stops with ½-mile spacing	57 stops	30 stops*	47 stops	29 stops	163 stops
Number of existing stops	29 stops	11 stops	21 stops	13 stops	74 stops
Added stops	28 stops	19 stops	26 stops	16 stops	89 stops

*Route 2 stops not added along rural areas or undeveloped areas of Route 2 alignment.
Route 2 spacing greater than ½-mile

Coverage Scenario

Although several areas were identified during outreach as potential areas to increase coverage, two areas were analyzed as a part of the scope of services:

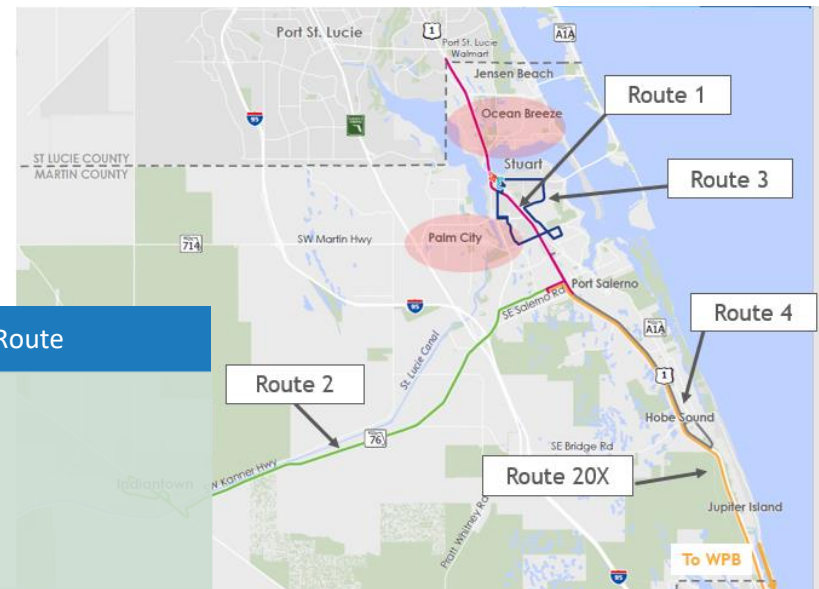
- New North Stuart/Rio/Jensen Beach Route
- New Palm City Route

New North Stuart/Rio/Jensen Beach Route

- Implement as Flex Route
- Route Length: ~10.5 miles
- Area: ~11 sq mi
- 6 am to 8 pm
- 60-minute headways

New Palm City Route

- Implement as Flex Route
- Route Length: ~10 miles
- Area: ~4 sq mi
- 6 am to 8 pm
- 60-minute headways



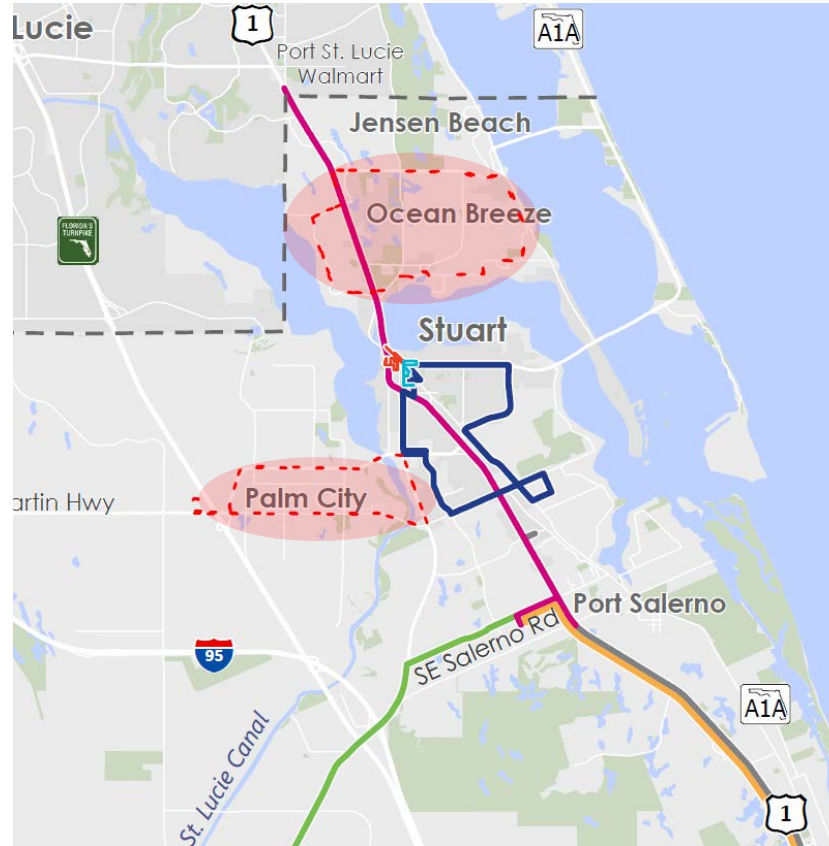
Jensen Beach/Rio/North Stuart Route

A strong need for transit was identified during outreach. Community transit is recommended due to the limited street connectivity. Implementing a 10.6-mile flex route from 6:00 AM to 8:00 PM requires two (2) new vehicles. The area would ideally cover the eight (8) square mile area shown in **Figure 19: Potential New Service Area Zones**. Flex routes do not require new ADA services.

Palm City Route

The public indicated that service is needed in Palm City with connections to services and destinations in Stuart. Community transit service is recommended due to limited roadway connectivity. This strategy and area were also identified in the prior MARTY 2020-2029 TDP Major Update.

Figure 19: Potential New Service Area Zones



SCENARIO PERFORMANCE

Table 5 lists the potential impacts each type of transit improvement could have to accessibility and ridership. Impacts were estimated using T-BEST Land Use Model 2021. The model was validated using FY 22 ridership data from MARTY. Socioeconomic totals are based on a ¼-mile distance from bus stops (Employment Year 2021, Census Year 2010, Parcel Year 2020)

Table 5: Potential Accessibility and Ridership Impacts

Scenario	Improvement	Population Served	Employment Served	Zero-Car HH Served	Low Income HH Served	Potential New Riders - Annualized (% increase entire system)
Ridership	Add Saturday Service • Route 1 US 1 • Route 2 Indiantown • Route 3 Stuart	15,673	31,743	461	1,933	11,995 (↑14%)
	Increase Frequency to 20 minutes • Route 1 US 1 • Route 2 Indiantown • Route 3 Stuart	15,673	31,743	461	1,933	30,934 (↑35%)
	Add 216 new bus stops • Route 1 US 1 • Route 2 Indiantown • Route 3 Stuart • Route 4 South Stuart/Hobe Sound	42,609	56,899	1,277	5,228	194,771 (↑223%)
Coverage	New North Stuart/Rio/Jensen Beach Community Transit Route	17,791	10,770	376	1,848	47,023 (↑46%)
	New Palm City Community Transit Route	8,344	4,935	198	702	42,724 (↑51%)

Operating and Capital Cost

Table 6 lists the operating and capital costs for the ridership and coverage scenarios. The following assumptions from preliminary 2022 NTD calculations (with Transit Building Lease included) were used to estimate annual operating costs with the Transit Building lease is added back into the operating expenses the numbers are:

- Fixed-Route Cost per Revenue Hour = \$92.99
- Commuter Bus Cost per Revenue Hour = \$89.01
- Demand Response Cost per Revenue Hour = \$148.78

The capital cost for fixed-route vehicles was assumed to be \$480,512.

A large 22-seat cutaway bus was assumed for the Palm City and Jensen Beach/Rio/North Stuart routes. Based on Marty’s recent discussion with Creative Bus Sales, the cost of a Large Cutaway (22 seat) was assumed to cost between \$160,000 and \$200,000. A conservative estimate of \$200,000 was used.

Bus stop costs can range from \$12,000 to \$40,000, depending on the bus stop infrastructure (benches, shelters, trash can, etc.) and purchase of right-of-way. Depending on the needs of each stop, the capital cost of adding 216 new bus stops could range from \$2.2 million to \$8.6 million (not including the purchase of four additional buses). Challenges to bus stop placement include restricted right of way, roadside infrastructure, agreements with business and property owners, and maintenance agreements. A bus stop study is recommended to assess bus stop locations and ADA compliance.



Length: 29+ ft. Passengers: 20-24
Chassis: Medium-duty or Light-duty

Table 6: Planning Level Operating and Capital Cost Estimates

Improvement	Additional Annual Revenue Hours	Annual Operating Cost	# New Veh	Capital Cost
Ridership Scenario				
Add Saturday Service Routes 1, 2, 3	5,169	\$480,660 ¹	0	\$0
Double Frequency on Routes 1, 2, 3	22,655	\$2,106,690	7	\$3.4M ²
Add 216 new bus stops on Routes 1, 2, 3, 4	0	\$1,148,180	4	\$3.5M-\$11.7M ²
Coverage Scenario				
New North Stuart/Rio/Jensen Flex Route	7,631	\$1,135,340	2	\$400,000 ³
New Palm City Flex Route	7,663	\$1,140,100	2	\$400,000 ³

1. Annual operating cost does not include the cost of additional ADA service.
2. Assumes fixed-route bus is \$480,512 based on prior TDP
3. Assumes 22-passenger cutaway bus is \$200,000.

CONCLUSIONS AND SUMMARY OF RECOMMENDATIONS

Based on the analysis and feedback received from all parties, the study team recommends the following strategies be further explored in the next TDP Major Update:

- Ridership Scenario Strategies Tested
 - Add Saturday service
 - Increase Frequency to 20 minutes
 - Add bus stops
- Policy:
 - Investigate improved ticketing and fare payment process
 - Explore fare free programs/options
 - Encourage local agency to include MARTY in the development review process
- Coverage Scenario Strategies Tested
 - Add New North Stuart/Rio/Jensen Community Transit Route
 - Add Palm City Flex Community Transit Route
- Explore hybrid scenario (i.e., look at providing more coverage as well as more frequent/concentrated service where demand exists)

Feedback for next steps (i.e., the TDP) received at the June 2023 MPO Advisory Committee Meetings and MPO Policy Board Meeting on the above recommendations included the following:

- The MPO Policy Board approved a recommendation for the direction of the TDP to be focused on the ridership alternative
- There was a stronger preference for a hybrid scenario amongst the Advisory Committees, where both coverage and ridership models were accommodated.
- Providing service on the weekend is important.
- Two-hundred Sixteen (216) new bus stops seems excessive, and strategy should be applied, and in-the-field investigation should occur.
- Adding new bus stops should increase the vehicles needed to run the service.
- Piloting strategies to see effectiveness and overall performance was favored.
- Service to affordable housing areas should be explored.
- Concern was shared on 'empty buses'.
- Marketing strategies were shared to help spread the word the service existing. One example was 'Ride with Susie' where a video explaining how to use the system can be shared with the general public.
- More service for senior citizens was desired – Jensen Beach and Ocean Breeze were noted.
- Jensen Causeway and Stuart beach service was desired.
- A live demo showing ridership capture potential was requested (if possible) during the next TDP update.
- Golden Gate was mentioned as an area needing shelters and bike racks.

APPENDIX A – Case Studies NTD 2021 Reports

APPENDIX B – Survey Results

General Information

Urbanized Area Statistics - 2010 Census

Sebastian-Vero Beach South-Florida Ridge, FL
 97 **Square Miles**
 149,422 **Population**
 220 **Pop. Rank out of 498 UZAs**
Other UZAs Served
 0 Florida Non-UZA

Service Consumption

5,508,576 **Annual Passenger Miles (PMT)**
 1,162,905 **Annual Unlinked Trips (UPT)**
 4,312 **Average Weekday Unlinked Trips**
 973 **Average Saturday Unlinked Trips**
 0 **Average Sunday Unlinked Trips**

Database Information

NTDID: 40104
 Reporter Type: Full Reporter
 Asset Type: Tier II
 Sponsor NTDID:

Service Area Statistics

210 **Square Miles**
 159,923 **Population**

Service Supplied

1,091,973 **Annual Vehicle Revenue Miles (VRM)**
 67,517 **Annual Vehicle Revenue Hours (VRH)**
 27 **Vehicles Operated in Maximum Service (VOMS)**
 37 **Vehicles Available for Maximum Service (VAMS)**

Assets

Revenue Vehicles 37
Service Vehicles 5
Facilities 2
Track Miles
Lane Miles

Modal Characteristics

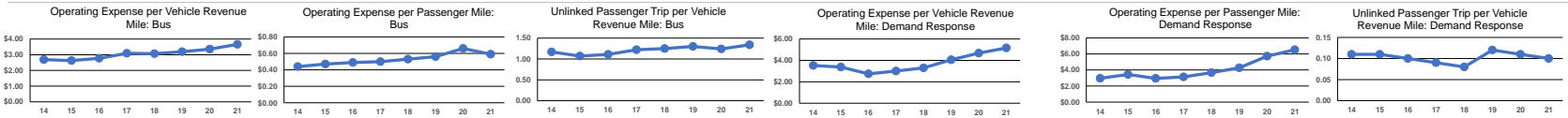
Modal Overview	Vehicles Operated in Maximum Service		Uses of Capital Funds					Total
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other		
Demand Response	-	13 ¹	\$153,602	\$5,689	\$0	\$0	\$159,291	
Bus	-	14 ¹	\$458,725	\$262,878	\$0	\$86,413	\$808,016	
Total	-	27	\$612,327	\$268,567	\$0	\$86,413	\$967,307	

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years ^a
Demand Response	\$1,234,243 ¹	\$0 ¹	\$159,291	189,408	24,207	239,132	17,497	0.0	16	13 ¹	23.1%	7.0
Bus	\$3,122,983 ¹	\$0 ¹	\$808,016	5,319,168	1,138,698	852,841	50,020	0.0	21	14 ¹	50.0%	4.3
Total	\$4,357,226	\$0	\$967,307	5,508,576	1,162,905	1,091,973	67,517	0.0	37	27	27.0%	

Performance Measures

Mode	Service Efficiency		Mode	Service Effectiveness			
	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour		Operating Expenses per Passenger Mile	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour	
Demand Response	\$5.16	\$70.54	Demand Response	\$6.52	\$50.99	0.1	1.4
Bus	\$3.66	\$62.43	Bus	\$0.59	\$2.74	1.3	22.8
Total	\$3.99	\$64.54	Total	\$0.79	\$3.75	1.1	17.2



Notes:

- ¹Demand Response - Taxi (DR/TX) and non-dedicated fleets do not report fleet age data.
- ¹Includes data for a contract with another reporter.
- ¹This agency has a purchased transportation relationship in which they buy service from Senior Resource Association of Indian River County (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- ¹This agency has a purchased transportation relationship in which they buy service from Senior Resource Association of Indian River County (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode MB/PT.

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated \$48,463 1.1%
 Local Funds \$460,520 10.6%
 State Funds \$387,263 8.9%
 Federal Assistance \$3,460,980 79.4%

Total Operating Funds Expended \$4,357,226 100.0%

Sources of Capital Funds Expended

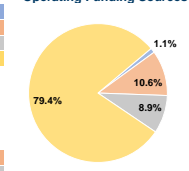
Fares and Directly Generated \$0 0.0%
 Local Funds \$8,826 0.9%
 State Funds \$8,827 0.9%
 Federal Assistance \$949,654 98.2%

Total Capital Funds Expended \$967,307 100.0%

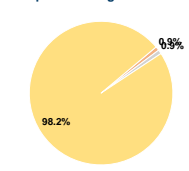
Summary of Operating Expenses (OE)

Labor \$58,625 1.3%
 Materials and Supplies \$0 0.0%
 Purchased Transportation \$4,298,601 98.7%
 Other Operating Expenses \$0 0.0%
Total Operating Expenses \$4,357,226 100.0%
 Reconciling OE Cash Expenditures (Reported Separately) \$0

Operating Funding Sources



Capital Funding Sources



Performance Measure Targets - 2022

Performance Measure - Asset Type - Target % not in State of Good Repair
 Equipment - Automobiles - 100%
 Equipment - Trucks and other Rubber Tire Vehicles - 0%
 Facility - Administrative / Maintenance Facilities - 0%
 Facility - Passenger / Parking Facilities - 0%
 Rolling Stock - BU - Bus - 0%
 Rolling Stock - CU - Cutaway - 24%
 Rolling Stock - MV - Minivan - 67%
 Rolling Stock - VN - Van - 71%

General Information

Service Consumption

116,666 Annual Unlinked Trips (UPT)

Service Supplied

476,919 Annual Vehicle Revenue Miles (VRM)
 30,776 Annual Vehicle Revenue Hours (VRH)

Summary of Operating Expenses (OE)

\$2,298,626 Total Operating Expenses

Database Information

NTDID: 4R06-44931
 Reporter Type: Rural General Public Transit
 Asset Type: Tier II
 Sponsor NTDID: 4R06

Assets

Revenue Vehicles 48
 Service Vehicles -
 Facilities 1

Financial Information

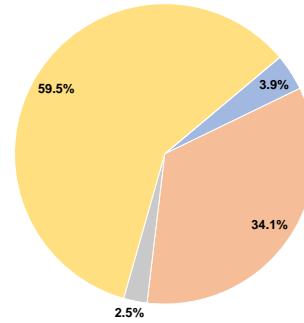
Sources of Operating Funds Expended

Fare Revenues	\$90,276	3.9%
Local Funds	\$783,183	34.1%
State Funds	\$57,988	2.5%
Federal Assistance	\$1,367,179	59.5%
Other Funds	\$0	0.0%
Total Operating Funds Expended	\$2,298,626	100.0%

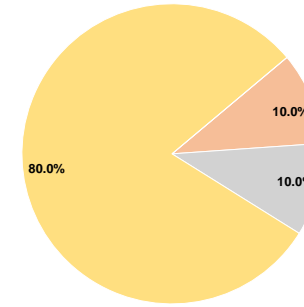
Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$14,386	10.0%
State Funds	\$14,388	10.0%
Federal Assistance	\$115,103	80.0%
Other Funds	\$0	0.0%
Total Capital Funds Expended	\$143,877	100.0%

Operating Funding Sources



Capital Funding Sources



Performance Measure Targets - 2022

- Performance Measure - Asset Type - Target % not in State of Good Repair
- Equipment - Automobiles - 20%
- Equipment - Trucks and other Rubber Tire Vehicles - 20%
- Facility - Administrative / Maintenance Facilities - 20%
- Facility - Passenger / Parking Facilities - 20%
- Rolling Stock - BU - Bus - 20%
- Rolling Stock - CU - Cutaway - 20%
- Rolling Stock - FB - Ferryboat - 20%
- Rolling Stock - MV - Minivan - 20%
- Rolling Stock - OR - Other - 20%
- Rolling Stock - SB - School Bus - 20%
- Rolling Stock - SV - Sports Utility Vehicle - 20%
- Rolling Stock - VN - Van - 20%

Modal Characteristics

Operation Characteristics

Vehicles Operated at Maximum Service

Mode	Directly Operated	Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Demand Response	2	18	\$2,298,626	\$90,276	\$143,877	116,666	476,919	30,776
Total	2	18	\$2,298,626	\$90,276	\$143,877	116,666	476,919	30,776

Performance Measures

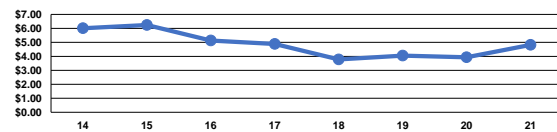
Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Demand Response	\$4.82	\$74.69
Total	\$4.82	\$74.69

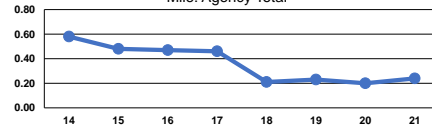
Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	\$19.70	0.2	3.8
Total	\$19.70	0.2	3.8

Operating Expense per Vehicle Revenue Mile: Agency Total

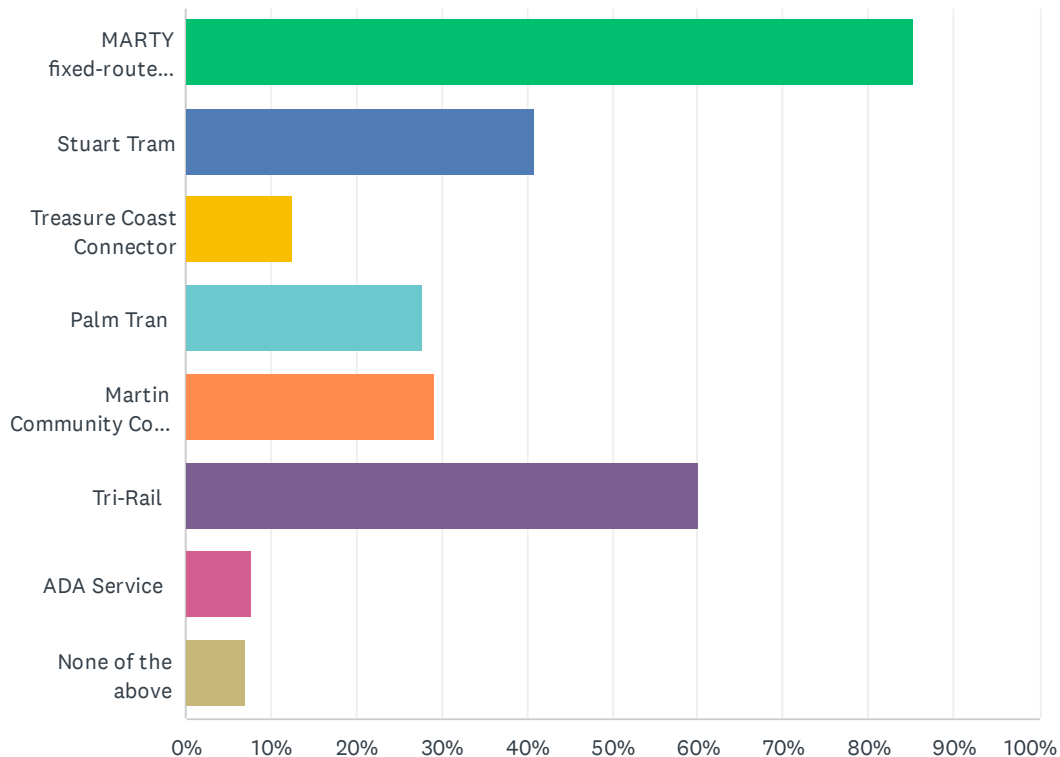


Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total



Q1 Before this survey, which transit services were you aware of? (check all that apply)

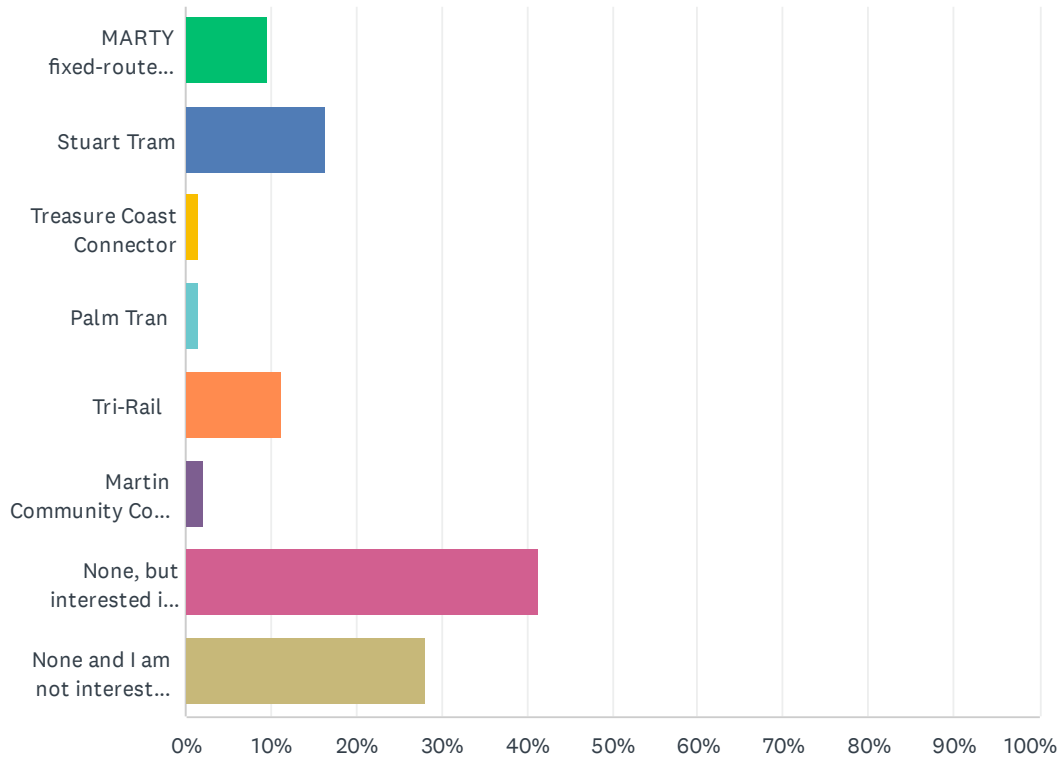
Answered: 198 Skipped: 0



ANSWER CHOICES	RESPONSES	
MARTY fixed-route buses	85.35%	169
Stuart Tram	40.91%	81
Treasure Coast Connector	12.63%	25
Palm Tran	27.78%	55
Martin Community Coach (Coordinated Transit)	29.29%	58
Tri-Rail	60.10%	119
ADA Service	7.58%	15
None of the above	7.07%	14
Total Respondents: 198		

Q2 Which of these services have you ridden in the last 24 months? (check all that apply)

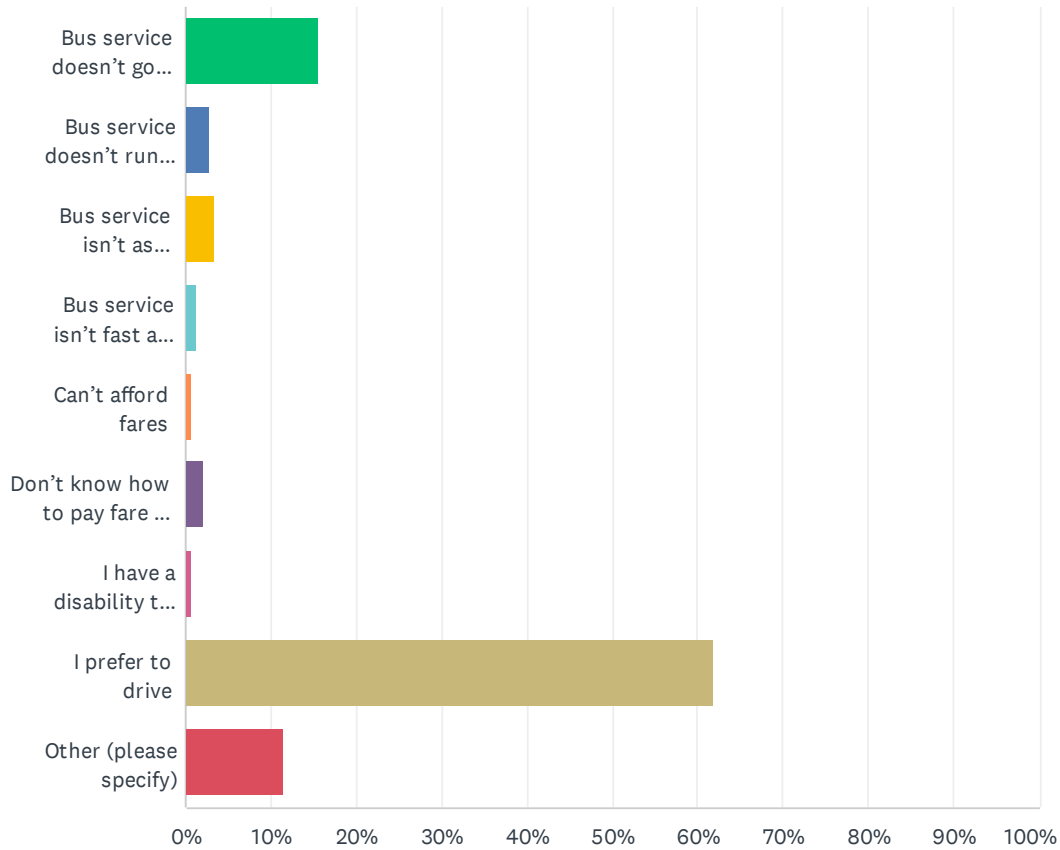
Answered: 196 Skipped: 2



ANSWER CHOICES	RESPONSES	
MARTY fixed-route buses	9.69%	19
Stuart Tram	16.33%	32
Treasure Coast Connector	1.53%	3
Palm Tran	1.53%	3
Tri-Rail	11.22%	22
Martin Community Coach (Coordinated Transit)	2.04%	4
None, but interested in trying.	41.33%	81
None and I am not interested in trying.	28.06%	55
Total Respondents: 196		

Q3 Why don't you ride MARTY bus services?

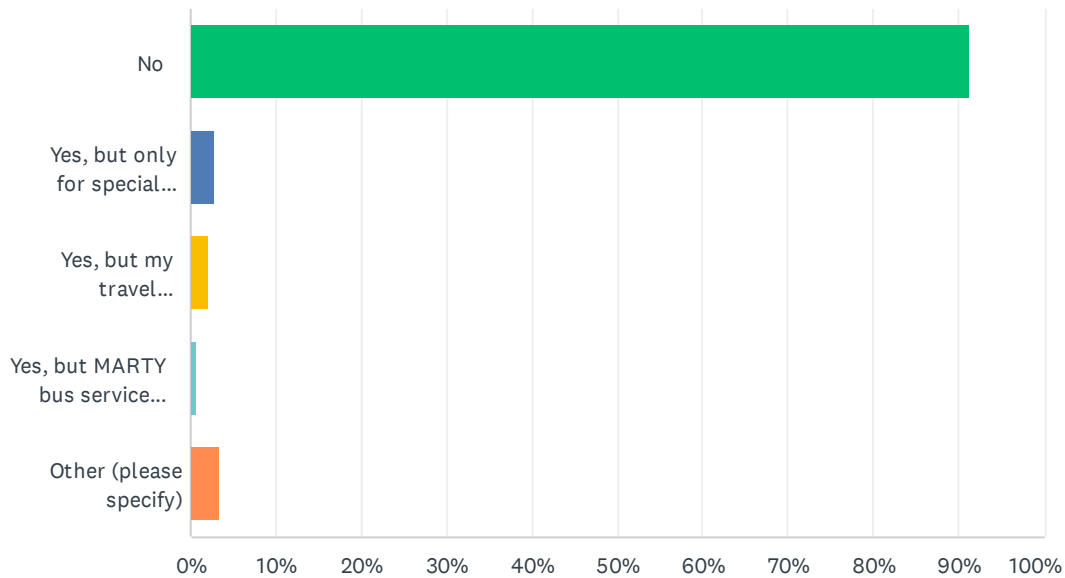
Answered: 147 Skipped: 51



ANSWER CHOICES	RESPONSES	
Bus service doesn't go where I need it to go	15.65%	23
Bus service doesn't run when I need to travel	2.72%	4
Bus service isn't as frequent as I need it to be	3.40%	5
Bus service isn't fast as I need it to be	1.36%	2
Can't afford fares	0.68%	1
Don't know how to pay fare or ride bus services	2.04%	3
I have a disability that makes traveling via bus difficult	0.68%	1
I prefer to drive	61.90%	91
Other (please specify)	11.56%	17
TOTAL		147

Q4 Have you used MARTY service at any point in the past?

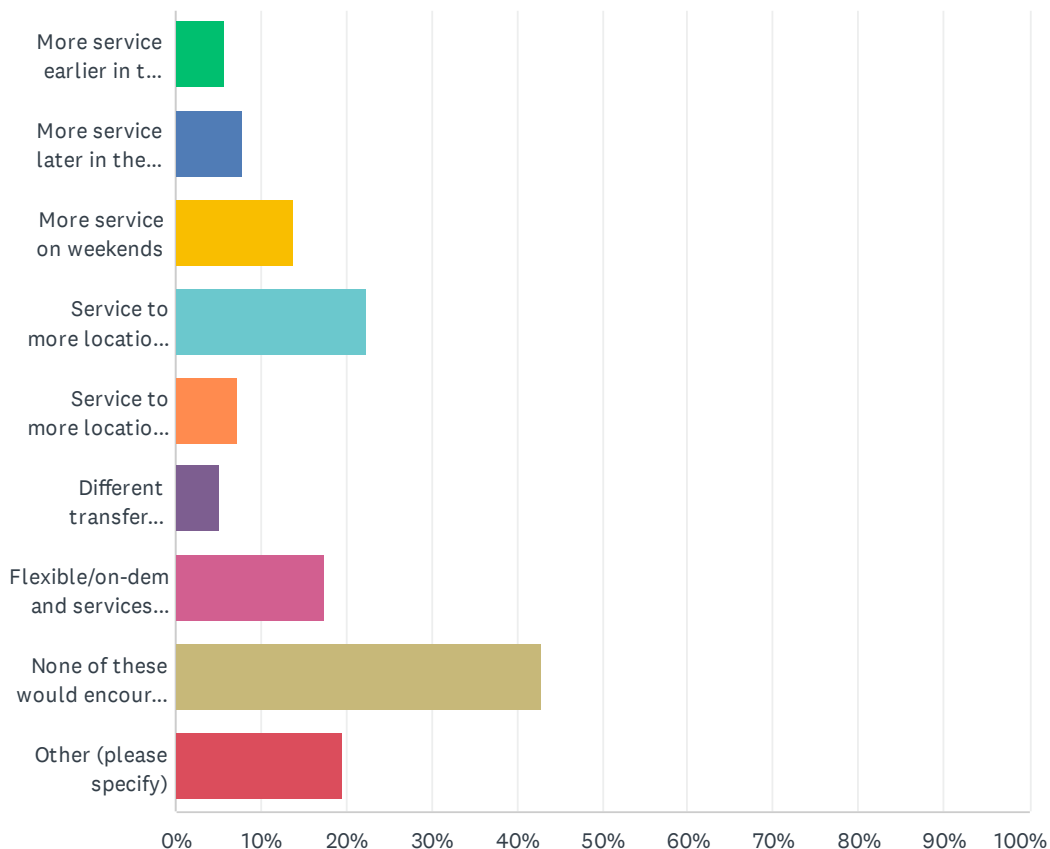
Answered: 147 Skipped: 51



ANSWER CHOICES	RESPONSES	
No	91.16%	134
Yes, but only for special events	2.72%	4
Yes, but my travel situation changed	2.04%	3
Yes, but MARTY bus service changed	0.68%	1
Other (please specify)	3.40%	5
TOTAL		147

Q5 What service improvements would most encourage you to try MARTY service? Select all that apply.

Answered: 138 Skipped: 60



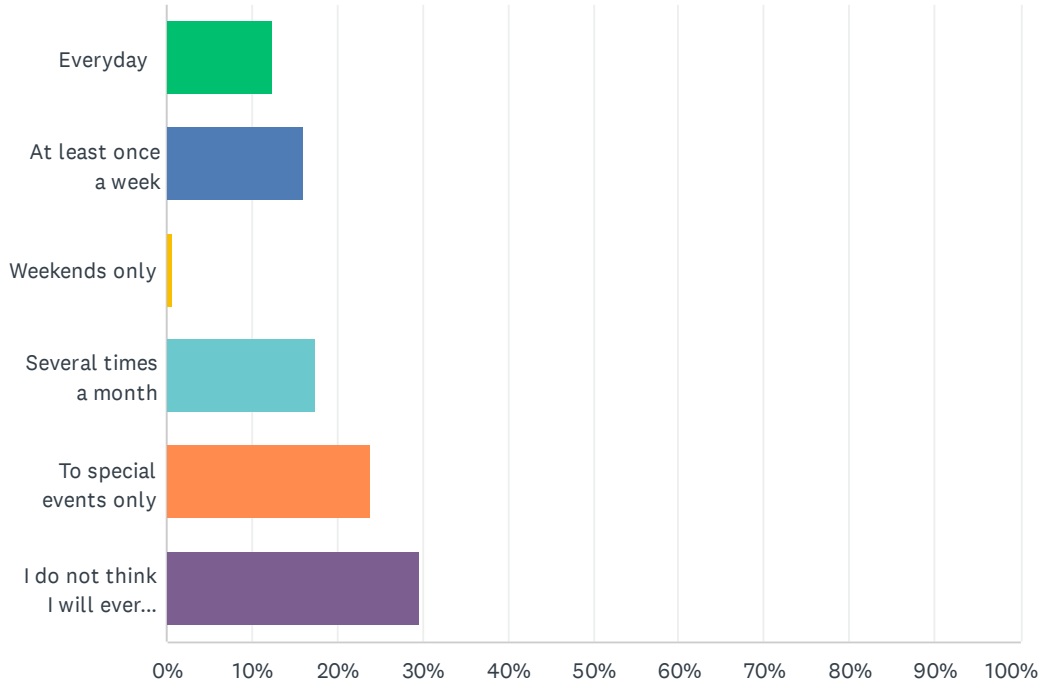
ANSWER CHOICES	RESPONSES	
More service earlier in the day	5.80%	8
More service later in the day	7.97%	11
More service on weekends	13.77%	19
Service to more locations within _____ (fill in blank in next question)	22.46%	31
Service to more locations outside _____ (fill in blank in next question)	7.25%	10
Different transfer locations	5.07%	7
Flexible/on-demand services open to everybody (providing the ability to travel more directly to/from your desired locations)	17.39%	24
None of these would encourage me to try MARTY service	42.75%	59
Other (please specify)	19.57%	27
Total Respondents: 138		

Q6 Following up with question 5, please specify where you would like more service.

Answered: 64 Skipped: 134

Q7 If MARTY service was available where you needed to go and fit your schedule, how often would you take it?

Answered: 138 Skipped: 60



ANSWER CHOICES	RESPONSES	
Everyday	12.32%	17
At least once a week	15.94%	22
Weekends only	0.72%	1
Several times a month	17.39%	24
To special events only	23.91%	33
I do not think I will ever take MARTY service	29.71%	41
TOTAL		138

Q8 Are there any specific places you would like to travel by MARTY bus if it was available? (Optional)

Answered: 46 Skipped: 152

Q9 What is one improvement MARTY service needs the most? (Optional)

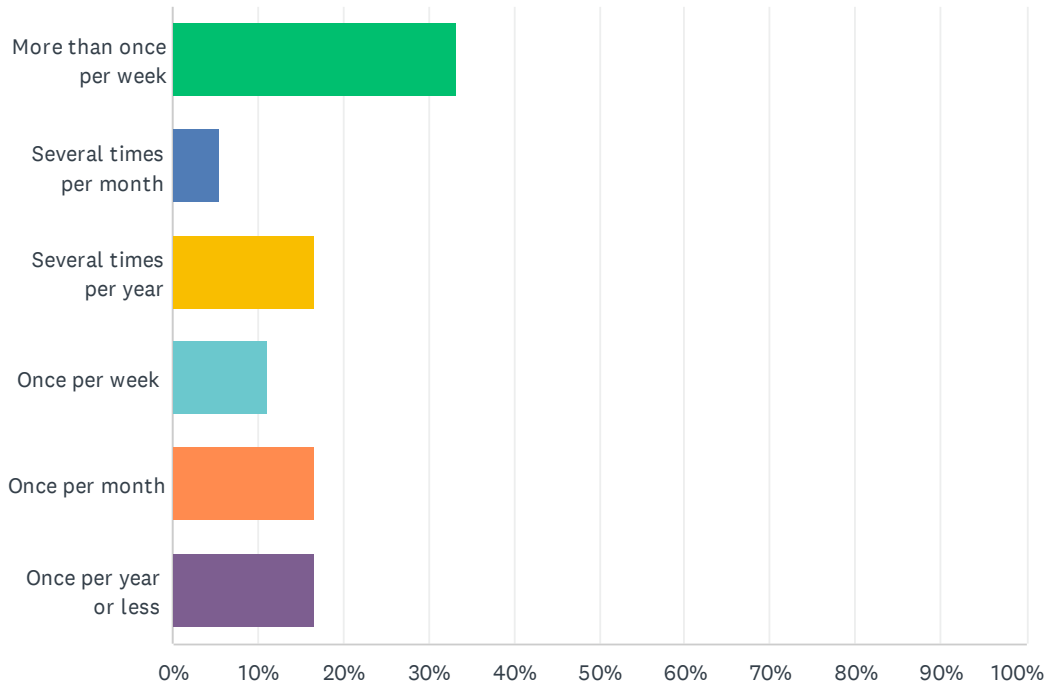
Answered: 47 Skipped: 151

Q10 Do you have any other comments on MARTY service that you would like to share? (Optional)

Answered: 44 Skipped: 154

Q11 How often do you use MARTY bus services?

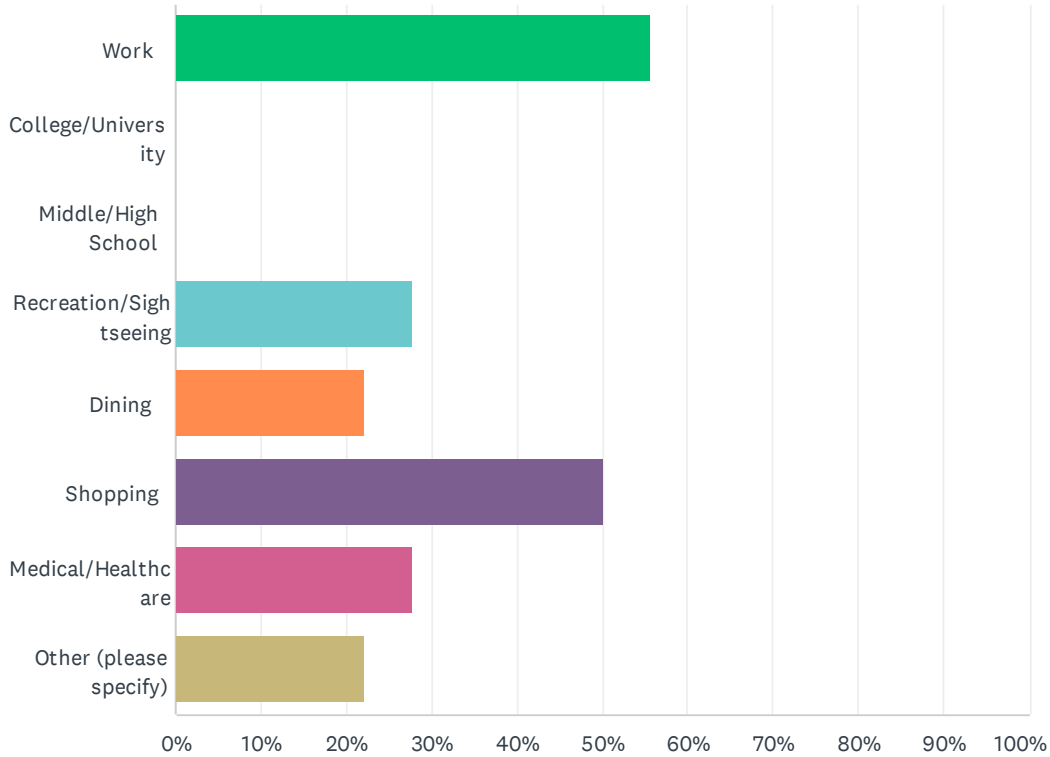
Answered: 18 Skipped: 180



ANSWER CHOICES	RESPONSES	
More than once per week	33.33%	6
Several times per month	5.56%	1
Several times per year	16.67%	3
Once per week	11.11%	2
Once per month	16.67%	3
Once per year or less	16.67%	3
TOTAL		18

Q12 What types of places do you use MARTY service to get to? (Select all that apply)

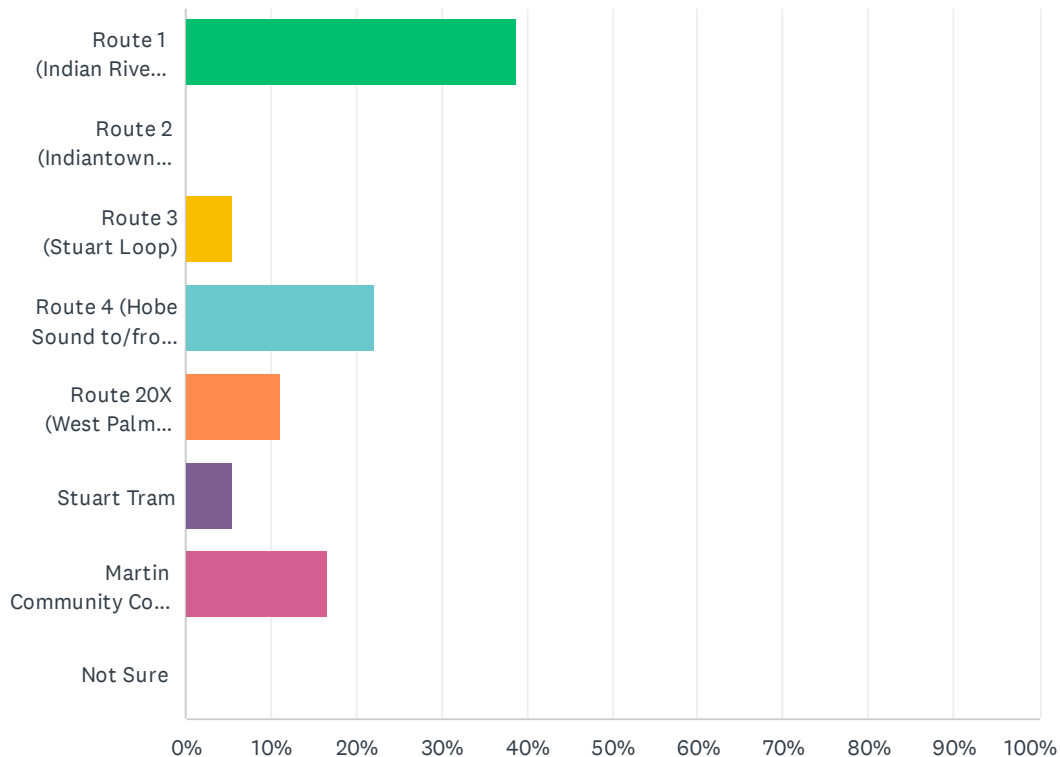
Answered: 18 Skipped: 180



ANSWER CHOICES	RESPONSES	
Work	55.56%	10
College/University	0.00%	0
Middle/High School	0.00%	0
Recreation/Sightseeing	27.78%	5
Dining	22.22%	4
Shopping	50.00%	9
Medical/Healthcare	27.78%	5
Other (please specify)	22.22%	4
Total Respondents: 18		

Q13 Which MARTY bus route do you most frequently use? (Select only one)

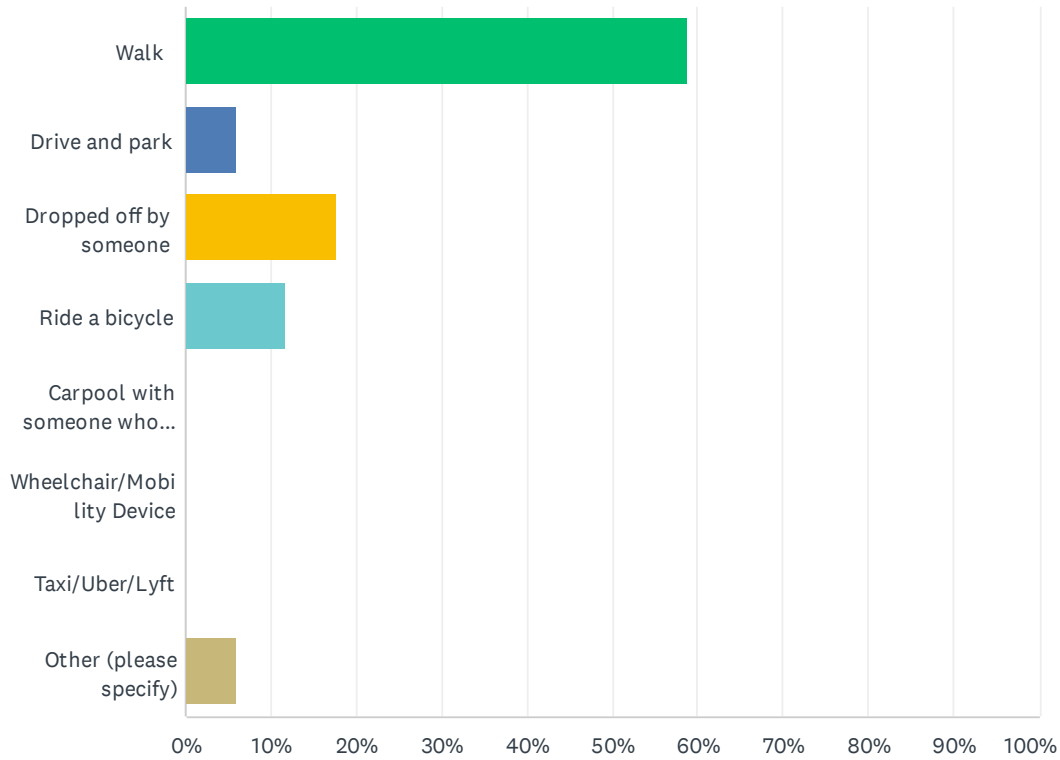
Answered: 18 Skipped: 180



ANSWER CHOICES	RESPONSES	
Route 1 (Indian River State College/Cleveland Clinic to/from PSL Walmart)	38.89%	7
Route 2 (Indiantown to/from Stuart)	0.00%	0
Route 3 (Stuart Loop)	5.56%	1
Route 4 (Hobe Sound to/from Stuart)	22.22%	4
Route 20X (West Palm Beach to/from Stuart Express)	11.11%	2
Stuart Tram	5.56%	1
Martin Community Coach (coordinated transit)	16.67%	3
Not Sure	0.00%	0
TOTAL		18

Q14 How do you generally get to the bus stop?

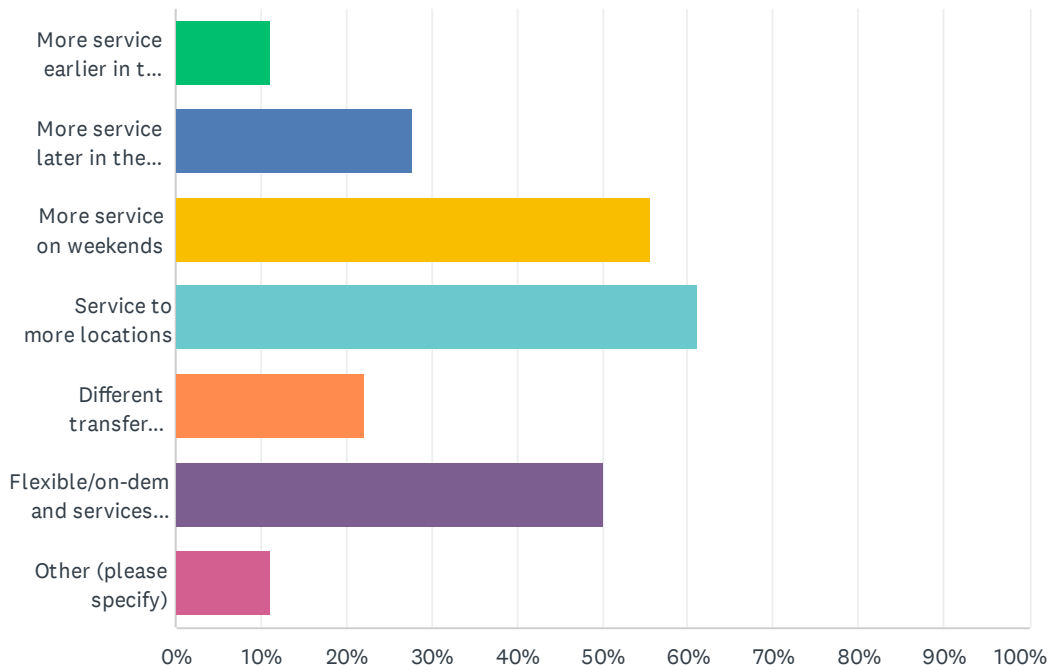
Answered: 17 Skipped: 181



ANSWER CHOICES	RESPONSES	
Walk	58.82%	10
Drive and park	5.88%	1
Dropped off by someone	17.65%	3
Ride a bicycle	11.76%	2
Carpool with someone who parked	0.00%	0
Wheelchair/Mobility Device	0.00%	0
Taxi/Uber/Lyft	0.00%	0
Other (please specify)	5.88%	1
TOTAL		17

Q15 What service improvements would make riding MARTY more convenient for you? (Choose your top three.)

Answered: 18 Skipped: 180



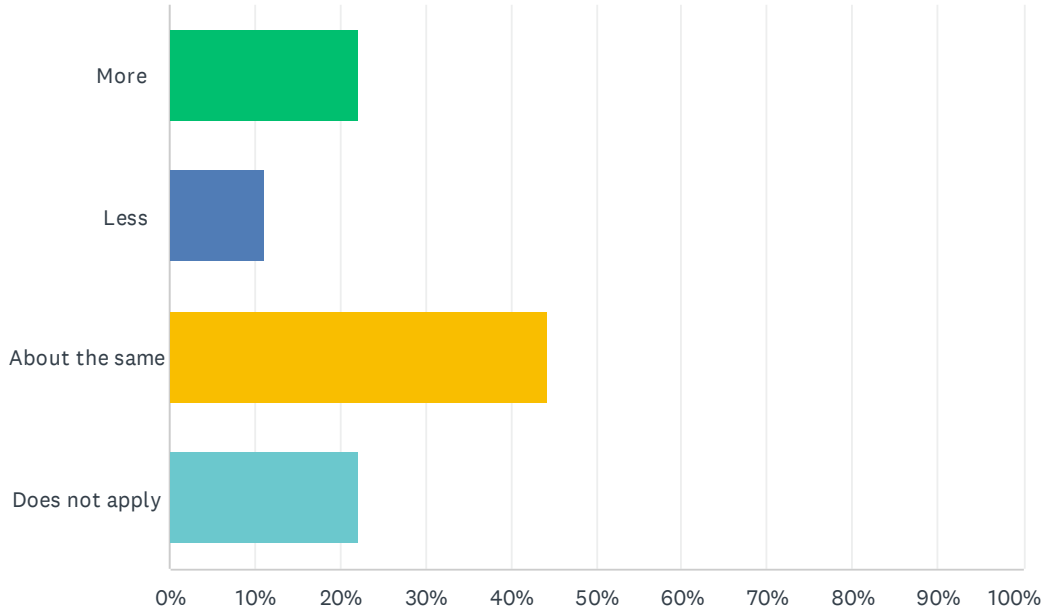
ANSWER CHOICES	RESPONSES
More service earlier in the day	11.11% 2
More service later in the day	27.78% 5
More service on weekends	55.56% 10
Service to more locations	61.11% 11
Different transfer locations	22.22% 4
Flexible/on-demand services open to everybody (providing the ability to travel more directly to/from your desired locations)	50.00% 9
Other (please specify)	11.11% 2
Total Respondents: 18	

Q16 If MARTY served more locations, what locations would you recommend? You can be as specific or general as you like. (Optional)

Answered: 13 Skipped: 185

Q17 Do you ride MARTY bus service more or less than before the COVID-19 pandemic?

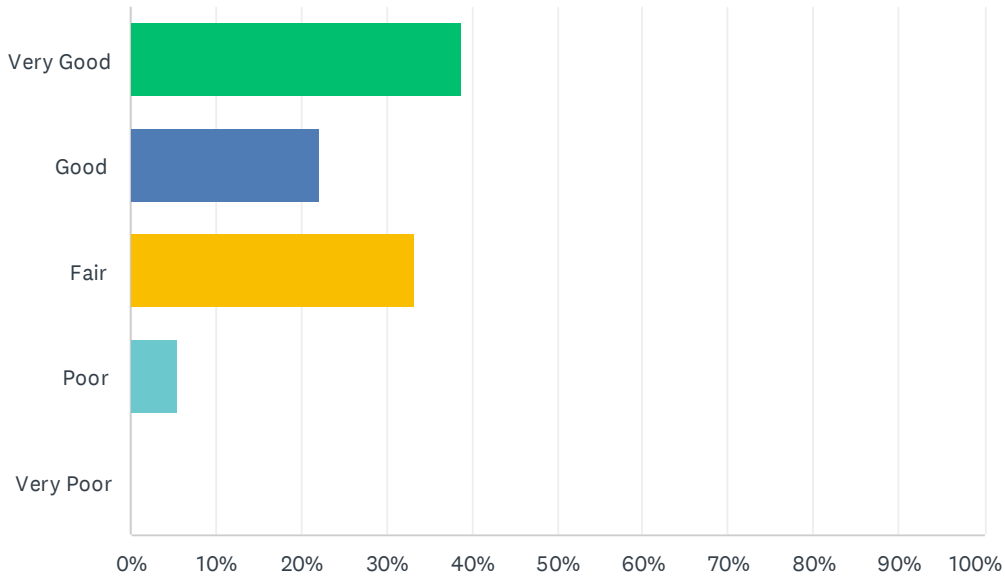
Answered: 18 Skipped: 180



ANSWER CHOICES	RESPONSES	
More	22.22%	4
Less	11.11%	2
About the same	44.44%	8
Does not apply	22.22%	4
TOTAL		18

Q18 Overall, how would you rate the experience of riding MARTY?

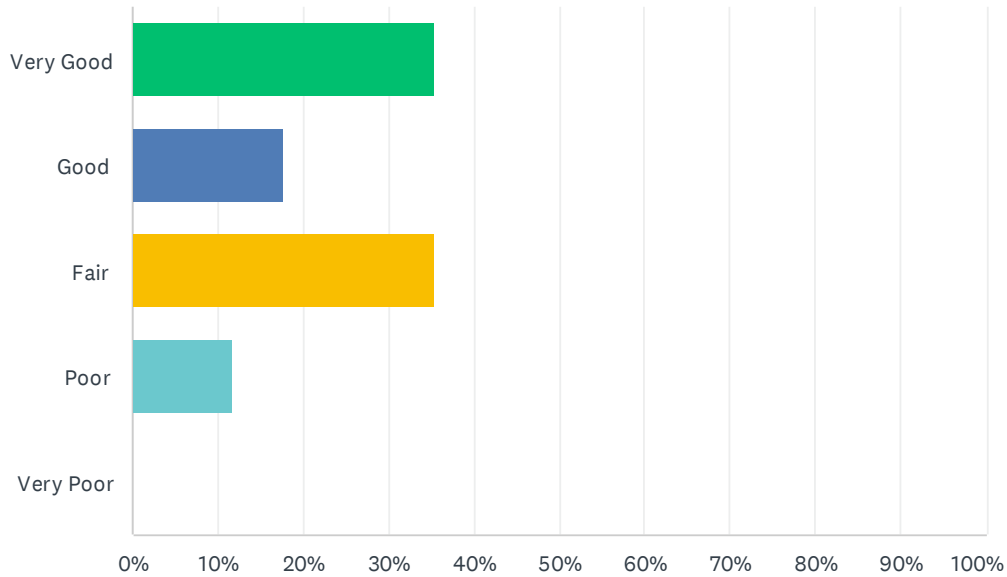
Answered: 18 Skipped: 180



ANSWER CHOICES	RESPONSES	
Very Good	38.89%	7
Good	22.22%	4
Fair	33.33%	6
Poor	5.56%	1
Very Poor	0.00%	0
TOTAL		18

Q19 Overall, how would you rate MARTY service reliability (e.g., on-time performance)?

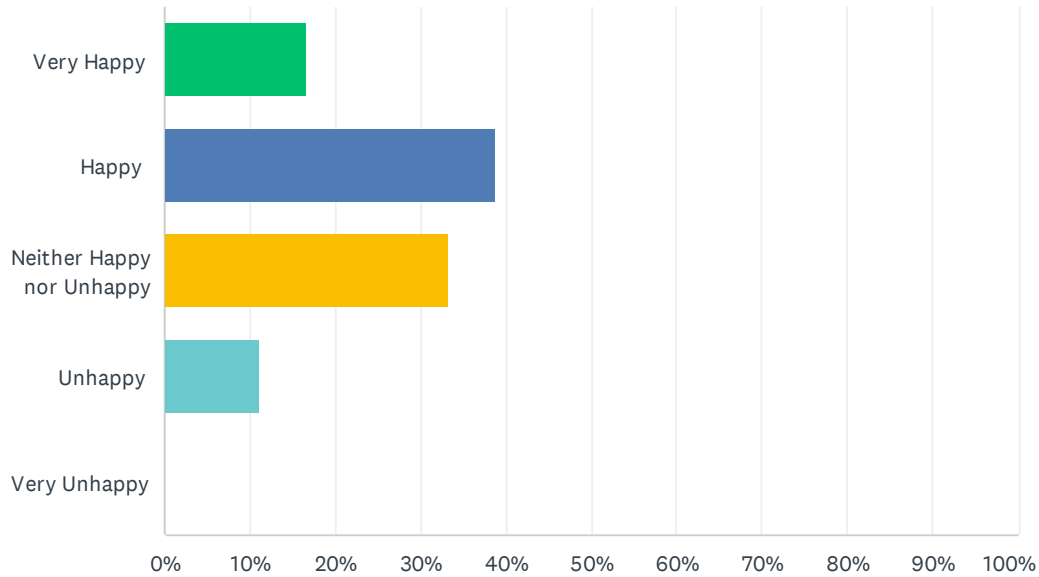
Answered: 17 Skipped: 181



ANSWER CHOICES	RESPONSES	
Very Good	35.29%	6
Good	17.65%	3
Fair	35.29%	6
Poor	11.76%	2
Very Poor	0.00%	0
TOTAL		17

Q20 Overall, how happy are you with the time your journeys take using MARTY?

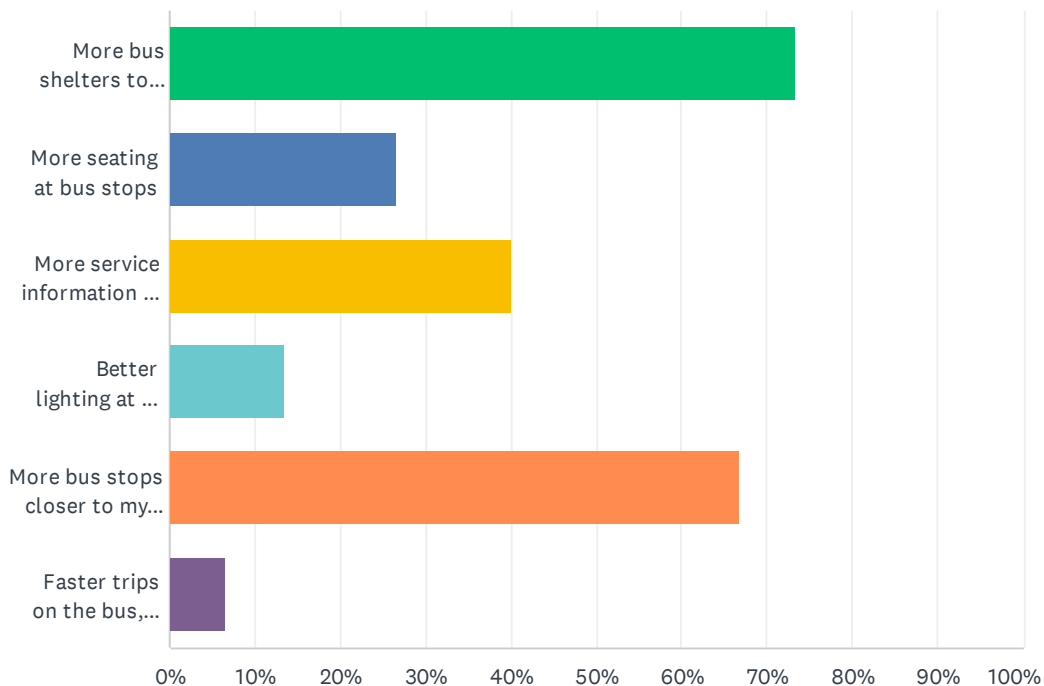
Answered: 18 Skipped: 180



ANSWER CHOICES	RESPONSES	
Very Happy	16.67%	3
Happy	38.89%	7
Neither Happy nor Unhappy	33.33%	6
Unhappy	11.11%	2
Very Unhappy	0.00%	0
TOTAL		18

Q21 Thinking about the MARTY service experience, which features do you want to see more of? Select all that apply.

Answered: 15 Skipped: 183



ANSWER CHOICES	RESPONSES	
More bus shelters to protect from sun/rain	73.33%	11
More seating at bus stops	26.67%	4
More service information at bus stops (e.g. route maps, timetables)	40.00%	6
Better lighting at bus stops	13.33%	2
More bus stops closer to my destinations, even if that means longer trips on the bus	66.67%	10
Faster trips on the bus, even if that means needing to walk further to a bus stop	6.67%	1
Total Respondents: 15		

Q22 What is one improvement MARTY service needs the most? (Optional)

Answered: 14 Skipped: 184

Q23 Do you have any other comments on MARTY service that you would like to share? (Optional)

Answered: 13 Skipped: 185

Q24 What is your home ZIP code? (Optional)

Answered: 152 Skipped: 46

Q25 What is your work ZIP code? (Optional)

Answered: 95 Skipped: 103

Q26 Would you like to be included in further updates on this project? If so, please provide your email in the box below. (Optional)

Answered: 51 Skipped: 147



**TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: September 6, 2023	DUE DATE: August 30, 2023	UPWP#: 1
WORDING: PROFESSIONAL ASSISTANCE SUPPORT TASK SCOPE OF SERVICES		
REQUESTED BY: MPO	PREPARED BY: Lucine Martens / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Professional Assistance Support - Scope of Services

BACKGROUND

The adopted FY 22/23 - FY 23/24 Unified Planning Work Program (UPWP) specifies that the MPO will obtain one or more General Planning Consultants (GPCs) to provide assistance to staff on a task order basis. At the June 19, 2023, MPO Policy Board meeting the Scope of Services for the Transit Development Plan (TDP) was approved with the Board directive to hold an Open House in each of the five County Commission Districts.

This task order provides four (4) additional Open Houses or Listening Sessions in addition to the previous two (2) that were approved with the TDP for a total of six (6) that would cover all five Commission Districts in Martin County.

The MPO will use its General Planning Consultants, MARLIN Engineering, Inc. and their sub-consultant Kittelson & Associates for this work effort.

ISSUES

At the September 2023 advisory committee meetings, the consultant will present the Scope of Services for the Task Order No. 9 – Professional Assistance Support for additional public outreach efforts for the Transit Development Plan.

RECOMMENDED ACTION

- a. Approval of Scope of Services for Professional Assistance Support.
- b. Approval of Scope of Services for Professional Assistance Support, with comments.

FISCAL IMPACT

\$14,213.84

AGENDA ITEM 6G

APPROVAL

MPO

ATTACHMENTS

Scope of Services for Professional Assistance Support for additional public outreach efforts for the Transit Development Plan.

Martin Metropolitan Planning Organization (MPO)
Agreement for Continuing Services Contract Number: RFQ#2022-3372
Exhibit “A” Marlin Engineering, Inc.
Scope of Work – Task Order No. 9
Professional Assistance Support Tasks

BACKGROUND

The adopted FY 22/23-FY 23/24 Unified Planning Work Program (UPWP) specifies that the MPO will obtain one or more General Planning Consultants (GPCs) to provide assistance to staff on a task order basis. Marlin Engineering, Inc. was one of five GPCs that was selected through a competitive process to provide professional transportation planning services. The Martin MPO is the primary agency for coordinating transportation planning activities affecting Martin County. The Martin MPO requests the assistance of its consultant team Marlin Engineering, Inc. for professional assistance support tasks that appear in the adopted MPO Unified Planning Work Program (UPWP) and are assigned by MPO staff. Every two years the MPO adopts a UPWP. This document describes the planning tasks the MPO staff (and sometimes consultants under contract) will accomplish during the two-year period covered by the UPWP.

PURPOSE

The purpose of this task order is to provide professional assistance to staff and assist the MPO with work products, including assisting the MPO with public involvement efforts and outreach initiatives.

This scope of services describes the specific work task to be undertaken for the Martin MPO for the public involvement efforts to include four (4) additional Public Workshops/Open Houses/Listening Sessions to the two (2) included in Task 8 for the Transit Development Plan (TDP).

TASK 1.0 Public Involvement

- 1.1 Conduct four (4) – Public Workshops/Open Houses/Listening Sessions in addition to the two (2) included in Task 8 for the TDP for each Commission District or Location. The Consultant will prepare a PowerPoint and up to three plots with maps and information unique to each Commission District or location for use at each Public Workshops/Open Houses/Listening Sessions.
- 1.2 Marketing of Open Houses placement of 15 Yard Signs. Up to 15 locations will be identified for yard signs for each of the six (6) Public Workshops/Open Houses/Listening Sessions and signs will be deployed prior to, and after each meeting.

Deliverables: Public Workshops/Open Houses/Listening Sessions (4), Flyers, PowerPoint presentations, up to three (3) Posters/Maps, handouts (comment cards, sign in sheets, etc.), and Deployment and Pick up of Yard Signs.

SCHEDULE:

This work order will be completed consistent with the schedule for the Task 8 for the TDP Major Update.



**TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: September 6, 2023	DUE DATE: August 30, 2023	UPWP#: 6
WORDING: HOBE SOUND NORTH CORRIDOR SUN TRAIL FEASIBILITY STUDY – FINAL REPORT		
REQUESTED BY: MPO	PREPARED BY: Joy Puerta / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Hobe Sound North Corridor SUN Trail Feasibility Study – Final Report

BACKGROUND

The MPO executed Resolution 18-04 to submit a Shared-Use Nonmotorized (SUN) Trail Program Grant Application to fund a Feasibility Study for a shared-use path from SE Osprey Street to SE Bridge Road. This shared use path would serve as a segment of the East Coast Greenway (ECG). The ECG is a paved trail that runs along the east coast of the United States from Maine to the Florida Keys.

Over the last two years the consultant (Marlin Engineering) has studied three alignments: SE Gomez Avenue, Dixie Highway and US-1. During the development of the study, input was received from agency and community stakeholders, the general public at three different Open Houses, MPO advisory committees and the MPO Board. At the February 27, 2023, MPO Board meeting, the consultant was given direction to develop the preferred conceptual plan along US-1 and incorporate it into the Feasibility Study.

ISSUES

At the September advisory committee meetings, Marlin Engineering staff will present the Hobe Sound North Corridor SUN Trail Feasibility Study – Final Report.

RECOMMENDED ACTION

- a. Approval of the Hobe Sound North Corridor SUN Trail Feasibility Study – Final Report.
- b. Approval of the Hobe Sound North Corridor SUN Trail Feasibility Study – Final Report, with comments.

APPROVAL

MPO

AGENDA ITEM 6H

ATTACHMENTS

- a. PowerPoint Presentation
- b. Hobe Sound North Corridor SUN Trail Feasibility Study – Final Report
- c. Appendix F – Concept Plan

Hobe Sound North Corridor SUN Trail Study

MPO TAC/CAC/BPAC Meeting | September 2023

MARTIN **MPO**
Metropolitan Planning Organization

PREPARED BY
MARLIN

East Coast
Greenway **SUNTRAIL**

1

01
Background

02
Public & Stakeholder Engagement

03
Final Report

2

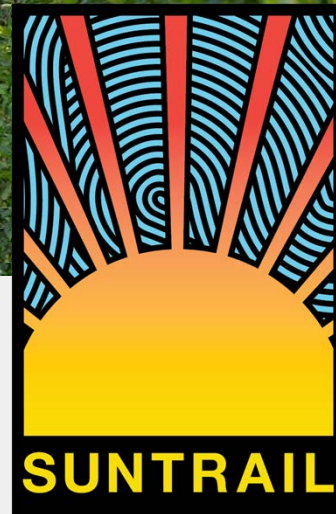


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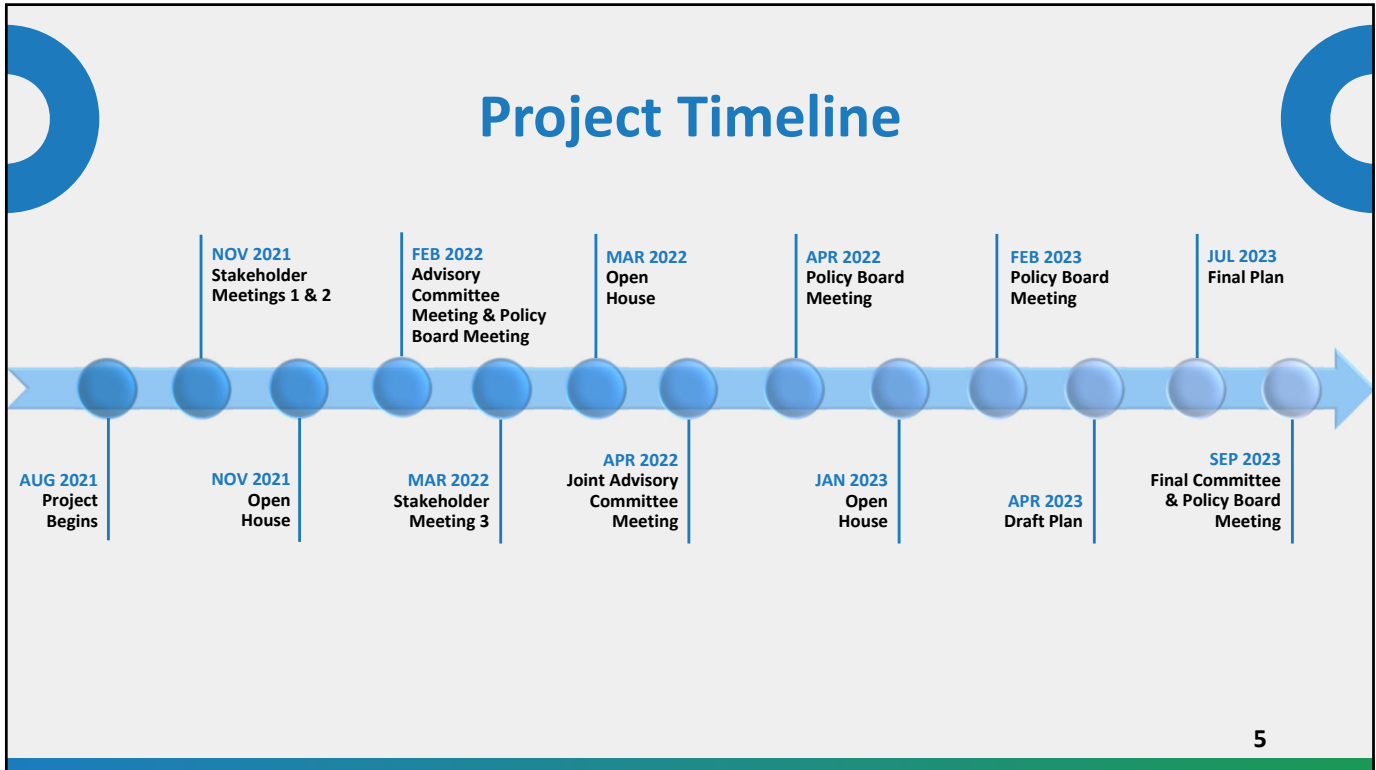
Florida Shared Use Non Motorized (SUN) Trail

The SUN Trail network is the statewide system of high priority (strategic) **paved** trail corridors for bicyclists and pedestrians.





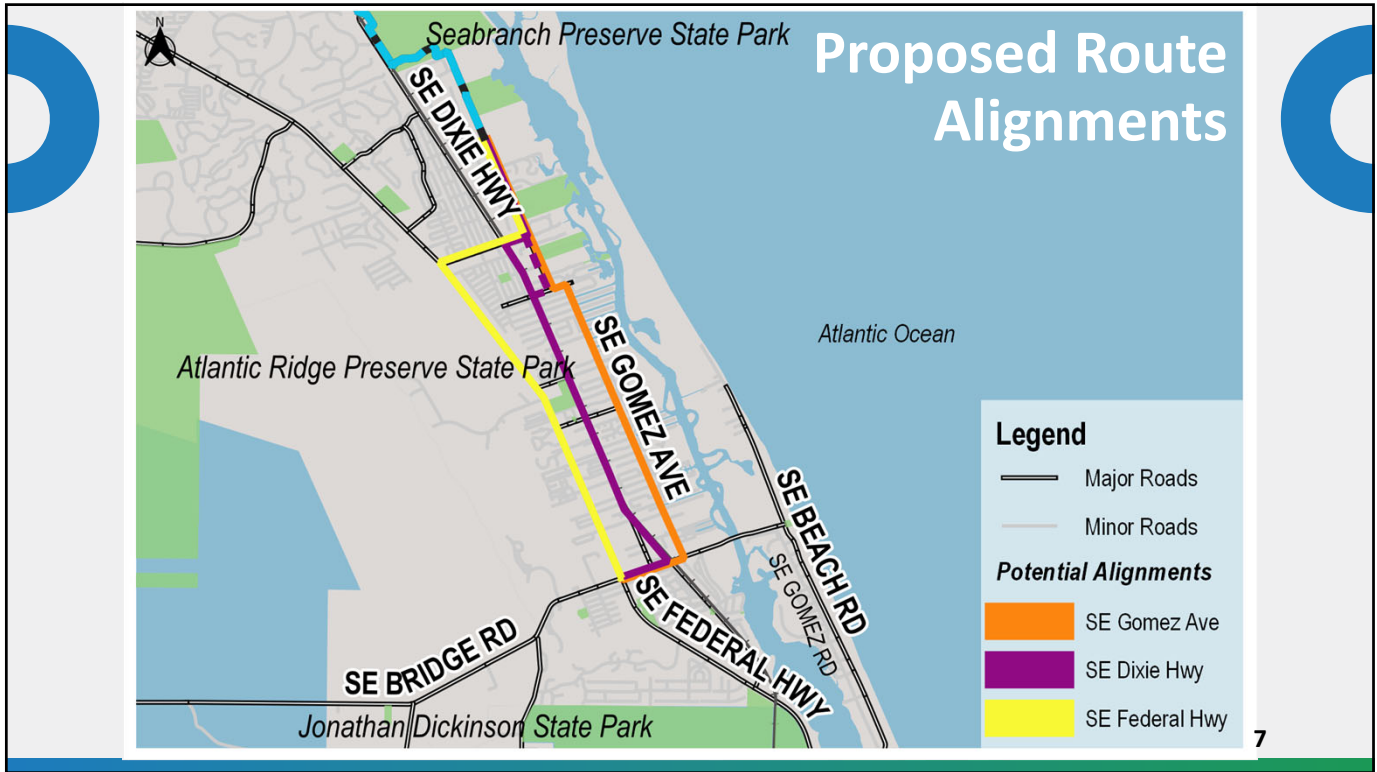
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Purpose & Need

 Purpose	 Need
<p>To provide for a safe, comfortable, equitable and accessible multipurpose pathway for non-motorized use.</p>	<p>To complete a separated facility which implements a portion of the Florida SUN Trail in Martin County; connecting Seabranck Preserve to Jonathan Dickinson State Park.</p>



7

02

Public & Stakeholder Engagement

8

8

Public Outreach & Meetings

3 Stakeholder Meetings

3 Open Houses

2 Advisory Committee Meetings

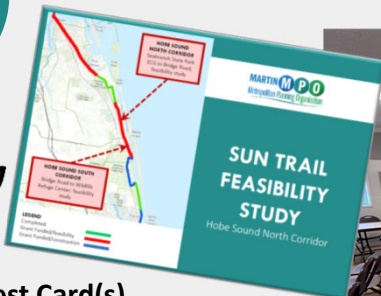
3 MPO Policy Board Meetings



9

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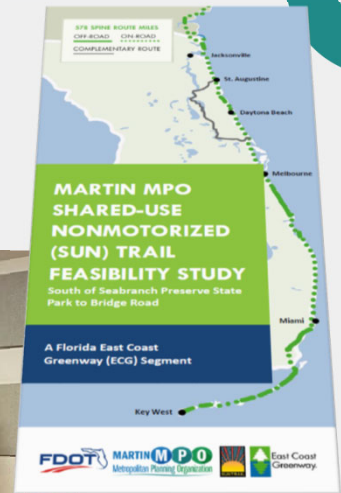
Public Outreach & Meetings



Post Card(s)



Yard Sign(s)



Project Brochure 10

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Final Report

- 1 Executive Summary
- 2 Introduction
- 3 Public Involvement & Outreach
- 4 Literature Review
- 5 Existing Conditions
- 6 Feasibility Analysis
- 7 Recommended Alternative & Concept Plan
- 8 Future Considerations
- 9 Cost Estimate
- 10 Next Steps

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Conceptual Plan

Federal Highway/US-1

- Project **begins at SE Bridge Road and SE Federal Highway/US-1**
- Proposed alignment includes a **14-foot shared-use pathway** along the west side of SE Federal Highway/US-1
- Project will **connect to Hobe Sound South Corridor pathway, Jonathan Dickinson State Park, and Hobe Sound National Wildlife Refuge**



Figure 58 from the report

13

13

Conceptual Plan

SE Federal Highway/US-1 to SE Osprey Street

- **Pathway continues eastbound along SE Osprey Street**
- Proposed alignment includes a **12-foot shared-use pathway** along the south side of SE Osprey Street



Figure 64 from the report

14

14

Conceptual Plan

SE Osprey Street to SE Gomez Avenue

- Pathway continues northbound along SE Gomez Avenue
- Proposed alignment includes 12-foot shared-use pathway along the west side of SE Gomez Avenue



Figure 66 from the report

15

15

Conceptual Plan

SE Gomez Avenue

- Pathway connects to existing 8-foot shared-use pathway to Seabranch Preserve State Park




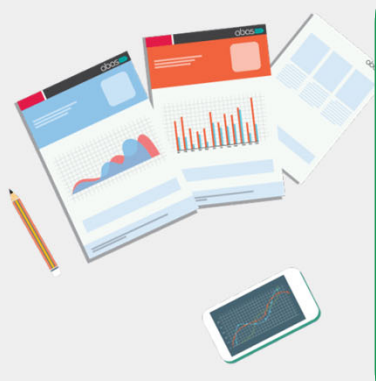
Figure 68 from the report

16

16

Cost Estimate

\$1.55 Million per Mile
Cost includes:
Earthwork
Roadway
Shoulder
Drainage
Signing
Signalization
MOT
Mobilization
Contingency



17

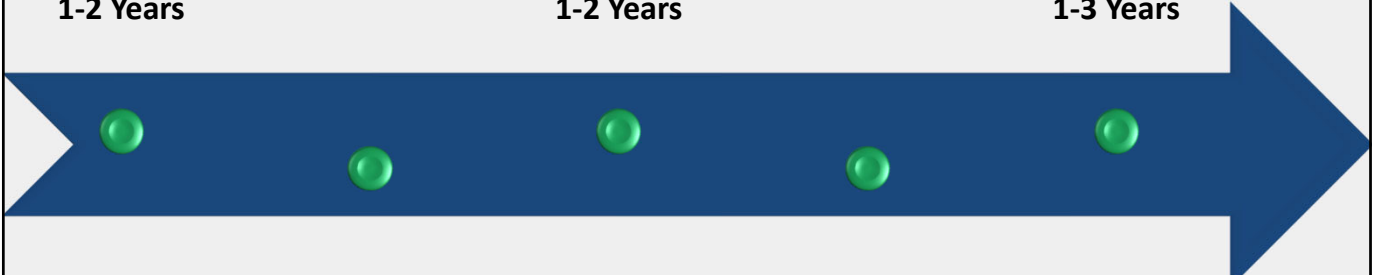
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Next Steps

Planning
1-2 Years

Design
1-2 Years

Construction
1-3 Years



PD&E
2-3 Years

Right-Of-Way
1-5 Years

18

18

Thank You

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19

19

September 2023



MARTIN MPO
Hobe Sound North Corridor
Shared-Use Nonmotorized
(SUN) Trail Feasibility Study
Bridge Road to Gomez Avenue Entrance to Seabranch Preserve

FDOT Financial Project 443500-1-54-01
A Florida East Coast Greenway (ECG) Segment

PREPARED FOR:
Martin Metropolitan
Planning Organization (MPO)

PREPARED BY:
MARLIN
383 of 478



MARTIN MPO

Hobe Sound North Corridor Shared-Use Nonmotorized (SUN) Trail Feasibility Study

South of Seabranh Preserve State Park to CR-708/Bridge Road

A Florida East Coast Greenway (ECG) Segment

PREPARED FOR:

Martin Metropolitan
Planning Organization (MPO)
2401 SE Monterey Road
Stuart, FL 34996
(772) 221-1498

PREPARED BY:

MARLIN Engineering, Inc.
Christina Fermin, AICP
Kathryn Marinace
Suom Francis

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Appendix E. Evaluation Criteria

Appendix F. Concept Plan Sheet

Appendix G. Cost Estimate

Appendix H. Funding Programs

ACRONYMS AND ABBREVIATIONS

AADT	Annual Average Daily Traffic	GIS	Geographic Information Systems
AASHTO	American Association of State Highway and Transportation Officials	I-95	Interstate 95
ACS	American Community Survey	LOS	Level of Service
ADA	American with Disabilities Act	L RTP	Long Range Transportation Plan
BPAC	Bicycle & Pedestrian Advisory Committee	MPH	Miles Per Hour
CAC	Citizens' Advisory Committee	MPO	Metropolitan Planning Organization
CR-708	County Road 708	MUTCD	Manual of Uniform Traffic Control Devices
CR-A1A	County Road A1A	N/A	Not Applicable
CRA	Community Redevelopment Area	NACTO	National Association of City Transportation Officials
ECG	East Coast Greenway	PD&E	Project Development and Environment
ECGA	East Coast Greenway Alliance	ROW	Right-of-Way
FDEP	Florida Department of Environmental Protection	SE	Southeast
FDOT	Florida Department of Transportation	SR-5	State Road 5
FDM	Florida Design Manual	SUN	Shared Use Non-Motorized
FEC	Florida East Coast Railroad	SUP	Shared Use Pathway
FGTS	Florida Greenways and Trails	TAC	Technical Advisory Committee
FHWA	Florida Highway Administration	TIP	Transportation Improvement Plan
F.S.	Florida Statutes	UPWP	Unified Planning Work Program
FWC	Fish & Wildlife Commission	US-1	U.S. Highway 1

EXECUTIVE SUMMARY

The Hobe Sound North Corridor Shared Use Non-Motorized or SUN Trail Feasibility Study identified potential alignments and feasible alternatives connecting a non-motorized trail from Seabranche Preserve State Park to Jonathan Dickinson State Park in Martin County. This study was included in the Martin MPO Unified Planning Work Program (UPWP) in 2020 and included data collection, analysis, evaluation, public and stakeholder outreach.

SR-5/Federal Highway was the selected preferred route alignment for this segment of the Florida Shared Use Non-Motorized (SUN) Trail and East Coast Greenway (ECG). The proposed shared use pathway (SUP) will travel south along SE Gomez Avenue and cross over to SR-5/Federal Highway via SE Osprey Street. The proposed typical condition will include a 12-foot shared use pathway on the west side of SE Gomez Avenue, a 12-foot shared use pathway on the south side of SE Osprey Street, and a 14-foot pathway on the west side of SR-5/Federal Highway. This alternative was selected through public participation, stakeholder engagement, MPO committee meetings, and approval by the MPO Policy Board. The report outlines public involvement, a literature review, existing conditions, feasibility analysis of alternatives, recommended alternative, future considerations, a cost estimate, and next steps for this segment of the Florida SUN Trail in Martin County.

1. INTRODUCTION

On May 17, 2021, the Metropolitan Planning Organization (MPO) Policy Board approved Resolution 21-05 that authorized the execution of a SUN Trail Program Agreement between the MPO and the Florida Department of Transportation (FDOT) to fund a Feasibility Study for a SUP on SE Gomez Avenue from SE Osprey Street to CR-708/Bridge Road. This pathway when complete will serve as a segment of the ECG. The ECG is a 3,000-paved trail from Maine to Key West that will provide a safe walking and biking route along the Atlantic coast. Marlin Engineering was the selected consultant for this Feasibility Study for the proposed SUP. According to FDOT in their SUN Trail handbook, a Feasibility Study, also referred to as a planning or corridor study, includes the development of a purpose and need; an evaluation of existing conditions in the study area; the development and evaluation of trail routes, also known as corridors or alternatives; identification of logical termini; an agreed upon course of action; public involvement and agency coordination.

A SUP as defined by the Federal Highway Administration (FHWA), are facilities with exclusive right-of-way (ROW) and minimal crossflow by motorized vehicles. SUPs meet a specific design criterion that differentiate this kind of facility from a trail. Shared-use paths are improved facilities that accommodate all kinds of users including and not limited to: bicyclists, in-line skaters, roller skaters, pedestrians, and personal conveyance devices (i.e., wheelchair, scooters, etc.). Shared-use pathways contribute to a healthy and active community by providing residents and visitors with a safe and comfortable alternative mode of transportation, and are common in Low-Stress Networks.

Low-Stress Networks, also referred to as an “all ages and abilities network” are designed to be safe and comfortable for all users; SUPs are typically considered low-stress and these are the types of facilities people typically feel most comfortable using, see **Figure 1**. Low-Stress Networks have been found to increase rates of bicycling 5-15% in the U.S. and 15-50% in areas with a robust network which is complemented by transit, land

use, and other policies.¹ Additionally, Low-Stress Networks are an important component of a community’s transportation network as they provide an alternative for children, the elderly, the disabled, and others who cannot or do not want to drive a motor vehicle. In order to provide a more robust, sustainable, livable, equitable all-ages community, Low-Stress Networks are necessary for communities.

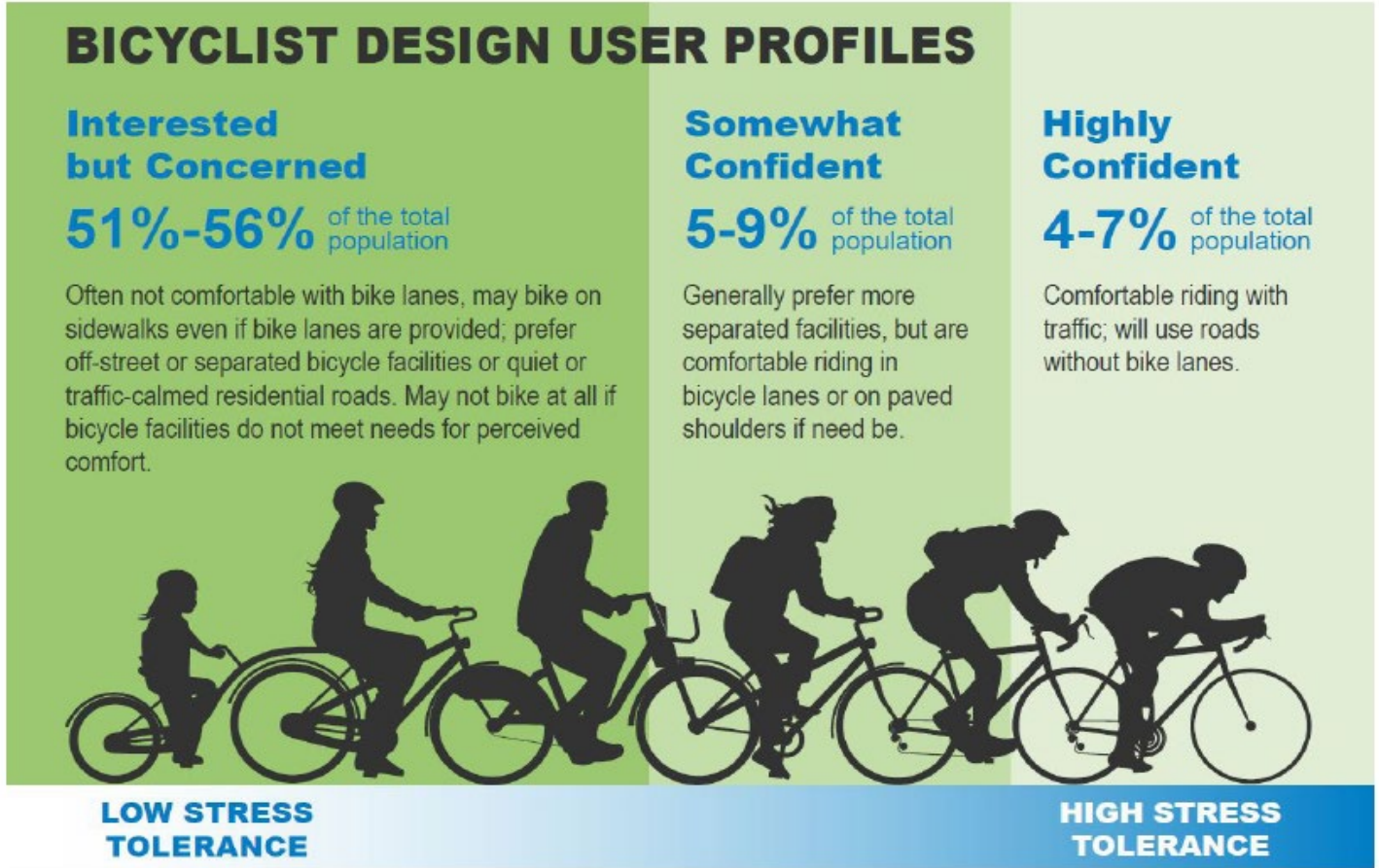


Figure 1: Bicyclists Design User Profiles (Source: FHWA)

In Florida, the SUN Trail Program provides dedicated funding through an annual allocation from new vehicle tag revenues for the development of a statewide system of interconnected paved multi-use trails (SUN Trail Network) for non-motorized users, physically separated from vehicular traffic. FDOT defines a multi-use trail as a paved, shared-use path, which is typically 12 feet wide, but may vary from 10 feet to 14 feet wide, or larger depending upon physical or environmental constraints, or usage. In some areas of extreme constraints, such as at bridges or in environmentally sensitive lands, a multi-use trail may be as narrow as eight (8) feet wide. The Department works with partners (cities, regional agencies, and counties) to advance the SUN Trail Network by closing gaps between existing multi-use trails.

The goal of this study is to determine the feasibility of extending the existing SUP from the north terminus of SE Gomez Avenue, south to CR-708/Bridge Road and SR-5/Federal Highway in Hobe Sound, Florida. Concurrently, FDOT is conducting another feasibility study to connect the trail from Jonathan Dickinson State Park to CR-708/Bridge Road and SE Federal Highway/SR-5, where this pathway will end. Once both projects are constructed

¹ Bikeway Selection Guide, U.S. DOT, FHWA, February 2019

(+/-10 years), a person will be able to travel to/from Jonathan Dickinson State Park to Seabranh Preserve State Park and have access to approximately 80-miles of a continuous paved SUP which has been programed from feasibility to construction in Martin County and St. Lucie County. **Figure 2** provides the status of the SUN Trail Network in Martin County.

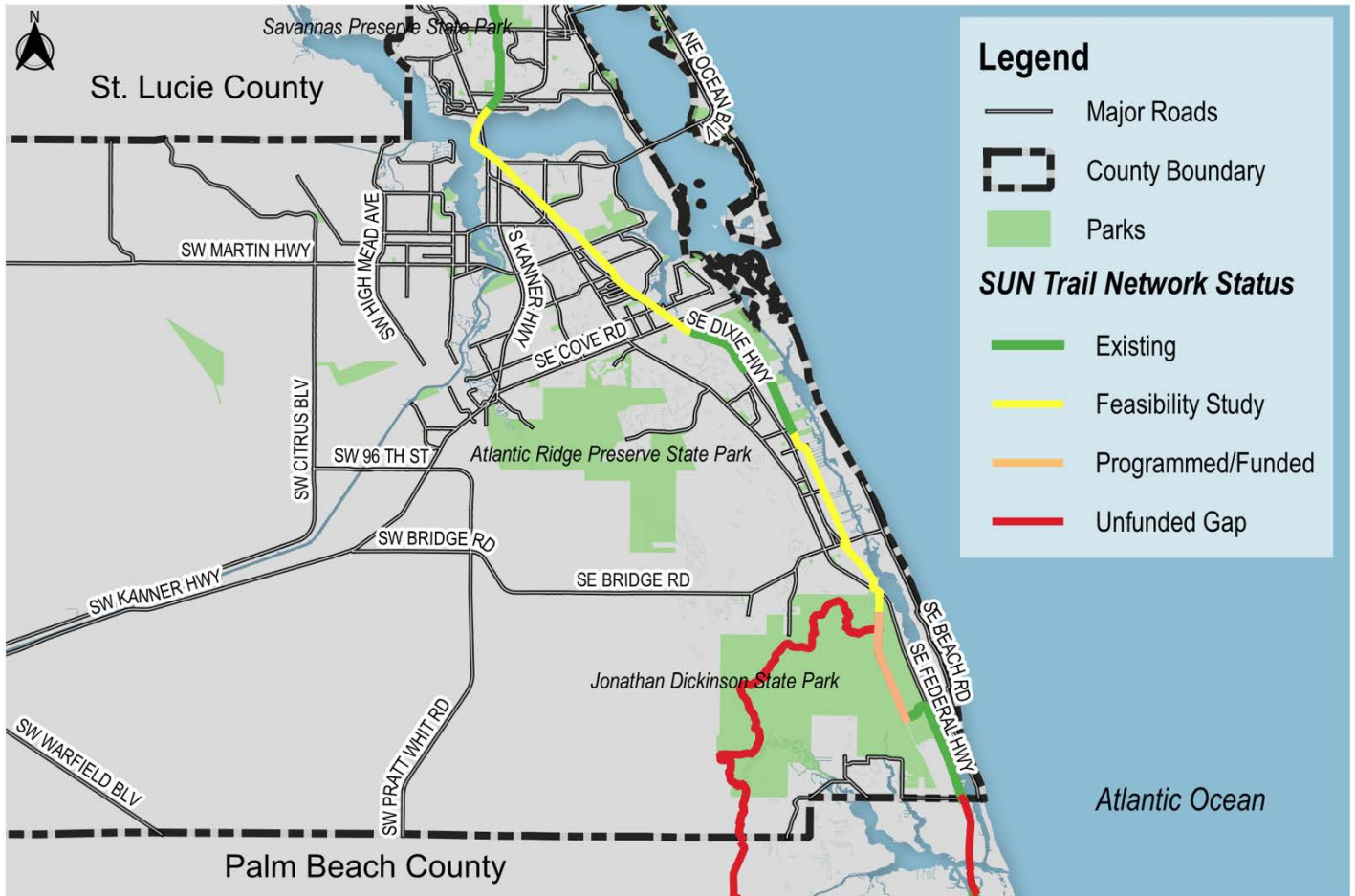


Figure 2: SUN Trail Network Status, Martin County

The FDOT has programmed a feasibility study for a 7.68-mile segment north between Seabranh Preserve State Park and north of the St. Lucie River along CR-A1A/Dixie Highway. Additionally, St. Lucie County has begun construction of a 10.6-mile segment which is to traverse through Savannahs Preserve State Park and Savannahs Recreation Area. Furthermore, design plans are underway for the segment through Fort Pierce. There is clearly local interest in expanding a network of SUPs.

This feasibility study includes the development of a purpose and need statement for the SUP extension, an evaluation of existing conditions in the study area, the development and evaluation of alternative SUP alignment and resulting roadway cross-section, identification of logical SUP termini; public involvement and agency coordination. The alternative SUP alignments considered were: SE Gomez Avenue, CR-A1A/Dixie Highway, and SR-5/Federal Highway, as shown in **Figure 3**. With public and stakeholder participation, a preferred SUP alignment - Gomez Avenue - was identified. This was presented at the April 18, 2022 MPO Policy Board meeting, but was not endorsed due to local opposition. This opposition was based largely on concerns with high-speed cyclists

conflicting with school children, recreational residents who utilize the existing sidewalks, and fear of attracting crime into their community.



Figure 3: Proposed Trail Alignments

SR-5/Federal Highway was then selected as the preferred SUP alignment, due primarily to ROW restrictions along CR-A1A/Dixie Highway. This alignment, presented to the MPO Policy Board in February 27, 2023, was endorsed with the provision that the Board was concerned with the volume and speed of traffic on SR-5/Federal Highway adjacent to the proposed SUP’s alignment. The study team has taken this into consideration during the development of the SUP design concept that was reflected in two alternative cross-sections. The report includes, for the endorsed SR-5/Federal Highway SUP alignment, the study team’s review and analysis of existing conditions, preferred route alignment, cost estimate, and conceptual plan of the preferred alignment.

1.1. BACKGROUND

The State of Florida established the SUN Trails program in 2015, which provides \$25 million annually for the development of regionally significant greenways and trails Projects. The SUN Trail Network is the statewide system of high priority (strategic) paved trail corridors for bicycles and pedestrians. Criteria required for projects to be eligible for funding through the SUN Trails program includes the following:

- Must be located on the SUN Trail Network (FGTS Land Trails Priority Map)

- Priority of the Metropolitan Planning Organization
- Entity must be identified that will operate and maintain the constructed trail
- Ready to be programmed and to begin first/next phase of work

The Martin MPO conducted several studies evaluating the need for bicycle and pedestrian facilities within the County including the Martin County Bicycle and Pedestrian Facility Map (2019), *Martin MPO Bicycle, Pedestrian & Trail Master Plan (2017)* and the *Bicycle and Pedestrian Safety Action Plan (2016)*. These studies, discussed later under the Literature Review section, identified the ECG, as part of the SUN Trail Network. This feasibility study includes a segment of the ECG included in the Martin MPO 2040 & 2045 Long Range Transportation Plan, the Martin County Comprehensive Plan, the *Florida Greenways and Trail System (FGTS) Plan (2019 – 2023)* and the *Southeast Florida Regional Greenways and Trails Plan (2015)*.

1.2. STUDY AREA

The study area for the SUP is located between CR-708/Bridge Road and Seabrook Preserve State Park, see **Figure 4**; with SR-5/Federal Highway as the westernmost boundary, and SE Gomez Avenue as the easternmost boundary. A portion of the study area is located within a Community Redevelopment Area (CRA) boundary, also known as the Hobe Sound CRA.

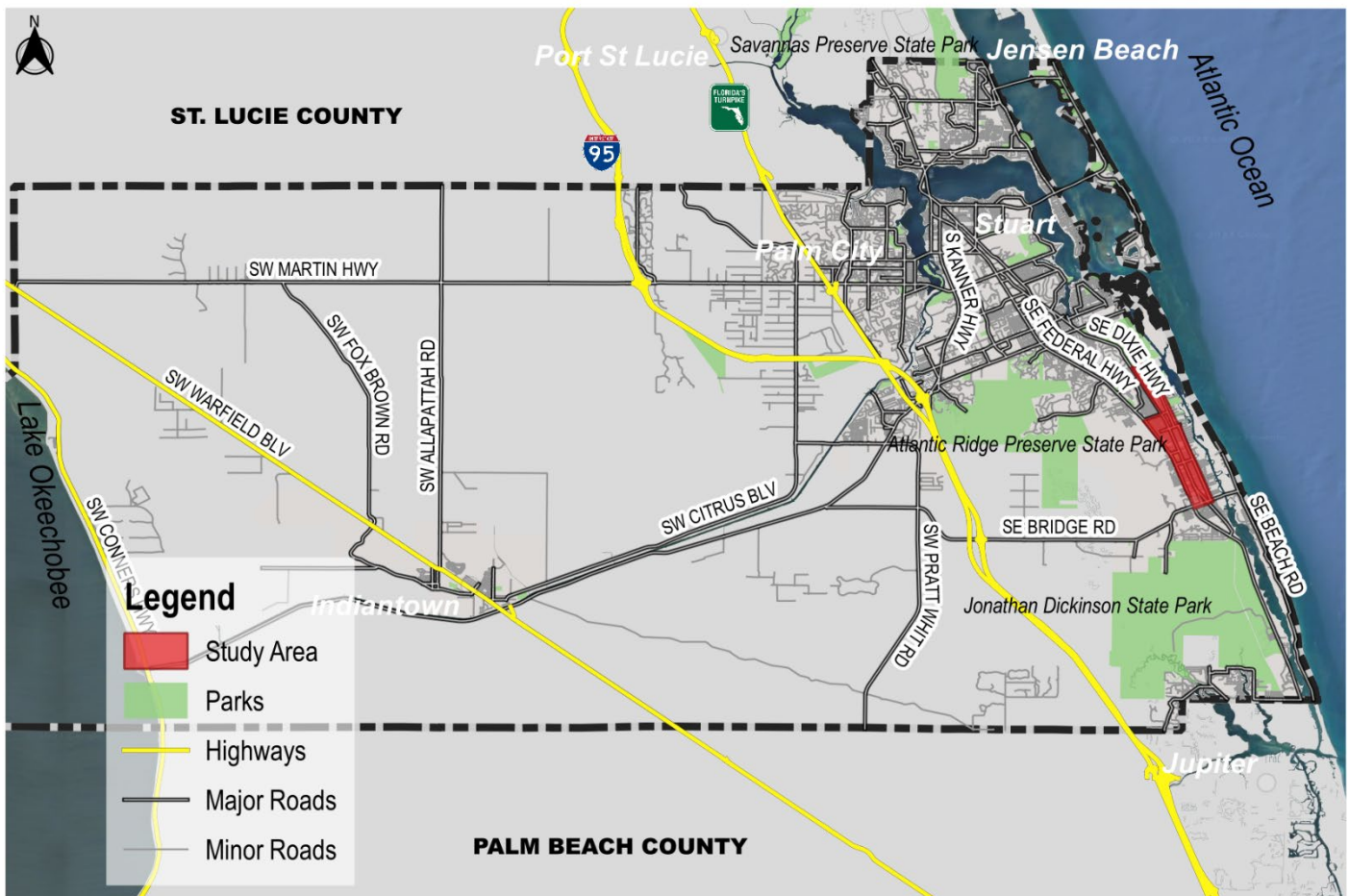


Figure 4: Martin County Study Area Map

1.3. PURPOSE & NEED STATEMENT



The **purpose** of this study is to provide for a safe, comfortable, equitable and accessible multipurpose pathway for non-motorized use.

The **need** is to complete a separated facility which implements a portion of the Florida SUN Trail in Martin County, connecting Jonathan Dickinson State Park to the Seabranh Preserve State Park.

1.4. LOCAL AGENCY COORDINATION

Local agency coordination was crucial for this study as the potential routes involved multiple stakeholders including public agencies, community members, bicyclists, pedestrians, and businesses. The East Coast Greenway Alliance (ECGA) was also involved in the early parts of the coordination process.

1.4.1. STAKEHOLDER MEETINGS

The Project Team held a total of three (3) stakeholder meetings. Two of which included agency stakeholders and one which included community stakeholders. These meetings were held to solicit feedback, visioning and input on November 5, 2021, November 8, 2021, and March 2, 2022. Agencies represented included the Martin MPO, the CRA, County Public Works, County Parks and Recreation, County Engineer, Growth Management, and utilities. Community stakeholders represented included the Martin MPO, Cycle Association, Chamber of Commerce, Tourist Development, Hobe Sound Community Chest, Hobe Sound Woman's Club, and Hobe Sound Neighborhood Association Committee (NAC).

The discussions among stakeholders served to inform the assessment of the initial alternative and ultimately preferred SUP alignments. The first two (agency and community) stakeholder meetings, included a discussion on existing conditions, current projects within the study area, and overview of the feasibility study. The third (agency) stakeholder meeting reviewed potential alternatives along the three proposed alignments, attendees provided insights and information, and discussed preferences for the facility type and location.

Some of the agency stakeholder comments recorded in the second meeting mentioned that cyclists and pedestrians already use Gomez Avenue and was the safest and most feasible alternative. Agency stakeholders also agreed CR-A1A/Dixie Highway is the least feasible alignment due to missing sidewalk easements and constrained ROW.

The presentation and summary notes for each of the stakeholder meetings can be found in **Appendix A**.

1.4.2. AGENCY PUBLIC MEETINGS

In addition to stakeholder coordination, several public meetings were held with the Citizen's Advisory Committee (CAC), Technical Advisory Committee (TAC), Bicycle and Pedestrian Advisory Committee (BPAC), and MPO Policy

Board. In June 2021, a scope of services for the Hobe Sound North Corridor SUN Trail Feasibility Study was reviewed by the CAC, TAC and BPAC, and approved by the MPO Policy Board on June 21, 2021.

At the April 4, 2022 Joint Advisory Board (CAC/BPAC/TAC) meeting, the Consultant Team presented an update to the existing conditions, analysis, and selected alternatives, which included the SUP alignment along SE Gomez Avenue and a proposed typical section which included a 10-foot two-way protected bikeway on the east side of SE Gomez Avenue. This was approved at the Joint Advisory Board meeting by a 22:6 vote.

On April 18, 2022, the selected alternative was presented for approval to the MPO Policy Board. This initial recommendation was denied by a 5:0 vote, due to public objection. Public objection was based primarily on concern for the placement of the pathway along Gomez Avenue by three individuals in attendance at the meeting; despite an additional two individuals in attendance who supported it, and majority who supported the alignment along Gomez Avenue at previous public meetings. The Consultant Team was then directed to do further community outreach to the Gomez Avenue community, and further review CR-A1A/Dixie Highway and SE Federal Highway as an alternative to SE Gomez Avenue.

On February 27, 2023, the Consultant Team returned to the MPO Policy Board for approval of the proposed SUP alignment along SR-5/SE Federal Highway. This alternative was approved by a 4:1 vote, with the provision that the Board may not accept the final route alignment. Concerns expressed by the Board were related to pedestrian and bicycle safety along SR-5/SE Federal Highway where vehicle speeds are posted at 45 and 55 MPH. The meeting minutes from each of the public meetings can be found in **Appendix B**.

1.5. SUN TRAIL

The SUN Trail Network is the statewide system of high-priority (strategic) paved trail corridors for bicyclists and pedestrians, see **Figure 5**. The SUN Trail Network is a refined version of the Florida Greenways and Trails System (FGTS) Plan's Land Trail Priority network.

[Section 339.81, F.S.](#) established the SUN Trail Program and [Section 335.065, F.S.](#) establishing funding for the program. [Section 339.81, F.S.](#) includes what is eligible and ineligible for funding under the SUN Trail Program, components not funded through the program include:

- Sidewalks, nature trails, or loop trails within a single park or natural area;
- On-road facilities (i.e., bike lanes no longer than ½-miles);
- Benches, trail furniture, seating areas, or tables;
- Bicycle racks or lockers, bicycle air or repair stations;
- Buildings or enclosed structures, restroom, wayside structures, shade structures, overlooks, platforms, boat ramps, ride share or transit facilities, shelters or similar;
- Kiosks, interpretive panels, or placemaking signs (safety controls are allowed);
- Landscaping;
- Litter or recycle receptacles, or dog bag dispensers;
- Parking areas, trailheads, or camping areas;
- Playground or playing fields, fitness equipment, or fitness structures;
- Promotional, marking, or educational materials;
- Sculptures, monuments, or art; and

- Water fountains, splash zones, spigots, showers, water features, or irrigation equipment.

The [Manual on Uniform Traffic Control Devices \(MUTCD\)](#), [FDOT Design Manual \(FDM\)](#), and [Construction and Maintenance for Streets and Highways \(aka Florida Greenbook\)](#) are the criteria's which are applied to SUN Trail projects. More information is available at www.FloridaSunTrail.com.

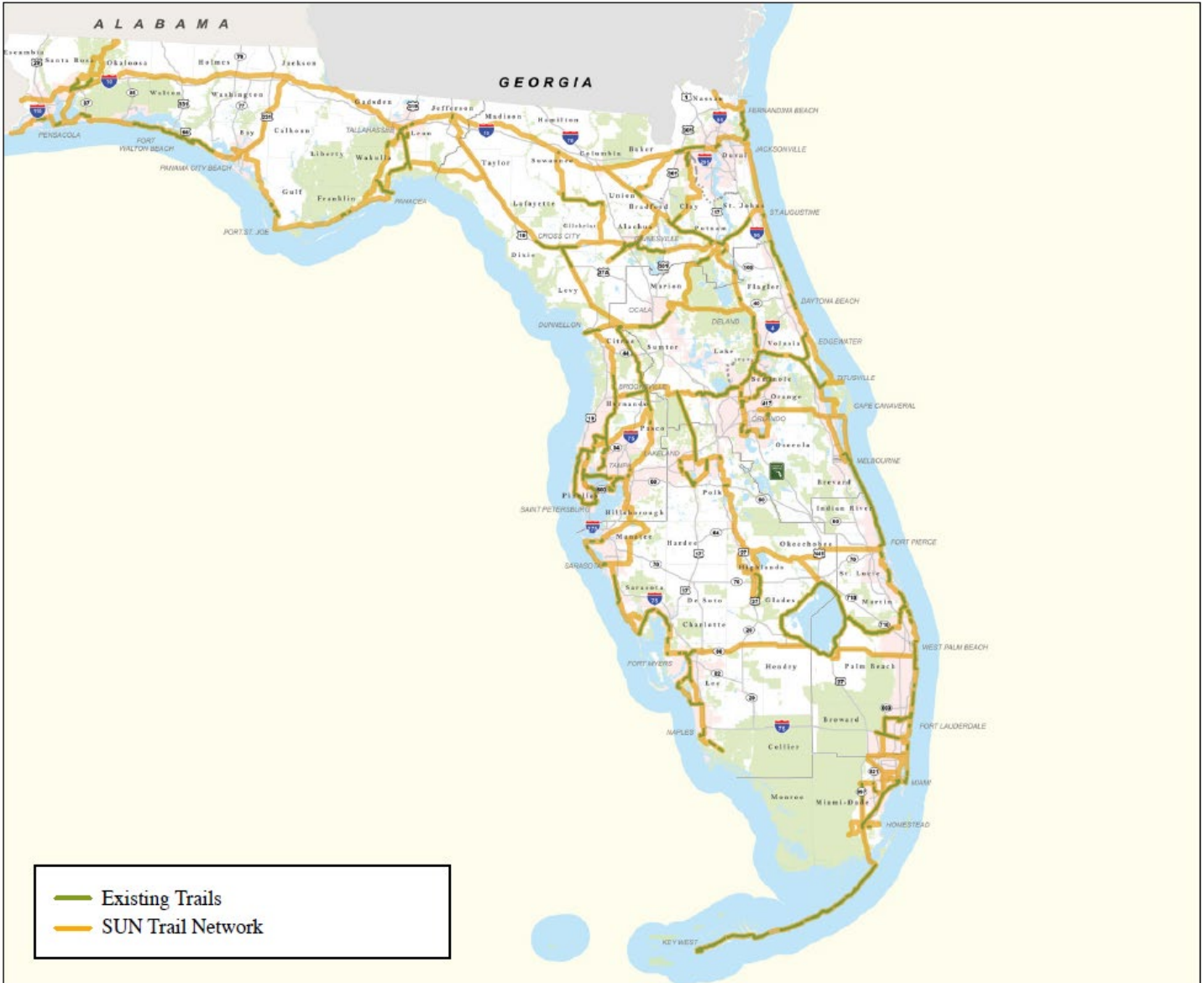


Figure 5: SUN Trail Statewide Network Map

This study encompasses a +/- 5-mile segment of the Florida SUN Trail Network that would help to connect Jonathan Dickinson State Park to the Seabranck Preserve State Park. It is important to note a parallel effort referred to as the Hobe Sound South Corridor Study is also in development to connect Jonathan Dickinson State Park to CR-708/Bridge Road.

1.6. EAST COAST GREENWAY

The [East Coast Greenway \(ECG\)](#) connects 15 states and 450 cities and towns for 3,000 miles from Calais, Maine to Key West, Florida, see **Figure 6**. The ECG is currently 35% complete with approximately 1,050 miles of off-road, protected multi-use paths now designated as part of the ECG network. Florida has the longest segment of the ECG with 651 miles of coastline, there are 268 miles of protected paved trails today. The ECG is a once-in-a-generation, ambitious linear park project that forecasts a return on investment to be ten-fold in economic, social, health and environmental benefits for millions of Americans, according to Dennis Markatos-Soriano, executive director of the ECGA. This project will complete a segment of the ECG in Martin County.

2. PUBLIC INVOLVEMENT AND OUTREACH

An important step in the process includes obtaining input from residents, public officials and other interested parties. This provides both the MPO and the consultant team an understanding of the public's vision for the project, their concerns, and any information they can share that is relevant to the project. Community outreach is made possible through open house meetings and their respective advertisement components including yard signs, brochures, emails and postcards to inform the public and encourage participation in the public process. Outreach for this project included the creation of a project brochure which was utilized by the MPO, email blasts and social media posts, and yard signs placed in strategic locations throughout the study area approximately 5 days prior to each scheduled meeting. Additionally, the second public meeting included a mailed postcard about the event to households who lived within the study area.

An initial public meeting was held on November 10, 2021. The Project Team's presentation addressed the typical life of a transportation project, from the planning phase to the construction phase (**Figure 7**), and situated the community in the current planning stage of 1-2 years. In addition, the presentation covered the project schedule, purpose, existing conditions, initial data analysis and presented route options. The presentation also included an overview of the reviewed plans and documents, a summary of potential crossings, as well as photos depicting pros and cons of various locations considered in the scope.

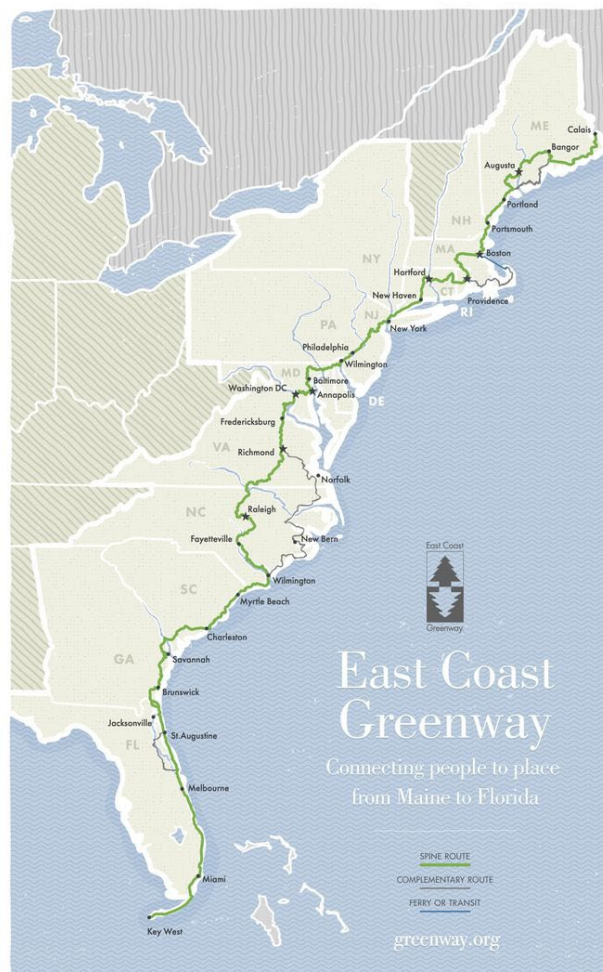


Figure 6: East Coast Greenway Map

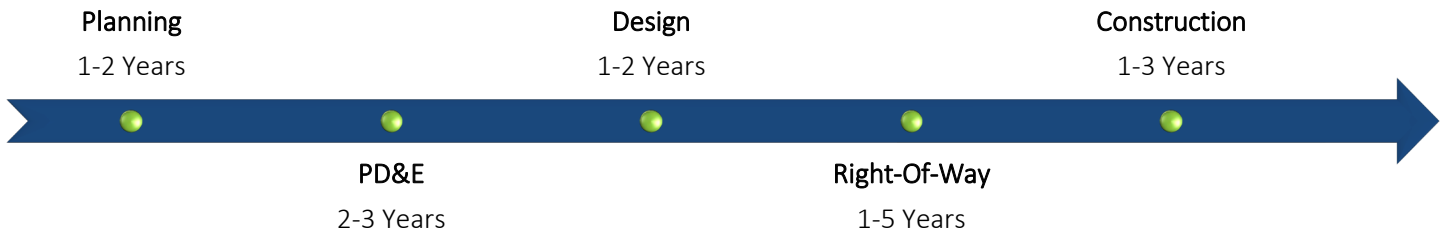


Figure 7: Life of a Transportation Project

A second public meeting was held on March 9, 2022 where proposed alignments, typical sections, and an evaluation matrix was shared with attendees. For this meeting, the Consultant Team provided posters to scale each of the three (3) proposed route alignments. Residents were given the opportunity to use the evaluation matrix and assess a variety of possible SUP alignment and typical section combinations on both sides of each of the evaluated roadways. The residents used this forum to express their concerns and discuss potential solutions with the consultant and other residents present. Additionally, residents had the opportunity to select the preferred typical section, provide alternatives via comment cards, post-it notes and dots. The majority of the attendees supporting the Gomez Avenue alignment, see Figure 8.

A third public meeting was held on January 11, 2023. The presentation provided a comprehensive recap of the first two meetings; it also highlighted how implementing the trail section would:

- Connect local and regional residents to the parks at each end of the segment
- Provide multimodal access to multiple community regional assets along the route
- Contribute to the continuous connectivity goals of the Florida SUN Trail Network and ECG
- Have the potential to contribute to social, health, and economic development



Figure 8: Resident selection of Preferred Route Alignment

During the third meeting, the Consultant Team shared the preferred selected alignment for the trail, two proposed typical section alternatives, and discussed next steps. Attendees also had the opportunity to select their preferred alternative to move forward with conceptual design. There were several in attendance who again preferred the alignment along Gomez Avenue, but overall, the majority of attendees supported Alternative 1 along SR-5/Federal Highway, which will be discussed later. Presentations, sign-in sheets, and comment cards can be found in Appendix C.



Figure 9: Photos from Public Meetings

3. LITERATURE REVIEW

3.1. TRANSPORTATION IMPROVEMENT PROGRAM FY 2021/22 – 2025/26

A Transportation Improvement Program (TIP) is a U.S. federally mandated requirement providing short-range transportation projects within an MPO's metropolitan planning area that seeks federal transportation funding within at least a four-year horizon.

The major multi-modal projects are prioritized by the Martin MPO Policy Board and included in the FDOT Tentative Work Program for federal and state funding. The 2021 – 2026 TIP includes the following projects within our study area:

- CR-708/ SW Bridge Road from Pratt Whitney to SR-5/US-1: Resurfacing and bicycle lanes construction
- FEC RR Crossings at SE Pettway Street: Pedestrian Facilities
- SE Shell Avenue Realignment
- Jonathan Dickinson State Park – Flap Grant for Trail and SR-5/US-1 Signalization

There are no projects included for Gomez Avenue or CR-A1A/Dixie Highway within the 2021/2022 to 2025/2026 TIP. FDOT has a project (FPID – 4435051) in the TIP to construct a bike path/trail starting in FY25 on SR-5/Federal Highway from CR-70/SE Bridge Road to the Hobe Sound Wildlife Refuge.

3.2. MARTIN MPO 2045 LONG RANGE TRANSPORTATION PLAN (2020)

The 2045 Long Range Transportation Plan (LRTP) is an analysis of the impact on the transportation network for current and projected conditions in the region. The Plan contains an evaluated list of transportation improvements that will be necessary to maintain an adequate level of mobility and to accommodate anticipated population growth for the county. The goals contained in the LRTP guide the transportation planning process in

the MPO Planning Area and help to establish project priorities for the TIP. The LRTP includes one project within the study area - the ECG (Main) project at SE Gomez Ave from CR-708/Bridge Road to SE Osprey Street, the length of this project is 3.28 miles. This project is a part of the ECG main or the Florida’s SUN Trail.

3.3. FLORIDA GREENWAYS AND TRAILS SYSTEM (FGTS) PLAN (2019 - 2023)

The FGTS Plan provides a new vision for the FGTS System for 2019 - 2023. Included in the Plan is a vision for implementing a connected statewide system of greenways and trails for recreation, conservation, alternative transportation, healthy lifestyles, a vibrant economy, and a high quality of life.

The ECG is a developing trail system, nearly 3,000 miles long, connecting Calais, Maine to Key West, Florida. The ECG route traverses the Atlantic coast, connecting communities, small towns, major cities and various state parks throughout the eastern coast of the U.S. Florida has the longest stretch of the ECG, with 600 miles of trails, of which 200 miles is located off-road, and is connected with shared use paths and trails, see **Figure 10**. Much of the ECG trails/shared use pathways within Florida are on side paths which run parallel to CR-A1A/Dixie Highway.



Figure 10: Florida East Coast Greenway Trail

3.4. MARTIN COUNTY BICYCLE AND PEDESTRIAN FACILITY MAP (2019)

The main purpose of the bicycle and pedestrian facilities map is to increase awareness among the general public and potential users of these facilities, see **Figure 11**.

Within our study area, the map highlights existing facilities, parks and locations of interest. These locations include a SUP on Gomez Avenue, north of SE Osprey Street to Seabranche Preserve State Park. The Gomez Avenue SUP connects to existing sidewalks along Gomez Avenue south of SE Osprey Street to CR-708/Bridge Road east to the beach.

Other facilities within our study area include bicycle lanes along CR-A1A/Dixie Highway between Seabranche Preserve State Park and SE Crossrip Street, these bike lanes are connected to paved shoulders between Crossrip Street and Pettway Street.

Points of interest within the study area include: Seabranche Preserve State Park, Gomez Preserve, Peck Lake Park, Jimmy Graham Park, Eastridge Park, William G. “Doc” Myers Park, Hobe Sound Bible College, Hobe Sound Elementary, Restrooms and a bicycle shop.



Figure 11: Martin County Bicycle & Pedestrian Map

3.5. MARTIN MPO BICYCLE, PEDESTRIAN & TRAILS MASTER PLAN (2017)

The Master Plan provides a vision for Martin County becoming a pedestrian and bicycle friendly, walkable and livable community. The main goal of the Master Plan is to establish a multimodal transportation system in the county. **Figure 12** highlights work trips in Martin County.

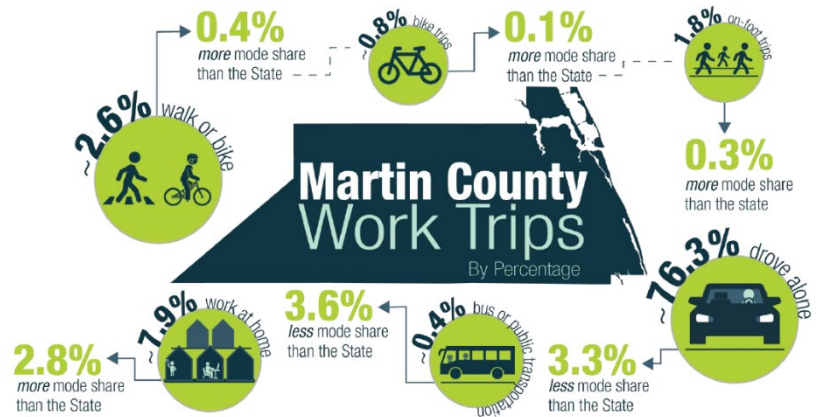


Figure 12: Martin County Mode Share Infographic

The Master Plan describes existing bicycle and pedestrian facilities in Martin County and also include recommendations for improvements. Improvements include bicycle and pedestrian facilities, safety improvements, policy recommendations, and outreach efforts to encourage people to walk and bike, see **Figure 13**.

The Master Plan also includes a few recommended projects for regional trail facilities. Project number 12 is the East Coast Greenway – Main – SE Gomez Ave from SE Bridge Rd to SE Osprey St – 3.28 miles. The approximate cost of this facility was calculated at \$323,538 per mile.

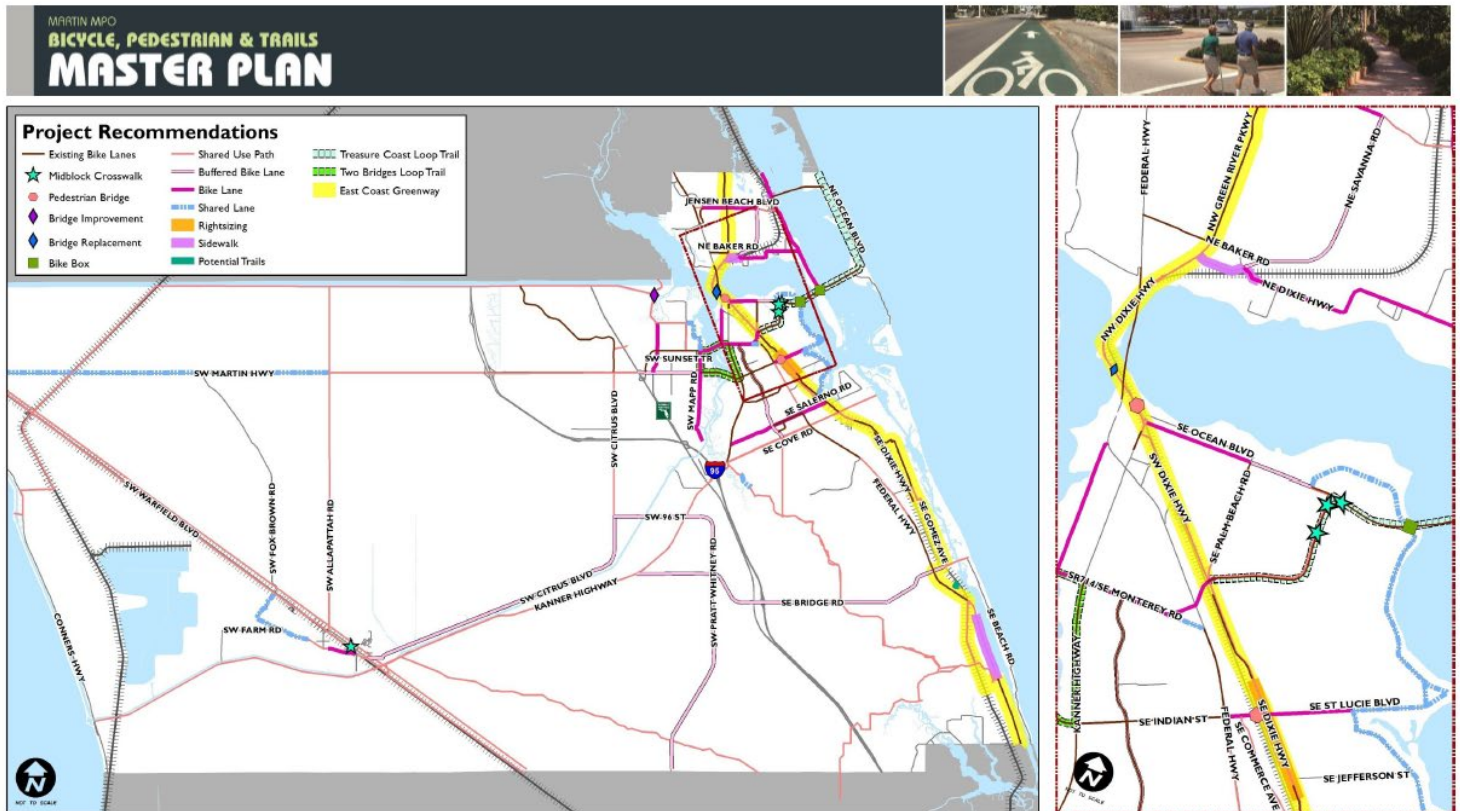


Figure 13: Bicycle, Pedestrian and Trails Master Plan Project Recommendation Map

3.6. BICYCLE AND PEDESTRIAN SAFETY ACTION PLAN (2016)

The purpose of Martin County’s Bicycle and Pedestrian Safety Action Plan is:

- To meet requirements set forth by the Florida Department of Transportation (FDOT) which require each MPO to prepare a pedestrian safety action plan.
- To identify bicycle and pedestrian safety problems and crash hot spots in Martin County, based on data-driven analysis and public input.
- To develop and select appropriate strategies using the “4Es” (Engineering, Enforcement, Encouragement, and Emergency Medical Services (EMS)) concept to enhance bicycle and pedestrian safety.
- To assist local and state agencies in further enhancing their existing bicycle and safety programs and activities.

The Plan identified nearly 68 crash hotspots (41 intersections, 12 corridors and 15 streets/roads) based on quantitative and qualitative analysis, stakeholder and public input. The Plan also includes recommended countermeasures based on the 4Es for the purpose of increasing safety and mobility in the county.

3.7. SOUTHEAST FLORIDA REGIONAL GREENWAYS AND TRAILS PLAN (2015)

Greenways and trails are a growing part of multimodal transportation networks across Florida and the U.S. This Plan provides a desired vision for a greenways and trails system in Palm Beach County with consideration of the Southeast Florida regional context (from Indian River County to Monroe County).

The Plan is intended to serve as a conceptual guide for the Palm Beach MPO and others for prioritizing and advancing projects over time to help develop an integrated network of non-motorized connections throughout the South Florida region. Additionally, the regional perspective is designed to further inform facility development in an effort to align facilities across county lines where feasible. The Plan recommends three types of facilities:

- **Multi-Use Paved Trails:** A minimum of 10’ in width and for use by pedestrians & cyclists.
- **Multi-Use Unpaved Trails:** A minimum of 10’ in width and for use by pedestrians, cyclists, and equestrians.
- **Unpaved Hiking Trails:** A minimum of 5’ in width and for use by pedestrians exclusively.

The facilities and preferred design width based on type of users provides an overall guide to the development of trails for the region. Our study area is included as a proposed multi-use paved trail (MC8) as part of the East Coast Greenway, see **Figure 14**.

Southeast Florida
REGIONAL
GREENWAYS
& TRAILS

Multi-Use & Hiking Facilities



0 3.25 6.5 13 Miles

Existing Facilities	Proposed Facilities	Rev 9/30/2015
Multi-use, Paved 10' minimum width Pedestrians & cyclists permitted	Multi-Use, Paved 10' minimum width Pedestrians & cyclists permitted	
Multi-use, Unpaved Bicycle and pedestrian access	Multi-Use, Unpaved Bicycle and pedestrian access	
Hiking, Unpaved Pedestrian access only Only pedestrians permitted	Hiking, Unpaved Pedestrian access only Only pedestrians permitted	



Martin County

- MC1, Allapattah Flats Management Area - Equestrian Trail
- MC2, Atlantic Ridge
- MC3, Beeline Highway Corridor
- MC4, Bridge Road
- MC5, Connector of Robert B. Jenkins C-23 & 714
- MC6, Connector of Robert B. Jenkins C-23 & Florida National Scenic Trail
- MC7, Cypress Creek Natural Area - Jesup Trail
- MC8, East Coast Greenway
- MC9, Florida National Scenic Trail
- MC10, Historic Jupiter-Indiantown Trail
- MC11, Hutchinson Island
- MC12, Indian River Drive
- MC13, Marine East/West Corridor
- MC14, Ocean-to-Lake Trail
- MC15, Robert B. Jenkins C-23 Trail Corridor
- MC16, SR714 Indian St to OK County Line
- MC17, St. Lucie Canal
- MC18, Treasure Coast Loop Trail



This information was compiled from state and local agencies including Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, Florida Trail Association, St. Johns River Water Management District, Southwest Florida Water Management District, South Florida Water Management District, Indian River County, St. Lucie County, Martin County MPO, Palm Beach MPO, Broward County, Miami-Dade County and Monroe County.

Figure 14: Southeast Florida Regional Greenways & Trail Facilities Map

3.8. FLORIDA SUN TRAIL REQUIREMENTS

3.8.1. DESIGN REQUIREMENTS

The SUN Trail Network includes a combination of existing, planned, and conceptual multiple-use trails; which is typically 12-foot wide, but may vary from 10-foot to 14-foot wide, or larger, depending upon physical or environmental constraints, or usage. In some areas of extreme constraints, such as at bridges or in environmentally sensitive lands, a multi-use trail may be as narrow as 8-foot wide. In general, development of SUN Trail funded projects will be 12-foot wide, asphalt, multi-use trails. Implementing projects in the SUN Trail network increases the reliability of Florida’s transportation system.

The [Greenway Criteria and Design Guide](#), released by the ECGA, provides information and resources for the planning, design, construction, promotion, and maintenance of local ECG segments. This Guide defines our vision of a protected, connected series of safe facilities for a continuous non-motorized route from Maine to Florida. The Guide explains allowable on-road facilities and offers a new section on potentially allowable on-road facilities. The *Greenway Criteria and Design Guide* concludes with a list of technical resources and a glossary of common terms and acronyms related to the Greenway. The ECG’s permanent route criteria:

- **Traffic separated:** Includes a physical barrier that combines both horizontal spacing and vertical elements to protect trail users from motor vehicles.
- **Firm surface:** Easily navigable by a touring bicycle or wheelchair; may be paved or fine stone dust surface or other natural surface that a touring bicycle can easily and comfortably navigate.
- **Publicly accessible:** Open and free to the public every day of the year. In a few areas, we have incorporated fee-charging ferry service, but we seek crossings that minimize cost and provide frequent service.
- **Wide enough for shared use:** We aim for a 12-foot-wide pathway but understand that may not always be achieved initially. In more rural areas, where use may be lower, a narrower width may suffice. All new trails are expected to be designed and built according to best practices (E.g., AASHTO standards for shared-use paths).
- **Avoids steep grades and steps:** That prohibit wheelchair access and make bicycle access difficult. See AASHTO guidelines on the acceptable grade of a shared-use path.
- **Integrated recreation and transportation infrastructure:** The trail must route through a town or city center. Connects people to where they work, live, and play.
- **Responsive to new design:** In addition to shared-use path designs, an on-road facility that provides a physical barrier separating users from motor vehicles may also be designated. The term “physical barrier” will be interpreted to include firm, fixed objects such as concrete barriers, planters, guard rail or vehicle railing or bollards. Bicycle lanes separated from motor vehicle traffic by flexible vertical delineators are generally not eligible for designation, although our new design exceptions may allow for designation of such facilities upon further review of the roadway context. In an instance where the facility prohibits pedestrian and wheelchair use, it may be designated as East Coast Greenway provided that there is a parallel facility for pedestrians and wheelchair users which is designated as well.

3.8.2. SURFACES

A trail’s surface should be easily navigable by all users. It may be paved or a fine stone dust surface or other natural surface that a touring bicycle can comfortably navigate. All trails should be planned and designed to comply with the ADA, which requires trail surfaces to be firm and stable. Firmness means the surface “does not give way significantly under foot.” Stability means surfaces “do not shift from side-to-side or when turning.” For broad conceptual purposes, cost ranges for common trail surfaces (not including right-of-way acquisition) are:

- **Less expensive:** \$150k - 350k per mile
- **Moderately expensive:** \$350k - 750k per mile
- **More expensive:** \$750k - 1.5 million per mile

3.8.3. ASPHALT

Asphalt trails typically have a longer-term service life with lower required maintenance than a natural surface trail. Asphalt provides a surface that is smooth, quiet, and continuous with no joints, which is more enjoyable for bicycling, skateboard/rollerblading, pushing strollers, and people with disabilities.

Construction Considerations

- **Material type:** Hot mix asphalt, the type of mix used for a state highway, may not be the appropriate mix for a multi-use trail. The asphalt binder specified will depend on the climatic conditions of the region; check with your local DOT for material, gradation, and binder specifications. Porous or permeable asphalt can offer better drainage but can be more expensive up front and require more maintenance.
- **Proper drainage:** Efficient removal of excess water from the trail is important. Surface water runoff should be handled using swales, ditches, and sheet flow. Catch basins, drain inlets, culverts and underground piping may also be necessary. These structures should be located off of the pavement structure.
- **Proper sub-grade thickness & compaction:** Minimum thickness of a high-quality aggregate base should be a minimum of six inches for an asphalt trail. Thicker base courses should be used for poorer quality sub-grade material. Compacted sub-grade should extend a minimum of two feet beyond the edge of pavement. Sub-grade should be compacted to a minimum of 95% of standard Proctor density, AASHTO T 99, and the moisture should be maintained within 3% of optimum. If aggregate base course is used in the pavement section, it should be compacted to a minimum of 95% of modified Proctor density, AASHTO T 180, ASTM D 1557. Depending on the soil conditions, compaction and moisture criteria may vary. After compaction, a soil sterilant and/or root inhibitor should be applied. Consult your landscape architect or geotechnical engineer for site-specific information.
- **Adequate pavement thickness:** A minimum 3”.
- **Adequate pavement compaction:** It is recommended the hot mix asphalt be compacted to between 92% and 96% of the Theoretical Maximum Specific Gravity, AASHTO designation T 209, ASTM designation D 2041.

3.8.4. BOARDWALK

Boardwalks are typically considered for multi-use trails in areas that are difficult to traverse because of wetlands and waterways or rough conditions, areas prone to flooding, or where a typical trail cross section would adversely impact fragile habitats. Boardwalks allow for continuous drainage and unimpeded stream flow. They generally consist of decking, curbing or railings, and piers.

Construction Considerations

- **Common material types:** Timber, composite, concrete.
- **Railing height:** Forty-two (42) inches measured from the walking surface to be used if surface of boardwalk is 30-inches above finish grade. Extend boardwalk railing past abutment as needed to protect trail users from fall hazards, minimum 6’, typical.
- **Curb height:** Six (6) inches from walking surface to be used when boardwalk is less than 30-inches above finish grade (secondary path only).
- **Minimum rail to rail clearance:** Twelve (12) feet.
- **Minimum above water clearance:** Twelve (12) inches above anticipated 10-year storm elevation measured from the lowest structural member.

3.8.5. NATURAL SURFACE/CRUSHED STONE

Non-paved trail surfaces generally cost about the same as paved because the base preparation and materials are identical. Also, the installation is identical (dump truck, paving machine and compactors). Non-paved surfaces need to be accurately graded to avoid standing water. They are not useable during the spring thaw season. They are more prone to erosion than paved surfaces.

Construction Considerations

- **Common stone types:** Limestone, sandstone, granite.
- **Stone dust material:** Shall consist of hard, durable, uncoated particles of rock free from deleterious substances. The rock particles should range in size from dust to 3/8-inch. The stone dust surface will be prepared and placed in accordance with local DOT specifications and meet compaction requirements of 95% of optimum density (AASHTO T-180).
- **Crusher fines:** Should be applied over landscape fabric to a depth of 4 to 6-inches. The preferred geotextile is a continuous filament non-woven needle-punched engineering geo-fabric.

3.8.6. WIDTH

The aim generally is for a 12-foot-wide pathway but that may not always be achieved initially. In more rural areas, where use may be lower, a narrower width may suffice. All new trails are expected to be designed and built according to best practices. The ECGA follows AASHTO standards for SUPs:

Width and Clearance: The minimum paved width for a two-directional shared use path is 10-feet. Wider pathways, 11-to-14-feet are recommended in locations that are anticipated to serve a high percentage of pedestrians (30 percent or more of the total pathway volume) and higher user volumes (more than 300 total users in the peak hour). In very rare circumstances, a reduced width of 8-feet may be used where the following conditions prevail:

- Bicycle traffic is expected to be low, even on peak days or during peak hours.
- Pedestrian use of the facility is not expected no more than occasional.
- Horizontal and vertical alignments provide frequent, well-designed passing and resting opportunities.
- The path will not be regularly subjected to maintenance vehicle loading conditions that would cause pavement damage.

Occasionally, providing separate, parallel shoulders or treads alongside a trail for different users may be desirable. For example, a primary, hard-surfaced path (asphalt or concrete) can be provided exclusively for bicyclists, with softer shoulders set aside for pedestrians and equestrians. Single shoulders should be at least 5-feet wide, while dual shoulders (one on each side) should be a minimum of 2-feet wide.

3.8.7. GRADE

Trails should avoid steep grades and steps that prohibit wheelchair access and make bicycle access difficult. The ECGA aims to follow AASHTO guidelines on the grade of a SUP:

5.2.7 Grade - The maximum grade of a shared use path adjacent to a roadway should be 5 percent, but the grade should generally match the grade of the adjacent roadway. Grades steeper than 5 percent are undesirable because the ascents are difficult for many path users, and the descents can cause some users to exceed the speeds at which they are competent or comfortable.... Grades on paths in independent rights-of-way should also be limited to 5 percent maximum. – AASHTO

3.8.8. CROSSINGS AND INTERSECTIONS

Crossings should be marked where a trail intersects with a roadway. Crosswalk markings are also preferred where trails cross driveways and railroads. The ECGA follows AASHTO standards for crossings along shared use paths. The guide addresses various types of crossing and intersection designs and the striping and safety features associated with each crosswalk treatment. Whenever feasible, crossing should be complemented by traffic calming features, e.g., curb extensions, medians/islands, raised crosswalks, etc. In general, the more motor vehicle traffic lanes there are to cross, and/or the greater the volume and speed of motor vehicles, the greater the need for robust traffic calming treatments.

For crossings on quiet rural roads with sufficient line-of-sight distances, for instance, a “Trail Crossing” sign and striped crosswalk may be sufficient. For busier suburban and urban crossing situations, physical mid-crossing protection, demand activated signals, and proactive traffic calming treatments may be warranted. This could include “High Intensity Activated Crosswalk” (HAWK) or “Rectangular Rapid Flashing Beacon” (RRFB) signals to alert drivers.

Intersections should be well-lit (where trail use is permitted in low-light conditions) and crosswalk timers must be calibrated to allow for comfortable crossing by trail users of all abilities. AASHTO provides guidance on crosswalks, but more detail can be found in NACTO’s *Don’t Give Up at the Intersection* for protected and dedicated intersection treatments. **Figure 15** includes proven safety countermeasures for treatments that can assist to design for slow speeds. FHWA’s [Making Our Roads Safer I One Countermeasure at a Time](#) and [Safe Transportation for Every Pedestrian \(STEP\) program](#) provides guidance on safety measures for bicycle and pedestrian facilities.



Figure 15: Pedestrian/Bicyclist Safety Countermeasures, FHWA

3.8.9. BRIDGES

Given the many waterways, highways, train tracks, and other obstacles that must be crossed on the envisioned route of the Greenway, thoughtful bridge design is important. There is no one-size-fits-all bridge design endorsed by the Alliance, as there are a wide variety of bridge types and crossing contexts communities may encounter, from getting over a small creek or canal to spanning major rivers and interstate highways. Bridges can be stand-alone or attached to existing bridges, and they may be new construction or re-purposed bridges no longer open to motor vehicles. Reallocating an automobile lane can be an option. In some circumstances, an underpass may be preferred.

In general, follow AASHTO or NACTO guidance for bridge design specifications. Ensure that transitions onto and off of bridges is safe, comfortable and intuitive for both pedestrians and bicyclists. There may be limited crossing options in some areas where the few existing bridges are narrower and deserve special consideration. These bridges should be reviewed on a case-by-case basis, but generally 8' is the minimum width for a shared-use path on a bridge. In some cases, with narrow passage, it may help to require that cyclists drastically reduce speeds or dismount and walk their bike across the bridge to reduce conflicts with other bridge users. When traversing busy roads such as arterials, at-grade design solutions should be prioritized instead of a bridge where possible. Creating a safe, direct, and convenient passage at grade for pedestrians and cyclists across these roads will benefit all users by reducing speeds and encouraging more efficient, multi-modal, and sustainable transportation. Safe at-grade crossings will provide a more convenient option to trail users, helping them avoid climbing and descending a bridge that might have inconveniently located entrances. This is particularly helpful for those with physical disabilities and issues with mobility. Additionally, at-grade crossings will formalize pedestrian and cyclist crossings that would otherwise still likely occur, despite being illegal and less safe.

3.8.10. SEPARATED ON-ROAD FACILITIES

In addition to shared-use path designs, an on-road facility that provides a physical barrier separating users from motor vehicles may also be designated. The term "physical barrier" will be interpreted to include firm, fixed objects such as concrete barriers, planters, guard rail, vehicle railing, bollards, and, in appropriate contexts, flexible vertical delineators. In an instance where the facility prohibits pedestrian and wheelchair use, it may only be designated as East Coast Greenway if there is a parallel facility for pedestrians and wheelchair users which is designated as well.

3.8.11. SIGNAGE

The primary purposes of signing the ECG are to establish a unique brand, to inform users that they are on the ECG, and to identify route direction changes, enabling proper wayfinding. Because much of the Greenway is still on road, providing appropriate route signage is crucial to guiding users along the route. Trail signs also serve to raise public awareness of the ECG by identifying a given local trail segment as part of the ECG.

Standard Greenway Route Signs



Greenway

ECGA stocks 5.5" x 15" signs to mark the route, **Figure 16**. The standard sign is our preferred model for identifying our route. These signs are made of .063-gauge aluminum with the graphic and text silkscreened onto the engineer grade reflective vinyl sheeting. Signs are pre-drilled with 3/8" holes at intervals permitting mounting on steel u-channel posts or square steel tubes. Brackets or mounting clamps may be used to attach these signs to tubular posts (aka "pipe posts"), which do not have pre-drilled holes for sign installation. These signs may be installed on trail and road segments pending permission.

Figure 16: Standard ECG Sign

Standard Greenway Arrow Plaques

Where appropriate, ECG route signs should be used in tandem with directional arrow plaques. The ECGA stocks five types of arrow plaques. Standard-sized directional arrow plaques measure 5.5" x 5.5" and have a bold black outline for visibility. They should be placed directly below the ECG standard sign.

Non-Standard ECG Wayfinding Signs

In some circumstances, signs of a different size may be preferred, or partnering agencies may want to incorporate the ECG graphic into other wayfinding signage. The ECGA only stocks the standard route sign, but following consultation with ECGA staff, artwork will be made available to agencies which wish to fabricate non-standard signs in their own sign shops.

MUTCD-Compliant ECG Route Signs

Chapter 9 of the MUTCD is specific to traffic control devices for bicycle and pedestrian facilities. Signs and plaques may be demanded in specific states and used to mark the ECG as a bicycle route, or if on shared-use paths, as a bicycle and pedestrian route. The type of MUTCD guide sign that permits the ECGA and partnering agencies to brand a route as the ECG is the M1-8a sign with the addition of the ECG logo, the letters "ECG," or the words "East Coast Greenway." Dimensions of the M1-8a are 18"x18" if installed on road and 12"x12" if installed on greenway.

MUTCD-Compliant ECG Arrow Plaques

Where appropriate, the ECG branded M1-8a signs should be used in tandem with the directional arrow plaques. The range of MUTCD directional arrow plaques to accompany M1-8a are as follows: M5-1, M5-2, M6-1, M6-2, M6-3. State DOTs may and have exempted ECG signs to include standard makers when posted on existing MUTCD sign posts.

Mileage Signs with Icons

The ECGA may provide "mileage signs" for installation on trailside kiosks or other structures. This type of sign is great for branding the length and breadth of the Greenway as well as drawing attention to the specific venue. Contact the ECGA if you have an interest in this type of signage.

Informational Kiosk

An informational kiosk is a wooden structure, typically field-fabricated of pre-cut pieces of dimensional lumber. Cedar is recommended due to its natural rot resistance. Fasteners should be stainless or galvanized steel. Where required due to local regulations (e.g., hurricane resistance standards), other designs may be implemented.

“Billboard” Signs

These types of signage are becoming popular in state and county parks.

Bridge Identification Signs

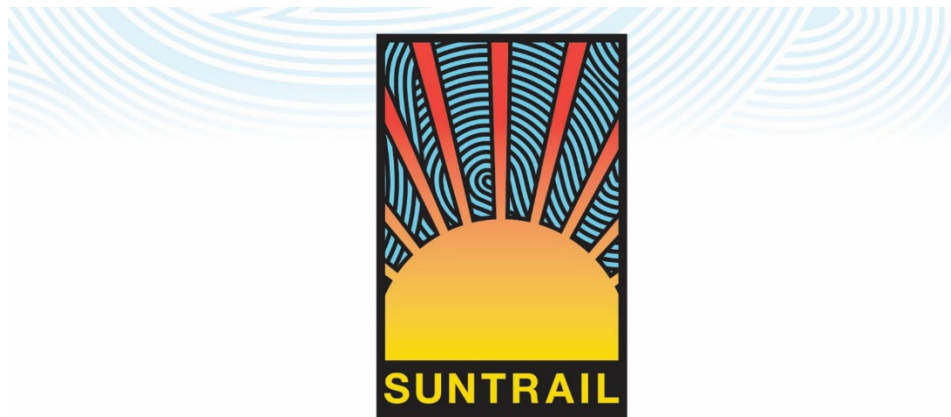
The ECGA strongly encourages the installation of special identification signs to be installed on or adjacent to trail bridges, notifying drivers passing beneath that the bridge overhead is part of the ECG. To date, all Greenway bridge ID signs have generally followed MUTCD standards and have been approved and installed by highway maintenance personnel or their contractors.

3.8.12. TRAFFIC SEPARATED ON-ROAD FACILITIES

In addition to the shared-use path design, the ECGA may also designate on-road bikeway facilities that separate users from traffic by a physical barrier, as long as the bikeway is parallel to a wheelchair-accessible sidewalk. The term “physical barrier” includes firm, fixed objects such as concrete barriers, planters, guard rail, vehicle railing, bollards, and, in appropriate contexts, flexible vertical delineators, often in tandem with parked vehicles. However, bicycle lanes separated from motor vehicle traffic by flexible vertical delineators alone are generally not eligible for designation—the ECGA staff will assist partners with further review of the roadway context to discuss options. Additionally, a design using delineators and parked vehicles should also ensure that the delineators are maintained on a frequent basis and any illegal parking or idling in the bikeway is minimized.

3.8.13. IMPLEMENTING FLORIDA’S SHARED-USE NONMOTORIZED (SUN) TRAIL PROGRAM

Ineligible project attributes for funding can be found in the handbook. “On-road facilities, such as bicycle lanes of routes other than on-road facilities that are no longer than one-half mile connecting two or more nonmotorized trails, if the provision of non-road facilities is infeasible and if such on-road facilities are signed and marked for nonmotorized use; an exception is made for on-road components of the Florida Keys Overseas Heritage Trail.”



4. EXISTING CONDITIONS

This section provides an overall review and analysis of existing conditions within the study area. Existing conditions include a review of demographics, land use, environmental, utilities and the roadway transportation network. Data was collected utilizing available data from Census, FDOT, FDEP and Martin County. Furthermore, several site visits were conducted to collect data, capture information, and assess conditions. A desktop review utilizing GIS was conducted for analysis. The following section summarize the demographics, existing roadway and environmental characteristics for the study area.

4.1. DEMOGRAPHICS

Hobe Sound is a Census Designated Place (CDP) in Martin County, Florida along Florida’s Treasure Coast. Between 2010 and 2020, the area experienced over 14% growth in population (Census 2020), and according to the 2021 ACS, the current population in Hobe Sound is 13,964. The median age in Hobe Sound is 56 years, **Figure 17** includes a breakdown of age groups who reside in Hobe Sound. Statistics show over a third of residents are over the age of 65 years, with the largest group (18.6%) between 65 to 74 years.

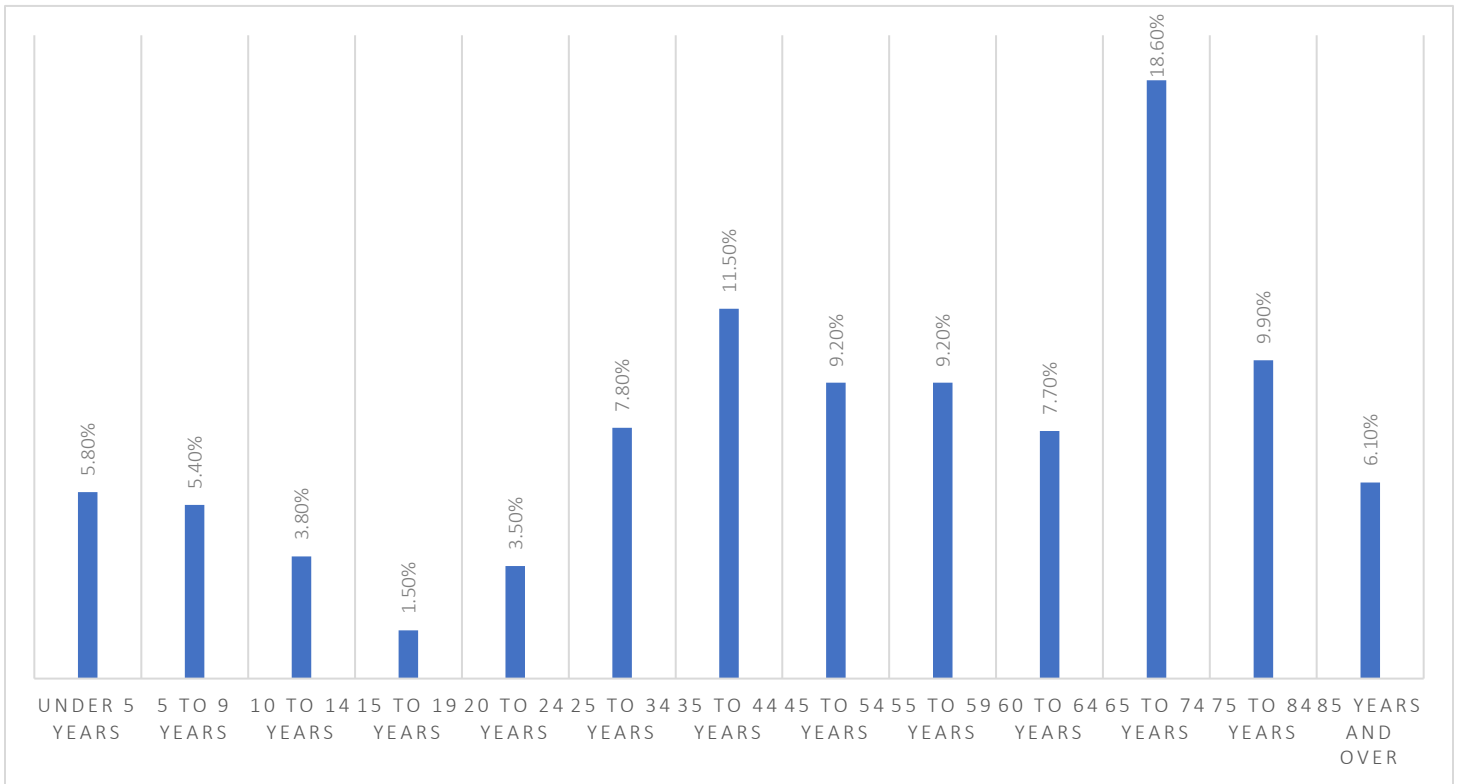


Figure 17: Hobe Sound Age Groups (ACS 2021)

Figure 18 illustrates the racial and ethnic makeup of Hobe Sound where almost 85% of residents are white, 6% of residents are black and 6% of residents are Hispanic. About 7% of households in Hobe Sound speak a language other than English at home. The poverty rate of Hobe Sound is 10% (ACS 2021).

Approximately 2% of households in Hobe Sound do not have a vehicle and almost 25% have one (1) vehicle per household. Lastly, 15.5% of residents have a disability, which is higher than the national average of 12.6%.

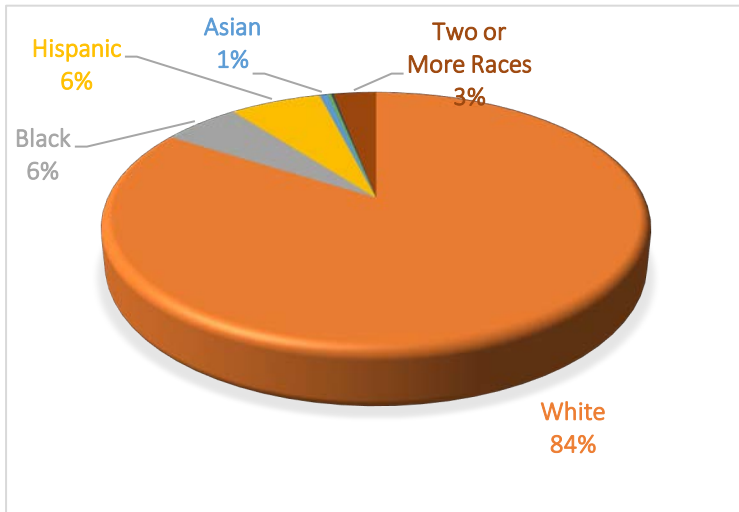


Figure 18: Hobe Sound Race & Ethnicity

4.2. COMMUTING CHARACTERISTICS

Workers 16 years and over total 5,952 or 43% of the population in Hobe Sound. Commuting characteristics for works is as follows: 70.1% of workers drive alone by car, 4.5% walk, 1.2% ride a bicycle and 14.1% work from home (ACS 2021). A review of the data illustrates more men walk and bike than women, while more women work from home than men. Mean travel time for workers in Hobe Sound is 25.5 minutes.

4.3. THE BUILT ENVIRONMENT

According to the future land use map, **Figure 19**, the study area is predominantly single-family residential uses with commercial uses concentrated along SE Federal Highway, CR-708/Bridge Road, and CR-A1A/Dixie Highway, south of CR-708/Bridge Road.

The map also highlights the numerous parks and recreational uses in the area. This includes Seabranch Preserve State Park, Indian River, Gomez Preserve, Peck Lake Park, Jimmy Graham Park, William G. “Doc” Myers Park, J.V. Reed Park, Atlantic Ridge Preserve State Park, Jonathan Dickinson State Park and Hobe Sound National Wildlife Refuge.

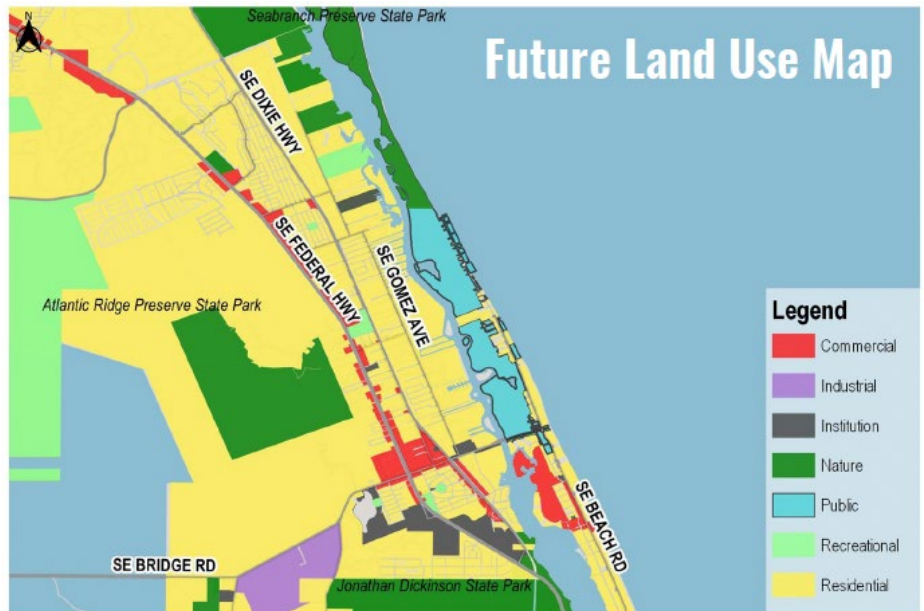


Figure 19: Future Land Use Map

The built environment within the study area includes an auto centric suburban development pattern where land uses are separated and the automobile dominates the landscape. The study area includes many vacant parcels. Gomez Avenue includes single-family housing, parks and schools; CR-A1A/Dixie Highway includes single-family housing, vacant lots, and some commercial uses with Florida East Coast (FEC) railroad parallel to CR-A1A/Dixie Highway. SR-5/Federal Highway and CR-708/Bridge Road include commercial developments with several large suburban shopping centers which include Market Place at Hobe Sound, Island Crossing, and a newly constructed Publix Shopping Center. There are several small commercial buildings peppered along SR-5/Federal Highway and

CR-708/Bridge Road. Additionally, the study area includes two large golf courses, the Lolblolly Golf Course between Gomez Avenue and CR-A1A/Dixie Highway and the Medalist Golf Club west of SR-5/Federal Highway between Osprey Street and Medalist Place. Institutional uses include schools, a water treatment plant, public library, and vacant land. The study area connects to the beach and Atlantic coast via CR-708/Bridge Road.

4.4. EXISTING ROADWAY CONDITIONS

The existing roadway network in the study area consists of local roads, urban collectors and arterials. SR-5/SE Federal Highway, CR-A1A/Dixie Highway and SE Gomez Avenue are north-south oriented facilities in the study area, SR-5/Federal Highway and CR-A1A/Dixie Highway provide regional connectivity to Palm Beach and St. Lucie Counties. CR-708/SE Bridge Road, SE Pettway, SE Crossrip Street and SE Osprey are east-west oriented facilities. CR-708/Bridge Road provides access to I-95 and the Florida Turnpike. The study area includes seven signalized intersections: three along SR-5, three along CR-A1A/Dixie Highway, and one at Gomez Avenue. There are three at-grade railroad crossings at CR-708/Bridge Road, SE Crossrip Street, and SE Osprey Street.

4.4.1. FUNCTIONAL CLASSIFICATION

Within the study area, SR-5/Federal Highway is functionally classified as an Urban Principal Arterial Other, CR-A1A/Dixie Highway and CR-708/Bridge Road are Urban Minor Arterials, SE Osprey Avenue and SE Pettway are classified as Urban Major Collectors, and Gomez Avenue is classified as an Urban Minor Collector. All other roadways are considered local streets, **Figure 20** includes a map of the existing functional classification. The majority of traffic flows along SR-5/Federal Highway, with most others roadways being utilized by local traffic. **Table 1** includes the traffic summary of the existing roadways within our study area.

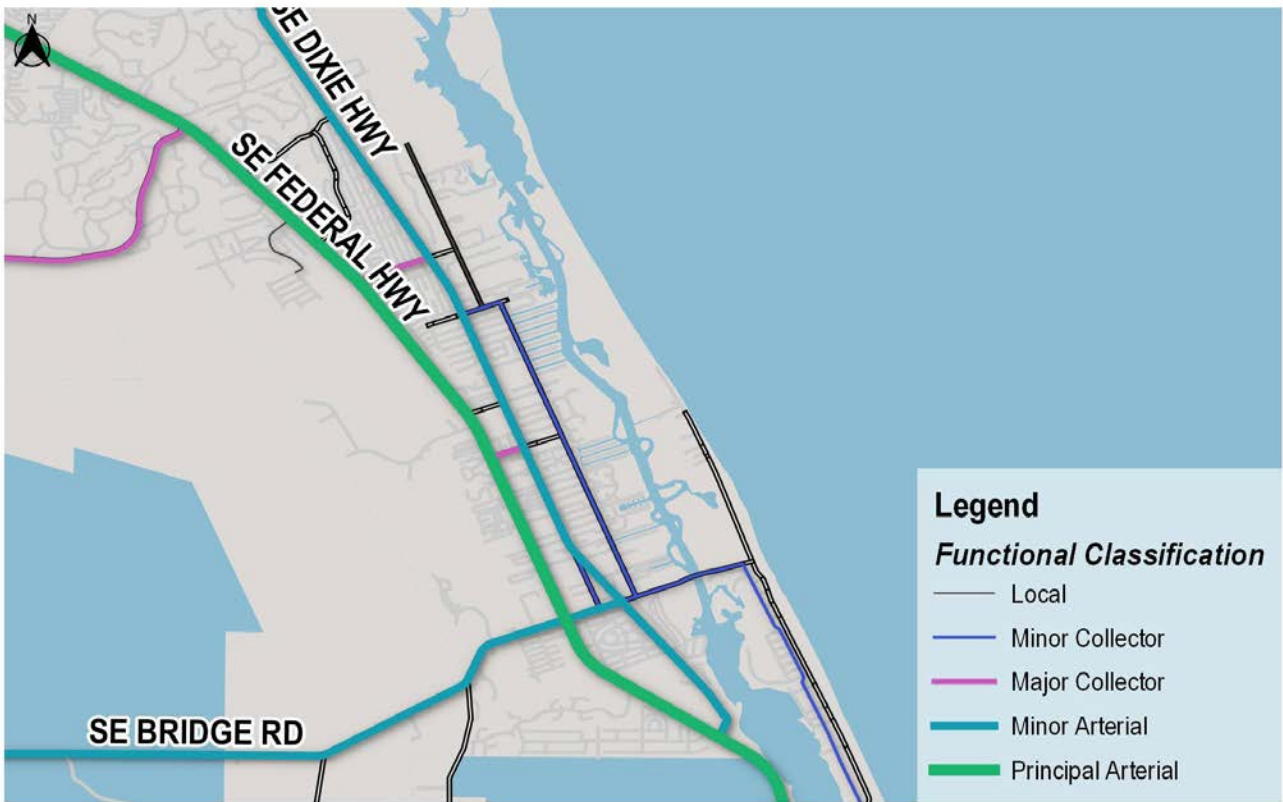


Figure 20: Street Network Functional Classification

Table 1: Summary of Traffic Data

STREET	FROM	TO	AADT (2021)	POSTED SPEED LIMIT (MPH)	NO. OF LANES (EACH DIRECTION)	LOS
CR-708/Bridge Rd	SR-5	CR-A1A	9,373*	25	1	D
	CR-A1A	Gomez Ave	8,053*	30	1	D
Pettway St	SR-5	Gomez Ave	N/A	25	1	N/A
Osprey St	SR-5	CR-A1A	4,794	35	1	C
	CR-A1A	Gomez Ave	2,042	25	1	C
SR-5/Federal Hwy	CR-708	Osprey St	24,987	45 – 55	2	C
CR-A1A/Dixie Hwy	CR-708	Osprey St	7,350	30 – 45	1	C
Gomez Ave	CR-708	Crossrip St	3,563	35	1	C
	Crossrip St	Osprey St	1,142	35	1	C
<i>Source: Martin County Roadway LOS Inventory Report, 2021 *Martin County Roadway LOS Inventory Report, 2019</i>						

Transportation in the area is predominantly performed by single-occupant vehicles. The study area includes one transit stop at SR-5/Federal Highway and CR-708/Bridge Road, which is also a transfer stop. This stop includes Routes 4 and 20x; Route 4 connects Hobe Sound north to Port Salerno with accessibility to transfer to Route 1, which connects north to Stuart and Port St. Lucie, allowing connectivity to the Treasure Coast Connector (TCC). Route 20x also connects north to Port Salerno, Cleveland Clinic and Indian River College, with accessibility to transfer to Routes 1 or 2. Route 2 connects to Indiantown located in western Martin County. Route 20x also connects south to Palm Beach County with accessibility to the Tri-Rail and Brightline stations, Palm Beach Gardens Mall, VA Medical Center and Palm Tran. There are no other transit stops in the area.

4.4.2. ACCESS MANAGEMENT

The FDOT currently identifies the SR-5/Federal Highway corridor within the study area as an Access Classification 3, which allows full median openings and signalized intersections with a minimum spacing of 2,640 feet and directional median openings at a minimum space of 1,320 feet. Minimum connection spacing is also allowed at 660 feet for sections posted above 45 MPH. Current speed limits posted on SR-5/Federal Highway are between 45 and 55 MPH.

4.4.3. CONTEXT CLASSIFICATION

The FDOT Context Classification system applies to all FDOT highways functionally classified as arterials or collectors and ensures projects along these highways are developed in a manner which is in context with the surrounding communities' characteristics and intended uses of the roadway. This process assists professionals about the type and intensity of uses along various segments of a roadway, allowing roadway facilities to be planned, designed and maintained to be supportive of safe and comfortable travel for users.

There are eight (8) FDOT context classifications used to describe unique land use contexts in Florida. These contexts range from "C1-Natural" to "C6-Urban Core," see **Figure 21**. The context classification provides insight to the types of road users that can be expected, and corresponding design criteria reflect their diversity of needs. **Table 2** summarize the context classification determinations for the study area as provided by FDOT.



Figure 21: FDOT Context Classifications

Table 2: Context Classifications

ROADWAY	FROM	TO	EXISTING CONTEXT CLASSIFICATION
SR-5/Federal Hwy	SE Osprey Street	SE Crossrip Street	C3R
SR-5/Federal Hwy	SE Crossrip Street	CR-708	C4
CR-A1A/Dixie Hwy	SE Osprey Street	CR-708	C4
SE Lares Ave	CR-708	SE Kingsley Street	C3C
Gomez Ave	SE Crossrip Street	CR-708	C3R
CR-708	SR-5	Gomez Avenue	C4
SE Pettway St	SR-5	CR-A1A	C3R
SE Osprey St	SR-5	CR-A1A	C4

4.4.4. RIGHT-OF-WAY

A review of the study area’s ROW was conducted utilizing Martin County Property Appraiser, FDOT line diagrams, and available as-built roadway plans. **Figure 22** includes a map of the ROW illustrating the differences in ROW within the study area. SR-5/Federal Highway has over 200 feet of ROW, while CR-A1A/Dixie Highway ROW varies between 30 and up to 90 feet, ROW along Gomez Avenue also varies between 60 and 90-feet. Several constraints are illustrated along CR-A1A/Dixie Highway where the ROW is limited to 30 feet, particularly between CR-708/Bridge Road and Dharlys Street where the ROW is the most constrained.

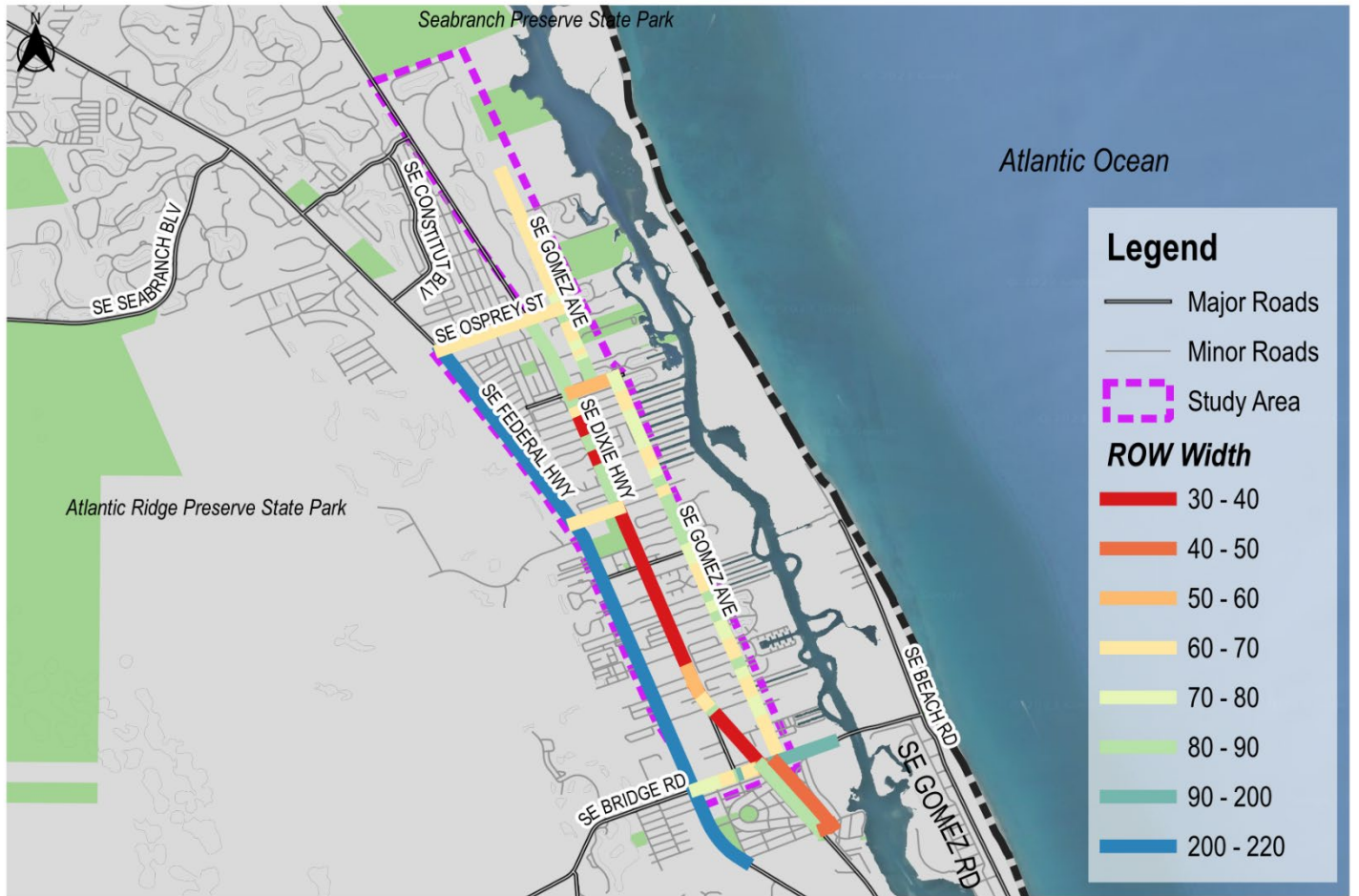


Figure 22: Right-of-Way Widths

4.4.5. INTERSECTIONS, SIGNALIZATION AND RAILROAD CROSSINGS

Figure 23 includes a map of signalized intersections within the study area. SR-5/Federal Highway and CR-A1A/Dixie Highway includes three signalized intersections, while Gomez Avenue has one signalized intersection and a school zone near CR-708/Bridge Road. Additionally, CR-708/Bridge Road, Pettway Street and Osprey Street have at-grade rail crossings. Recent safety improvements have been completed by the FEC which includes markings, signage, gates and sidewalks. Table 3 includes the number of T-intersections and signalized intersections within the study area.

Table 3: Signalized & Unsignalized Intersections

ROADWAY	FROM	TO	UNSIGNALIZED INTERSECTIONS	SIGNALIZED INTERSECTIONS
SR-5/Federal Hwy	SE Osprey St	CR-708	42	3
CR-A1A/Dixie Hwy	SE Osprey St	CR-708	30	3
Gomez Ave	SE Crossrip St	CR-708	44	1
CR-708/Bridge Rd	SR-5	Gomez Ave	5	3
SE Crossrip St	CR-A1A	Gomez Ave	4	0
SE Pettway St	SR-5	CR-A1A	2	2
SE Osprey St	SR-5	CR-A1A	6	2

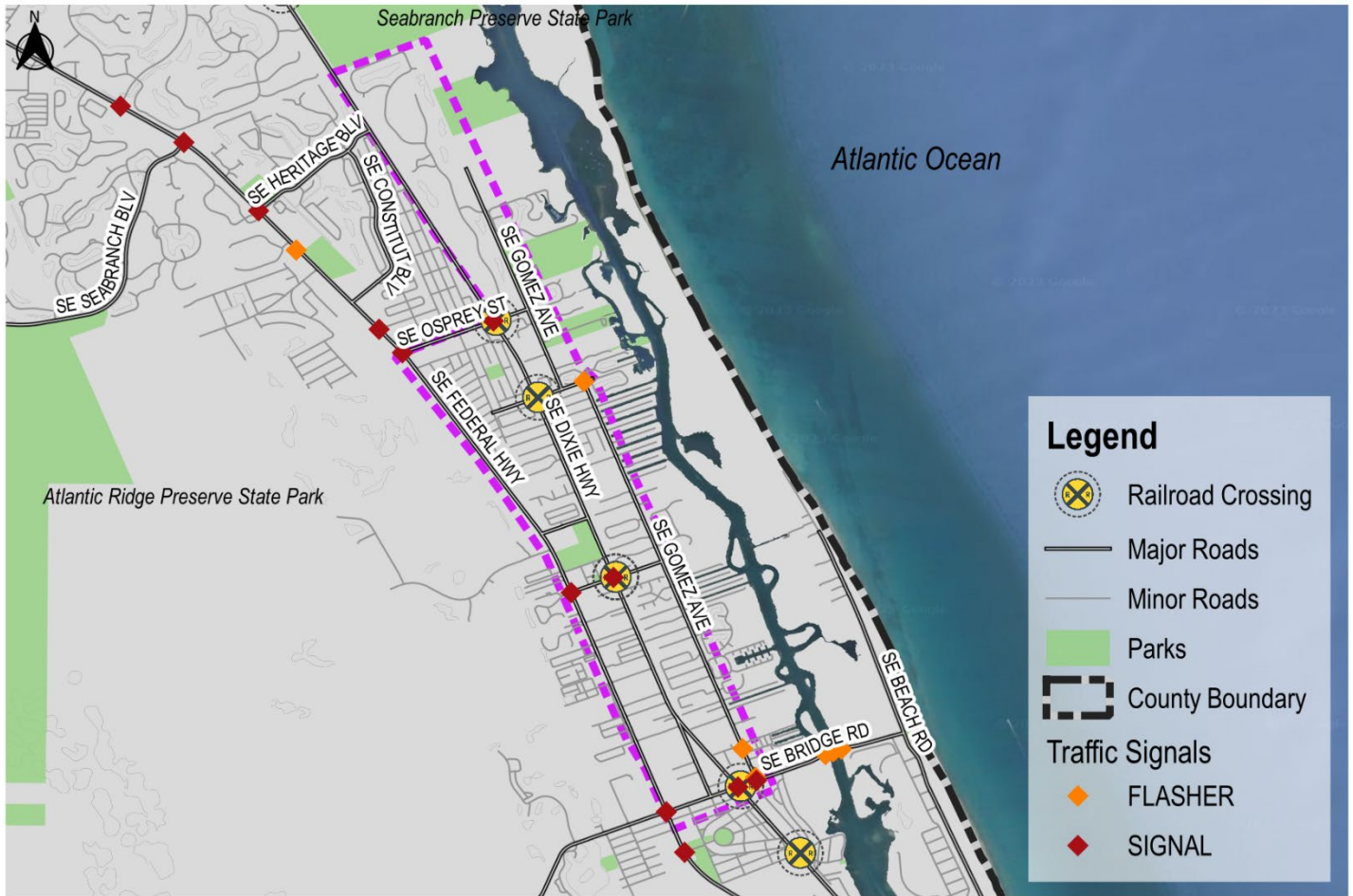


Figure 23: Traffic Signals & Railroad Crossings

4.4.6. TYPICAL SECTIONS

Typical sections were developed for the study area roadways Gomez Avenue, CR-A1A/Dixie Highway, SR-5/Federal Highway, CR-708/Bridge Road, Pettway Street, Crossrip Street and Osprey Street. This section provides an overview of the existing conditions and typical section for the study roadways.

4.4.6.1. SE GOMEZ AVENUE

Gomez Avenue is a county roadway classified as an Urban Minor Collector that runs parallel to SR-5/Federal Highway and CR-A1A/Dixie Highway. Gomez Avenue is a two-lane roadway with 11-foot vehicular travel lanes. The segment included in this study is approximately 4 miles in length between CR-708/Bridge Road and the end of the existing SUP (on Gomez Avenue). The ROW varies in width, where the minimum width is 60 feet and the maximum width is 90 feet, the posted speed limit of Gomez Avenue is 35 MPH. SE Gomez Avenue is surrounded by primarily single-family residential uses, the FDOT Context Classification is Suburban Residential (C3R), the roadway has AADT volume of 1,142 vehicles per day between SE Crossrip and SE Osprey Streets and 3,563 vehicles per day between CR-708/Bridge Road and SE Crossrip Street.

Gomez Avenue is largely a rural typical section, absent of curb and gutter, with swales for stormwater management. For the most part, there are 5 to 6-foot-wide concrete sidewalks on at least one side of the corridor

setback at least 5 feet from vehicular traffic. **Figure 24** below illustrates the typical section for existing conditions along Gomez Avenue.

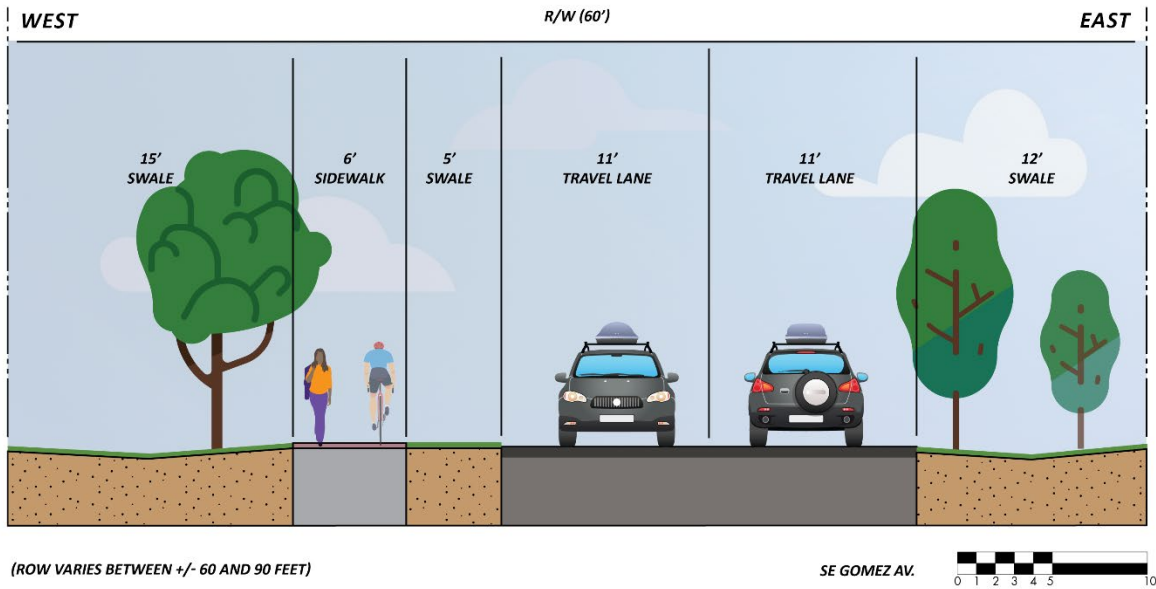


Figure 24: Existing Rural Typical Section for Gomez Avenue

Gomez Avenue is surrounded by single-family residential development, wildlife preserves and schools. Gomez Avenue does not directly connect to the south terminus at SR-5/Federal Highway and CR-708/Bridge Road, but directly connects to the north terminus south of Seabranh Preserve State Park. The parks and preserves accessible on Gomez Avenue include Jimmy Graham Park, Seabranh Preserve State Park, Peck Lake Park, and the Gomez Preserve Nature Trail. North of Hill Terrace there is a 50-foot wetland buffer that stops at the edge of the ROW near the Gomez Preserve Nature Trail. Both Seabranh Preserve State Park and Gomez Preserve Nature Trail are accessible by bike or foot only. Through and to the south of Seabranh Preserve State Park is an existing segment of the ECG and Florida SUN Trail network.

Schools along Gomez Avenue are between CR-708/Bridge Road and SE Pine Cone Lane and include: Hobe Sound Child Care Center, Hobe Sound Elementary School, Hobe Sound Bible College, and Hobe Sound Christian Academy. School crossing guards are present in this area during morning arrival and afternoon dismissal. Observations during school dismissal reported various children walking and biking, while most children are dropped off or take a bus to/from school. During the site visit conducted, there were several vehicles parked along SE Shell Avenue and CR-708/Bridge Road, where parents were observed parking their vehicles and walking to the elementary school to pick up their children.

Gomez Avenue has 5 to 6-foot-wide concrete sidewalks on at least one side of the corridor, with some segments having sidewalks on both sides of the corridor. Sidewalks are typically setback an average of 10 feet from vehicular travel lanes and are shaded along portions of the corridor. The sidewalk near SE Sabal Lane is the narrowest area along the corridor, see **Figure 25**.

There are a total of 10 midblock crossings with crosswalks and signage placed throughout the corridor, providing crossings to the sidewalk as it switches from one side of the roadway to the other. The westside of Gomez Avenue has a total of 24 single-family residential driveways, while the eastside has 6 single-family residential driveways.

There is one signalized intersection at Gomez Avenue and CR-708/Bridge Road with high-emphasis crosswalks, push-buttons, detectable warning surfaces and signals. Gomez Avenue also includes a school zone. The pavement markings for the crosswalks are in poor condition due to fading pavement markings. There is one pedestrian crossing sign alerting westbound motorists at the CR-708/Bridge Road and Gomez Avenue intersection.

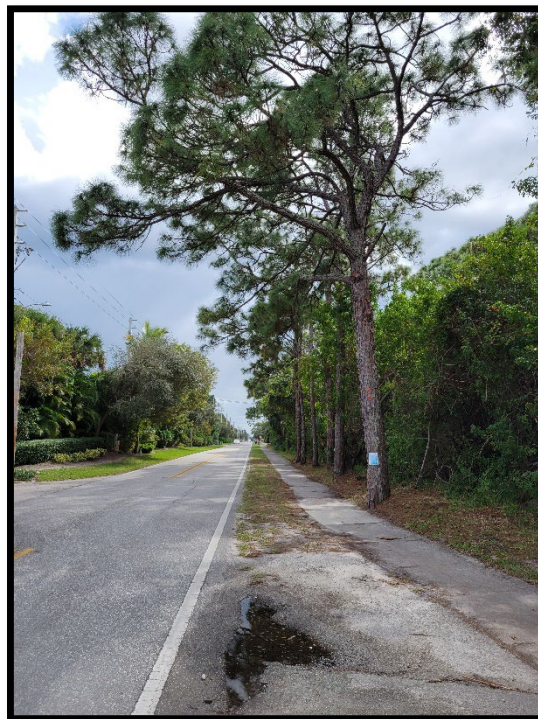


Figure 25: Existing Conditions along Gomez Ave

Between 2016 and 2020, there were three (3) crashes that involved two (2) bicyclists and one pedestrian, all three crashes were injury related crashes; there were no reported fatalities. Roadway signage is in overall good condition. Utilities include overhead powerlines which begin on the eastside of Gomez Avenue between CR-708/Bridge Road and SE Crossrip Street, then switch to the westside of Gomez Avenue north of SE Crossrip Street. Utilities include electric power poles for power transmission lines, fire hydrants, drainage and some lighting throughout the corridor.

Gomez Avenue was undergoing drainage improvements between CR-708/Bridge Road and SE Pilots Cove Terrace at the time we began conducting site visits and data collection, this project has since been completed. Gomez Avenue has also been identified as a potential route alignment for the East Coast Greenway in the *Martin County 2045 Long Range Transportation Plan (LRTP)*, *Martin County Bicycle and Pedestrian Facility Map*, and the *Martin MPO Bicycle and Pedestrian & Trails Master Plan (2016)*.

4.4.6.2. CR-A1A/SE DIXIE HIGHWAY

CR-A1A/Dixie Highway is a county road classified as an Urban Minor Arterial, parallel and in between SR-5/Federal Highway and SE Gomez Avenue. A1A is a two-lane road with 12-foot-wide vehicle lanes, and a 4-foot paved shoulder marked for bicycle use along portions of the corridor. The segment included in this study is approximately 3 miles in length between CR-708/Bridge Road and SE Osprey Street, and does not connect directly to the north or south terminus of the planned SUN Trail corridor at the north (Gomez Avenue) or south (SR-5/Federal Highway & CR-708/Bridge Road) terminus. The ROW width varies between a minimum width of 30 feet to a maximum width of 85 feet, the speed limit also varies between 30 and 45 MPH. CR-A1A/Dixie Highway is

surrounded by primarily single-family residential development with some commercial and institutional uses, the FDOT Context Classification is Urban General (C4) and Suburban Residential (C3C). CR-A1A/Dixie Highway has an AADT volume of 7,350 vehicles per day, it is also parallel and adjacent to the FEC Railroad. The FEC railroad actively operates 21 freight trains per day, and has at least 100 feet of ROW. The number of trains is due to increase with the development of the Orlando Brightline Station, slated to open in the Summer of 2023, which will provide none stop service from West Palm Beach to Orlando.

CR-A1A/Dixie Highway is largely a rural typical section, absent of curb and gutter, with swales for stormwater management. Between CR-708/Bridge Road and SE Crossrip Street there are no paved shoulders available for cyclists. North of SE Crossrip Street there are four-foot paved shoulders marked for bicycle lanes with no buffer between motorized vehicles. Residents and stakeholders indicated these bike lanes are utilized by recreational cyclists, especially during the weekend. For the most part, there are 4 to 5-foot-wide concrete sidewalks located along the westside of CR-A1A/Dixie Highway typically setback at least 5 feet from vehicular traffic. **Figure 26** below provides the typical section for existing conditions along CR-A1A/Dixie Highway.

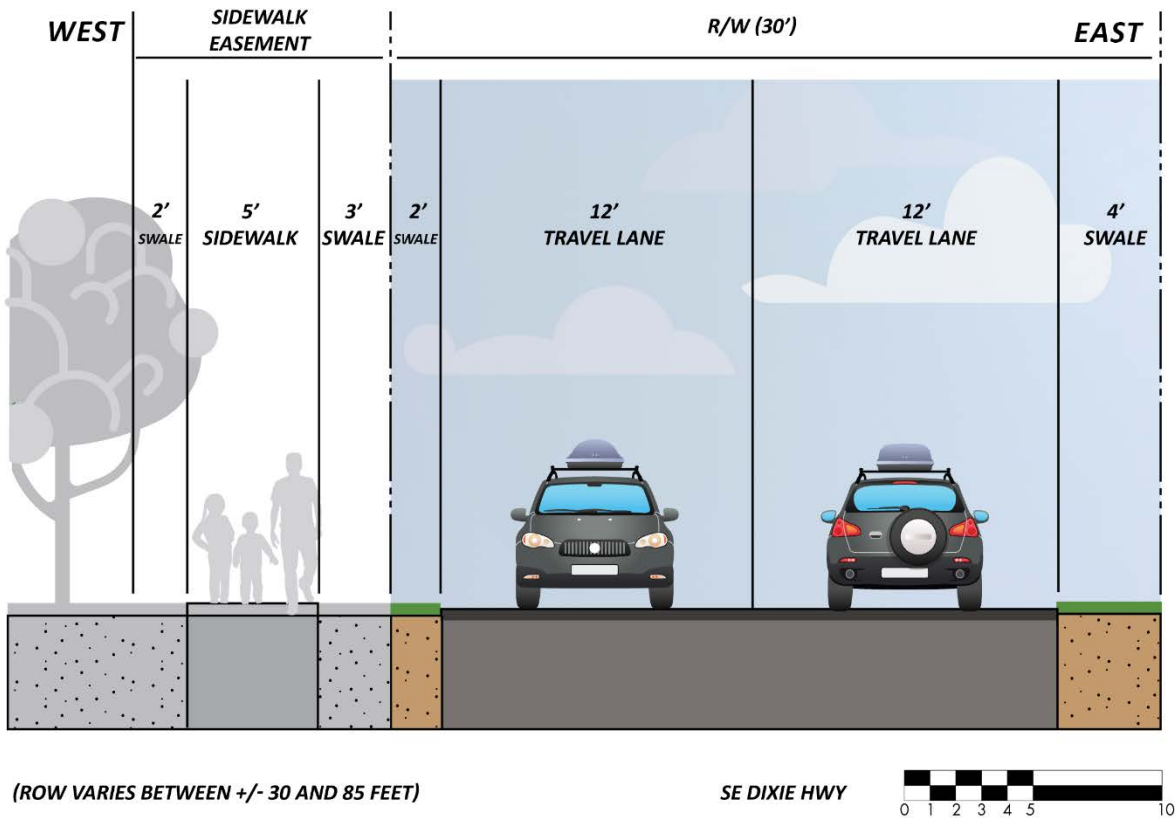


Figure 26: Existing Rural Typical Section for CR-A1A/Dixie Hwy

The existing sidewalks along the westside of CR-A1A/Dixie Highway are located outside the ROW and within a 10-foot-wide sidewalk easement along the corridor. Properties missing this easement have the sidewalk within the ROW, adjacent to vehicular traffic, see **Figure 27**. There are some areas missing sidewalks and existing sidewalks are in fair to poor condition. Few trees are planted along the sidewalks for shade. There are no sidewalks on the eastside of the roadway, where the FEC railroad is located. Utilities include electric power poles for transmission lines which are located on the westside of CR-A1A/Dixie Highway, fire hydrants, and a few light poles throughout the corridor.

There are historic light poles between CR-708/Bridge Road and SE Algozzini Place partially obstructing the sidewalk, this area was also missing detectable warning surfaces at many of the crosswalks. Between SE Dharlys and SE Osprey Streets, the sidewalk is 5 to 6-feet in width and in fair to good condition with few obstructions, some areas may experience flooding during the rainy season as portions of the sidewalk appeared to have been underwater after a rain event during the site visit, see **Figure 28**. North of SE Osprey Street there are no sidewalks on either side of CR-A1A/DIXIE HIGHWAY until the Seabranh Preserve State Park, where there is an existing SUP that traverses the border of the park parallel to CR-A1A/DIXIE HIGHWAY.



Figure 27: Photo of Significant Pinch point for the Sidewalk along Dixie Hwy (Southbound)



Figure 28: Evidence of Sidewalk Flooding

South of CR-708/Bridge Road, the ROW is approximately 85 feet and includes a frontage road with parking between SE Gleason Avenue (Saturn Avenue) and CR-708/Bridge Road. This area is walkable and includes a number of shops, restaurants and commercial establishments, there are also several mature trees that provide shade along the frontage road.

Between SE Dharlys and SE Osprey Streets, the ROW is approximately 85 feet, but there are two areas where the ROW narrows to about 30 feet. Between CR-708/Bridge Road and SE Dharlys Street, the ROW is mostly narrow with a width of 30 to 35 feet, except for an area near SE Kinsley Street, where the road curves north and the ROW widens up to about 70 feet before it narrows again to 30 feet.

The signalized intersections along CR-A1A/Dixie Highway include CR-708/Bridge Road, SE Pettway Street and SE Osprey Street – most of which do not have crosswalks, push buttons and signals. There is a high-emphasis crosswalk at the CR-A1A/CR-708 intersection along the south leg in good condition, this is the only crosswalk along CR-A1A/Dixie Highway within the study area.

Both SE Pettway and SE Osprey Street did not have pedestrian or bicycle facilities for crossings at the time the site visit was conducted. The CR-708/Bridge Road, SE Pettway Street, SE Crossrip Street and SE Osprey Street intersections along CR-A1A/Dixie Highway have railroad crossings, which recently completed safety improvements for vehicles and pedestrians. These improvements include signage, pavement markings, sidewalks and safety gates.

The signalized intersections along SR-5/Federal Highway include, CR-708/Bridge Road, SE Pettway Street and SE Osprey Street— all of which have crosswalks, push buttons and signals. The high-emphasis crosswalks at the SR-5/Federal Highway and CR-708/Bridge Road intersection are in fair to poor condition, as the pavement markings are faded and many of the flexible delineators marking pedestrian areas were missing or damaged at the time of the initial site visit. Both the SE Pettway Street and SE Osprey Street intersections include standard crosswalks in good condition, some of the ramps and push-buttons do not meet ADA requirements.

The intersection of SR-5/Federal Highway and CR-708/Bridge Road is a large intersection spanning approximately 110-feet, with various suburban style commercial developments on all four corners. The intersection experiences the highest levels of vehicular crashes within the study area, with over 100 incidents reported between 2016 and 2020. The intersection has been retrofitted with flexible delineators at the corners which appear to have been implemented as a visual separator between pedestrians and vehicles. There were observations in the field that many of the delineators have been struck multiple times and as a result many were missing, and damaged at the time of the site visit, see **Figure 30**. The northeast corner of the SR-5/Federal Highway and CR-708/Bridge Road intersection has a drainage grate partially within the walking path to/from the north leg crosswalk, tactile pads are also missing on all four corners, this should be reported to FDOT.



Figure 30: Intersection of SR-5 & Bridge Rd looking east from the northwest corner

There are no single-family residential driveways along SR-5/Federal Highway between CR-708/Bridge Road and SE Osprey Street, instead the area has several driveway accesses for the various commercial developments along both sides of SR-5/Federal Highway, with the eastside having more driveways than the westside, these driveways all have stop signs.

Additionally, there is a frontage road on the westside of SR-5/Federal Highway between SE Lake Drive (Church Street) and SE Pine Circle, see **Figure 31**. The Hobe Sound Library, William G. “Doc” Myers Park and the United State Post Office can also be accessed from SR-5/Federal Highway. Also, on the westside of SR-5/Federal Highway between SE Medalist Place and SE



Figure 31: SR-5 Frontage Rd & SE Church St, looking south

Osprey Street there is the eastern border of the Medalist Golf Club.

Shade throughout the study segment is sparse along the sidewalks, which are in fair to poor condition throughout the area. On the westside, between CR-708/Bridge Road and SE Plutos Avenue, the sidewalk measures at 9-feet 9-inches and could be classified as a shared use path.

The speed limit between CR-708/Bridge Road and SE Pettway Street is 45 MPH and increases to 55 MPH between SE Pettway Street and SE Osprey Street. Between 2016 and 2020, there were a total of 13 crashes that involved seven (7) bicyclists and six (6) pedestrians, ten (10) of the thirteen crashes were injury related crashes, and the remaining three (3) included property damage only. Roadway signage is in overall good condition. Utilities include electric power poles for power transmission lines, fire hydrants, utility boxes, manholes and lighting which are located on both sides of SR-5/Federal Highway throughout the corridor.

4.4.6.4. CR-708 / SE BRIDGE ROAD

CR-708/Bridge Road is a county road classified as an Urban Minor Arterial west of CR-A1A and an Urban Minor Collector east of CR-A1A. CR-708/Bridge Road is two-lane roadway with 10 to 11-foot lanes. The segment included in this study is approximately half a mile in length between SR-5/Federal Highway and SE Gomez Avenue. The ROW width varies between a minimum width of 40 feet and a maximum width of 80 feet and has a posted speed limit of 25 to 30 MPH. CR-708/Bridge Road is surrounded by primarily commercial uses and has an FDOT Context Classification of Urban General (C4), it also intersects the FEC railroad and includes a crossing at CR-A1A. CR-708/Bridge Road has an AADT volume of 9,373 vehicles per day west of CR-A1A, and 4,633 vehicles per day between CR-A1A and SE Gomez Avenue.

CR-708/Bridge Road between SR-5/Federal Highway and CR-A1A/Dixie Highway has an urban typical section with curb and gutter for stormwater management and a rural typical section between CR-A1A/Dixie Highway and SE Gomez Avenue. The segment with a rural typical section is absent of curb and gutter and has swales for stormwater management. For the most part, there are 5 to 9-foot-wide concrete sidewalks located on at least one side of CR-708/Bridge Road typically setback at least 10 feet from vehicular traffic. **Figure 32** illustrates the existing typical section for CR-708/Bridge Road.

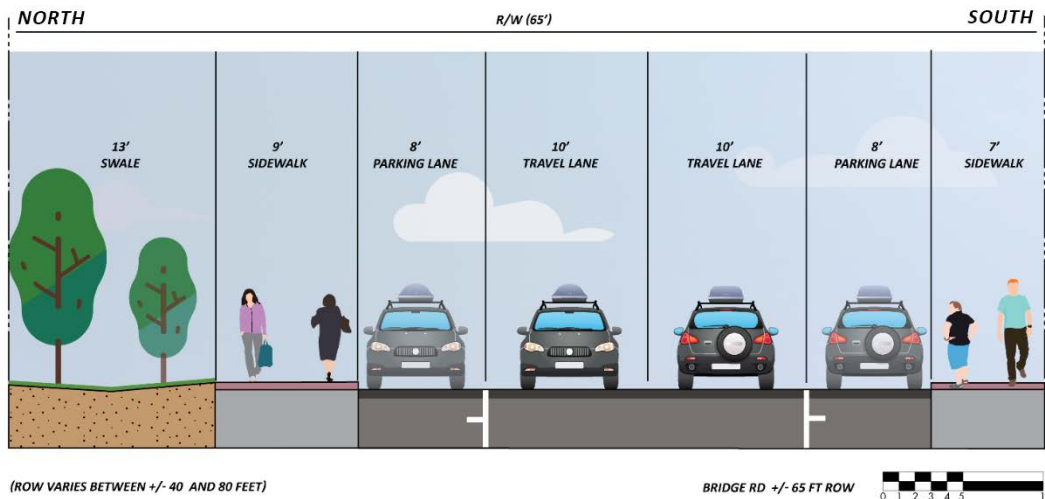


Figure 32: Existing Urban Typical Section for CR-708/Bridge Road

CR-708/Bridge Road has several commercial establishments between SR-5/Federal Highway and CR-A1A/Dixie Highway, but land is vacant between CR-A1A/Dixie Highway and SE Gomez Avenue. CR-708/Bridge Road directly connects to the south terminus of the planned SUN Trail corridor at SR-5/Federal Highway. The segment between SR-5/Federal Highway and SE Hercules Avenue includes a 5-foot concrete sidewalk in good condition on the southside, canopy trees have recently been planted here and when matured will provide shade to users. The sidewalk on the northside along the border of the Marketplace at Hobe Sound Shopping Center is missing, see **Figure 33**.

Between SE Hercules Avenue and CR-A1A, Martin County completed its main street improvements which included undergrounding the overhead utilities, improving drainage, promoting walkability through sidewalk additions, landscape and lighting enhancements, on-street parking, and roadway resurfacing. This segment is walkable and includes compact development that is pedestrian friendly. This segment also includes a recently constructed 9-foot-wide concrete sidewalk which narrows to a 5-foot upon approaching SE Plutos Avenue on the northside due to ROW restrictions, the sidewalk is in excellent condition. There are 5 to 6-foot-wide concrete sidewalks on the south side also in excellent condition. Parking in this segment consists of parallel parking and back-in angled parking utilizing pavers on both sides of the road. Other utilities include utility boxes, fire hydrants and light poles scattered throughout the corridor.



Figure 33: Bridge Rd, looking west

Between CR-A1A and SE Gomez Avenue there is a 5-foot-wide concrete sidewalk on the southside, canopy trees have recently been planted here and again when matured will provide shade to users, the sidewalk is in good to fair condition. East of SE Gomez Avenue there are no sidewalks on the southside. The northside of this segment is missing a sidewalk, but there is a sidewalk east of SE Gomez Avenue connecting to the beach.

The signalized intersections along CR-708/Bridge Road include SR-5/Federal Highway, CR-A1A and SE Gomez Avenue, both intersections at SR-5/Federal Highway and CR-708/Bridge Road have crosswalks, push-buttons and signals on all approaches. The CR-A1A/CR-708 intersection has only one high-emphasis crosswalk, signal, and detectable warning surfaces on the south leg of the intersection. It is important to note that the northwest corner includes a historic building with no sidewalks or easements to build a sidewalk, therefore there is a missing sidewalk segment +/-135 feet. Many of the intersection crosswalks are in fair to poor condition due to fading pavement markings.

Between SR-5/Federal Highway and SE Gomez Avenue, there are a total of 7 driveways on the southside and 7 driveways on the northside. CR-708/Bridge Road provides options for residents and visitors to different businesses and amenities which includes a grocery store, hardware store, laundry facilities, drugstore, Hobe Sound Chamber of Commerce, bicycle store, restaurants and personal services.

The speed limit between SR-5/Federal Highway and CR-A1A is 25 MPH and increases to 30 MPH east of CR-A1A. Between 2016 and 2020, there were a total of four (4) crashes involving pedestrians and bicyclists, two (2) of the four (4) crashes were injury related crashes, and the remaining two (2) included property damage only; there were no reported fatalities during this timeframe. Roadway signage is in overall good condition. Utilities include electric power poles for transmission lines which are located on the east side of CR-708/ Bridge Road between SR-5/Federal Highway and SE Hercules Avenue and again between CR-A1A and SE Gomez Avenue. The powerlines between SE Hercules Avenue and CR-A1A have been undergrounded, this segment also includes roadway lighting, and streetscaping. Other utilities include utility boxes, fire hydrants and light poles scattered throughout the corridor.

CR-708/Bridge Road has been identified for resurfacing and bicycle lane construction between Pratt Whitney and SR-5/Federal Highway, which is west of our study area, in the FY22 TIP. CR-708/Bridge Road is one of three potential east/west alignments for the SUP.

4.4.6.5. SE CROSSRIP STREET

Crossrip Street is a county roadway classified as a local street which runs parallel to CR-708/Bridge Road and SE Osprey Street. SE Crossrip Street is a two-lane road with 10-foot lanes, the segment included in this study is approximately one quarter mile in length between CR-A1A/DIXIE HIGHWAY and SE Gomez Avenue. The ROW is estimated between a minimum of 50 feet to a maximum width of 60 feet, and has a posted speed limit of 25 MPH. Crossrip Street is surrounding by single-family residential uses, the FDOT Context Classification for SE Crossrip Street is Suburban Residential (C3R). Traffic volumes/data was not available for this segment.

Crossrip Street has a rural typical section, absent of curb and gutter, with swales for stormwater management. The roadway transects the FEC railroad, where several safety improvements have been completed and include signage, pavement markings, safety gates and a sidewalk on the northside. There is a 5 to 6-foot-wide concrete sidewalk on the northside of SE Crossrip Street in good to fair condition, setback at least 20-feet from vehicular traffic. **Figure 34** illustrates the typical section for existing conditions along SE Crossrip Street.

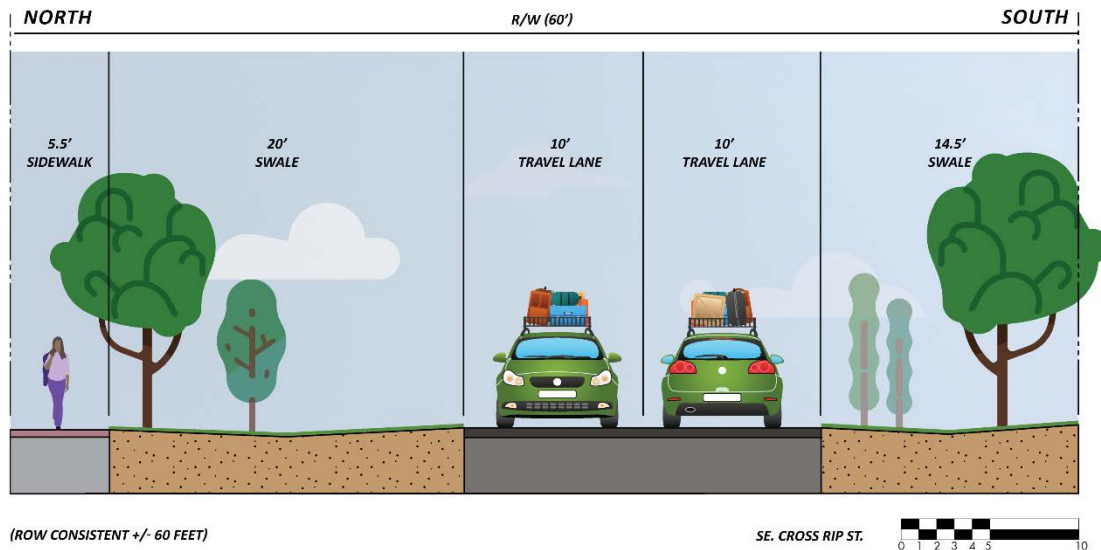


Figure 34: Existing Rural Typical Section for Crossrip St

Crossrip Street does not connect to either terminus of the planned SUN Trail corridor. There are no signalized intersections along SE Crossrip Street. The intersection at CR-A1A/Crossrip Street is stop controlled for traffic flowing east/west. Traffic flowing south and north along CR-A1A is free flowing. There are no crosswalks or signage for pedestrians to cross this intersection, but there are recent safety improvements which have been constructed at the railroad tracks and includes a sidewalk with detectable warning surfaces and gates for pedestrians on the northside of SE Crossrip Street, see **Figure 35**. The Gomez Avenue intersections includes standard crosswalks.



Figure 35: Crossrip Street Sidewalk Improvements near CR-A1A

The southside of this segment includes fifteen (15) residential driveways, the northside includes only the sidewalk with some existing canopy trees along portions of the sidewalk.

Between 2016 and 2020 there were no reported injuries involving pedestrians or bicyclists. Roadway signage is in overall good condition. Utilities include electric power poles for transmission lines which are located on the southside of SE Crossrip Street, the northside of SE Crossrip includes several mailboxes for the homes located on the southside. SE Crossrip Street is one of three potential east/west alignments for the SUP.

4.4.6.6. SE OSPREY STREET

Osprey Street is a county roadway classified as an Urban Major Collector west of CR-A1A, and a local road east of CR-A1A/Dixie Highway, Osprey Street runs parallel to CR-708/Bridge Road and SE Crossrip Street. Osprey Street is a two-lane roadway with 10-foot travel lanes, the segment included in this study is less than one-mile in length between SR-5/Federal Highway and SE Gomez Avenue. The ROW is approximately 65 to 70 feet with a posted speed limit of 25 to 35 MPH. Osprey Street is surrounded primarily by single-family residential development. The FDOT Context Classification is Suburban Residential (C3R). The AADT volumes between SR-5/Federal Highway and CR-A1A/Dixie Highway is 4,794 vehicles per day, and 2,042 vehicles per day between CR-A1A/Dixie Highway and SE Gomez Avenue.

Osprey Street is largely a rural typical section, absent of curb and gutter, with swales for stormwater management. For the most part, there is a 5 to 6-foot-wide concrete sidewalk on the southside of Osprey Street, setback at least 20-feet from vehicular traffic. **Figure 36** illustrates the typical section for existing conditions along SE Osprey Street.

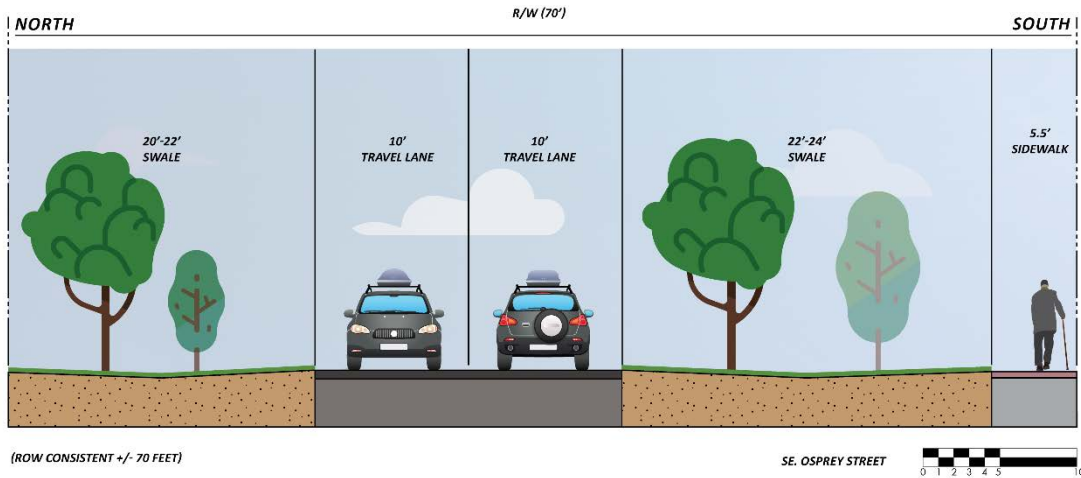


Figure 36: Existing Rural Typical Section for Osprey St.

Osprey Street has some commercial uses at the SR-5/Federal Highway and Osprey Street intersection. The southern border of the Loblolly Golf Course is on the northside of Osprey Street, between CR-A1A/Dixie Highway and SE Gomez Avenue. Osprey Street does not directly connect to the north or south terminus of the planned SUN Trail corridor.

The signalized intersections along Osprey Street include SR-5/Federal Highway and CR-A1A. The SR-5/Federal Highway and Osprey Street intersection includes standard crosswalks, push buttons, detectable warning surfaces, signals, and a guardrail on the southeast corner. The northeast corner of this intersection recently underwent development of a Publix Shopping Center. The CR-A1A/Osprey Street intersection does not have crosswalks, signals, or push-buttons for pedestrians crossing at this time, but has recently completed improvements at the railroad crossing which includes sidewalks, pavement markings, safety gates, ADA and safety improvements. These improvements include a sidewalk which begins at the northeast corner of the intersection near the railroad crossing and dead ends just east of the railroad. The northwest corner of the intersection is vacant land.

There is a 6-foot-wide concrete sidewalk on the southside of Osprey Street with a sidewalk gap +/-160 feet near SR-5/Federal Highway, see **Figure 37**, in good to fair condition. There are no sidewalks on the northside, with the exception of the recently developed Publix parcel. Between SR-5/Federal Highway and CR-A1A there is a mobile home park and seven (7) driveways along the northside of the corridor, there are no driveways on the southside of the corridor. The posted speed limit for this segment is 35 MPH and there is little shade along this segment of Osprey Street.



Figure 37: Sidewalk ends at gas station, does not connect to SR-5

The segment between CR-A1A and SE Gomez Avenue includes an existing southside concrete sidewalk 6-feet in width and in good condition, this segment is well shaded by canopy trees. There are no driveways in this segment and the posted speed limit is 25 MPH. At the intersection of Osprey Street/Gomez Avenue, two crosswalks lead to the southside sidewalk of Osprey Street.

Between 2016 and 2020, there were a total of two (2) crashes involving pedestrians, both crashes were injury related; there were no reported fatalities during this timeframe. Osprey Street is one of three potential east/west alignments for the SUP.

4.4.7. NON-MOTORIZED NETWORK

The non-motorized network in our study area includes sidewalks, a SUP, and bicycle lanes. There are trails within the major parks and a paddle trail along the Intracoastal Waterway. Figure 38 includes a map of the existing network within and around the study area illustrating the lack of sidewalks throughout the community. Bike lanes are available along SR-5/Federal Highway and CR-A1A, but both roadways have gaps with the bike lane ending. Additionally, there is a SUP along the western and southern border of Seabranh Preserve State Park, where our pathway will connect.

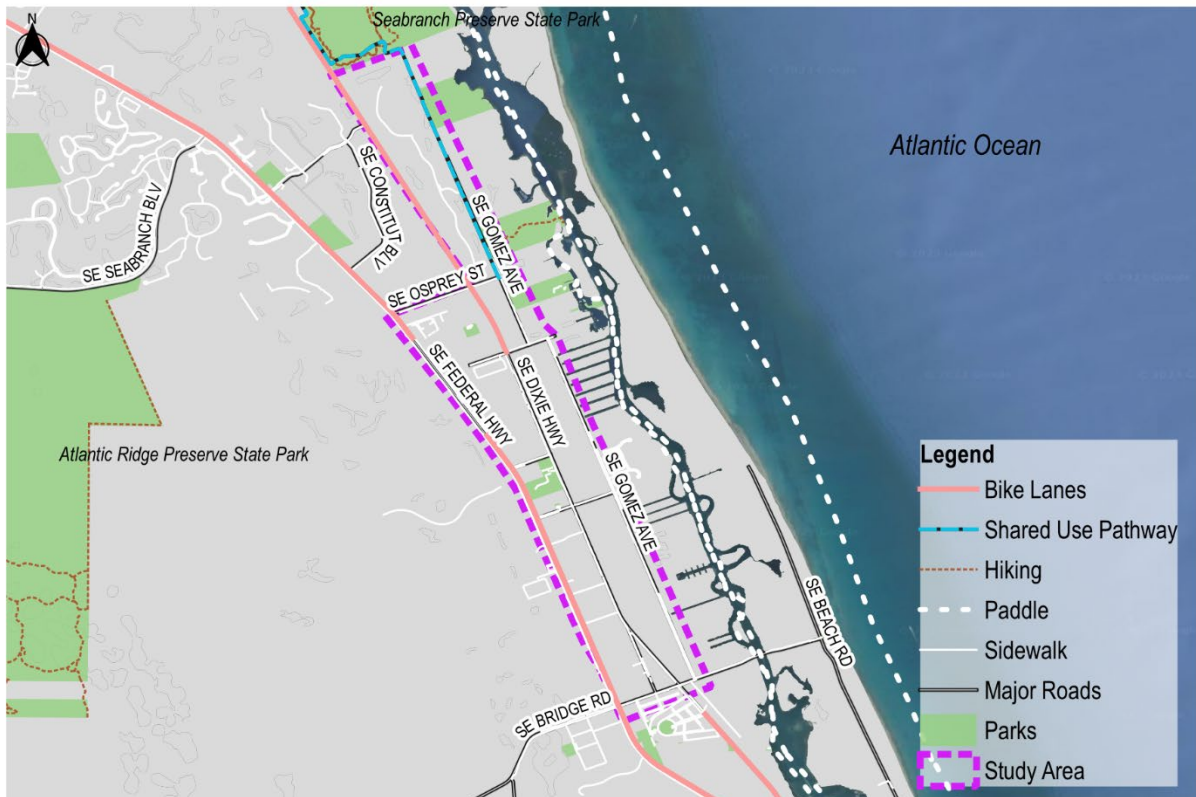


Figure 38: Non-Motorized Network

Figure 39 illustrates the regional multimodal network within Martin County which lacks connectivity and adequate facilities for bicyclists and pedestrians. Many areas lack a connected sidewalk network, and many of the bicycle facilities include 4 to 7-foot on-road bike lane adjacent to vehicular traffic. Research conducted by the U.S. DOT show these facilities often serve the highly confident bicycle user who will bike in the road with or without a facility present, these cycle enthusiasts represent a small segment of the population (5-10%). According to the FHWA, the majority of individuals who are interested (51-56%) in biking prefer a facility separated from traffic, such as a SUP (Figure 40). Providing Low-Stress Networks is an important component of transportation networks and ensuring communities have access to facilities that are safe, comfortable, convenient, and inclusive to accommodate individuals who cannot drive and allow for people of all ages and abilities to utilize. The Center for Disease Control (CDC) estimates that 1 in 4 Americans have a disability, many of whom cannot drive, therefore are dependent upon other modes of travel. Constructing facilities which can accommodate all users despite their age or ability is an important role which public agencies are beginning to address.

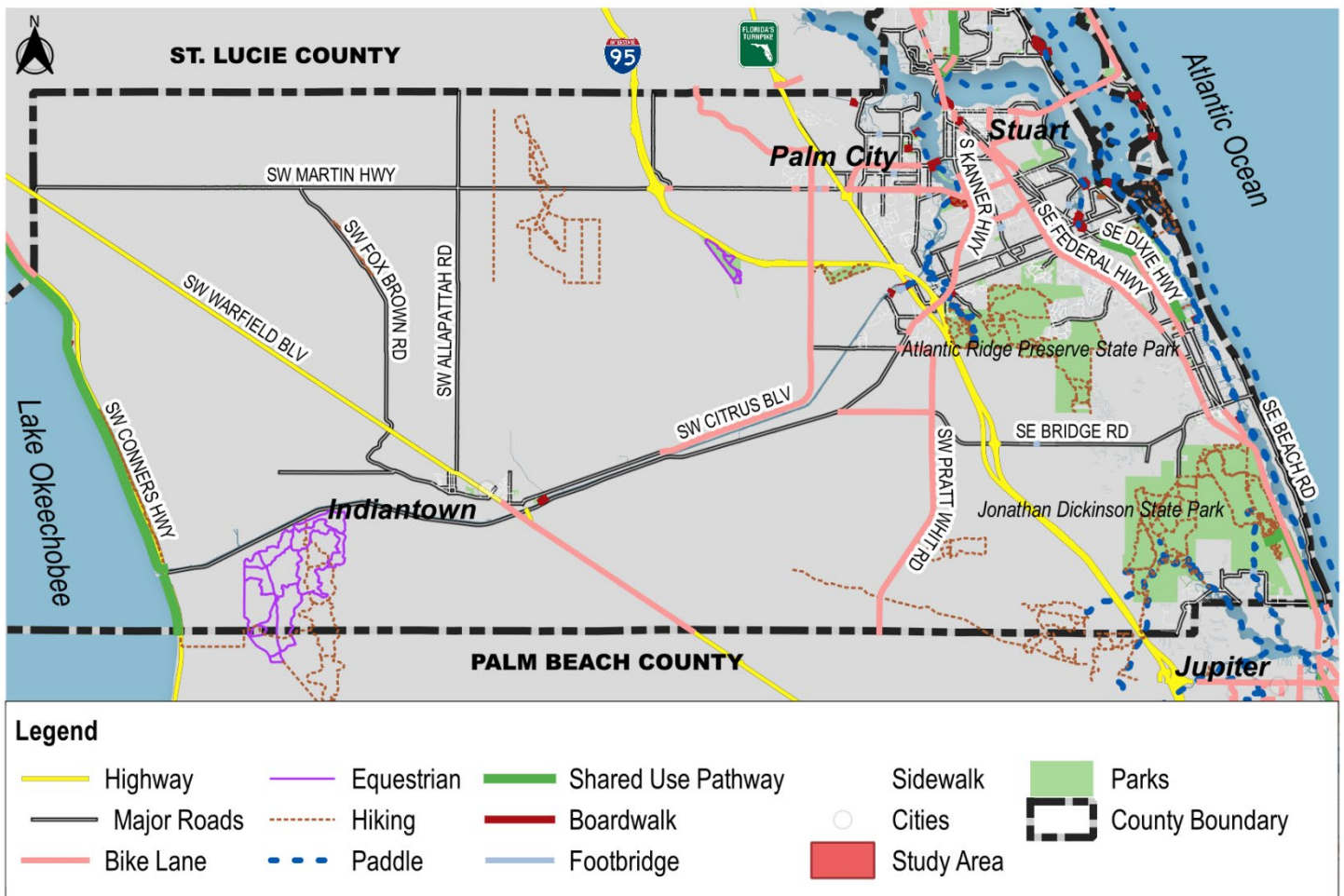
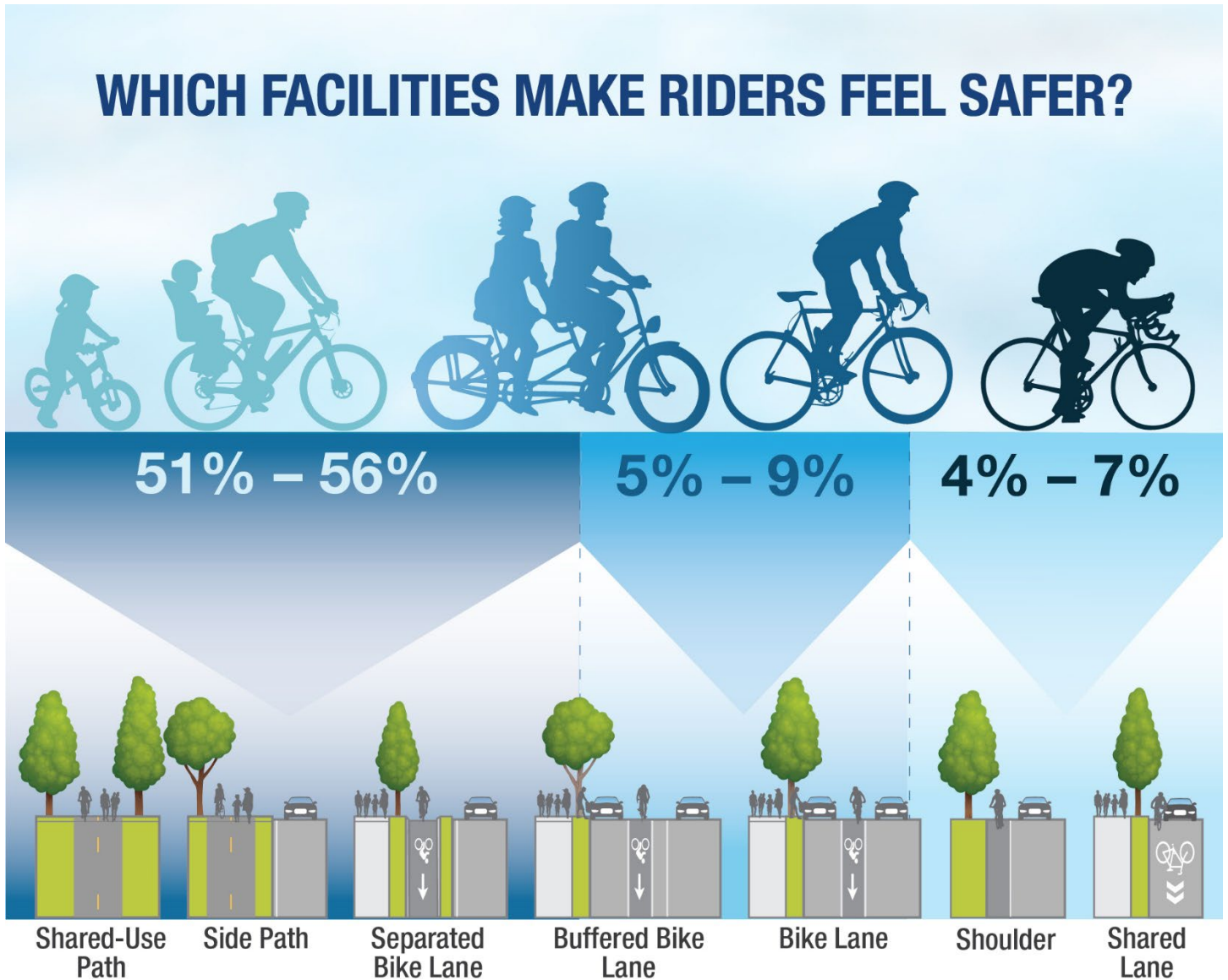


Figure 39: Martin County Non-Motorized Network

The implementation of the SUN Trail segment in east central Martin County is planned to connect from the SR-5/CR-708 intersection to the north terminus of SE Gomez Avenue. There are three potential south/north corridors including SR-5/Federal Highway, CR-A1A/Dixie Highway, and SE Gomez Avenue that are candidates to complete the segment. Additionally, CR-708/Bridge Road, SE Crossrip Street and SE Osprey Street are potential east/west

connector segments. Implementation of this segment of the SUN Trail will enhance connectivity and walkability in the area, while also providing additional mobility options for those interested in walking and biking for health, personal or economic reasons.



Note: Percentages represent the level of comfort that people feel bicycling, according to peer-reviewed surveys as recently as 2016.

Source: FHWA Bikeway Selection Guide: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

For more information, please visit FHWA's Bicycle and Pedestrian Program webpage: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/



U.S. Department of Transportation
Federal Highway Administration

Figure 40: Bicycle User Profiles & Preferred Facilities

4.5. SAFETY REVIEW

The primary purpose of this crash analysis is to identify crash trends and identify non-motorized crashes and the severity of those crashes. This crash analysis will assist this feasibility study to identify the safest route within the study area to connect the SUN Trail segment in Hobe Sound, Florida.

Various crash data sources such as FDOT’s Crash Analysis Reporting (CAR) System, the State Safety Office GIS (SSOGIS), and the University of Florida’s Signal Four Analytics (S4A) were accessed to capture all the crashes within a 5-year period. Crash data was collected from Signal Four Analytics (S4A) and reviewed from 2016 to 2020.

4.5.1. CRASH ANALYSIS FOR ALL TYPES OF VEHICLES

Crash statistics and crash histograms (by time of day, month, crash type, and severity, lighting, and surface conditions) were created and presented in the below **Tables and Figures**.

Table 4: Crash Data

Sun Trail Feasibility Study		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2016	2017	2018	2019	2020			
CRASH TYPE	Rear End	69	48	60	67	53	297	59.40	27.2%
	Head On	6	3	1	3	2	15	3.00	1.4%
	Angle	19	26	20	17	22	104	20.80	9.5%
	Left Turn	23	29	23	23	28	126	25.20	11.5%
	Right Turn	3	3	3	5	3	17	3.40	1.6%
	Sideswipe	12	17	16	24	15	84	16.80	7.7%
	Coll. w/ Pedestrian	1	2	1	5	5	14	2.40	1.1%
	Coll. w/ Bicycle	6	4	2	2	2	16	2.00	0.9%
	Ran Off Road	7	8	21	34	35	105	21.00	9.6%
	Overtuned	2	0	2	1	1	6	1.20	0.5%
	Animal	1	0	3	0	0	4	0.80	0.4%
	Unknown	3	6	2	6	9	26	5.20	2.4%
	Other	52	46	54	65	60	277	57.00	26.1%
	Total Crashes	204	192	208	252	235	1091	218.20	100.0%
SEVERITY	PDO Crashes	156	144	170	189	183	842	168.40	77.2%
	Fatal Crashes	1	1	1	1	0	4	0.80	0.4%
	Injury Crashes	47	47	37	62	52	245	49.00	22.5%
LIGHTING CONDITIONS	Daylight	159	158	178	194	190	879	175.80	80.6%
	Dusk	9	2	4	8	6	29	5.80	2.7%
	Dawn	2	3	3	2	3	13	2.60	1.2%
	Dark	34	29	22	47	36	168	33.60	15.4%
	Unknown	0	0	1	1	0	2	0.40	0.2%
SURFACE CONDITIONS	Dry	174	176	191	215	206	962	192.40	88.2%
	Wet	29	15	17	36	28	125	25.00	11.5%
	Others	1	1	0	0	1	3	0.60	0.3%
MONTH OF YEAR	January	18	21	16	12	28	95	19.00	8.7%
	February	21	21	17	23	26	108	21.60	9.9%
	March	19	15	19	19	20	92	18.40	8.4%
	April	13	20	13	28	17	91	18.20	8.3%
	May	17	12	18	24	21	92	18.40	8.4%
	June	18	11	17	19	18	83	16.60	7.6%

Sun Trail Feasibility Study		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2016	2017	2018	2019	2020			
	July	13	10	16	14	23	76	15.20	7.0%
	August	16	14	12	20	14	76	15.20	7.0%
	September	14	7	18	18	12	69	13.80	6.3%
	October	17	17	23	33	23	113	22.60	10.4%
	November	22	20	19	19	17	97	19.40	8.9%
	December	16	24	20	23	16	99	19.80	9.1%
DAY OF WEEK	Sunday	21	33	14	18	19	105	21.00	9.6%
	Monday	21	28	25	42	42	158	31.60	14.5%
	Tuesday	33	28	30	33	37	161	32.20	14.8%
	Wednesday	36	25	40	43	33	177	35.40	16.2%
	Thursday	44	26	35	40	37	182	36.40	16.7%
	Friday	24	31	37	38	46	176	35.20	16.1%
	Saturday	25	21	27	38	21	132	26.40	12.1%
HOUR OF DAY	00:00-06:00	12	9	2	10	8	41	8.20	3.8%
	06:00-09:00	33	31	38	36	22	160	32.00	14.7%
	09:00-11:00	14	25	20	26	25	110	22.00	10.1%
	11:00-13:00	26	30	27	41	34	158	31.60	14.5%
	13:00-15:00	29	26	30	40	39	164	32.80	15.0%
	15:00-18:00	58	45	59	56	67	285	57.00	26.1%
	18:00-24:00	32	26	32	43	40	173	34.60	15.9%

Notes

- 1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).
- 2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
- 3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).
- 4) Other crashes include crashes not categorized as the crash types shown in the table.
- 5) Dark Crashes include both scenarios - with and without street lighting.

A total of 1,091 crashes occurred within the Hobe Sound study area (North – SE Heritage Blvd; South - Jonathan Dickson State Park, West – 1 mile from SR-5/Federal Highway; and East – SE Ocean Road), from 2016 to 2020.

Rear-end (27.2%) crashes, followed by left-turn crashes (11.5%) and angled (9.5%) crashes were the top three crash types in the area. Four (4) fatal crashes occurred in 2016, 2017, 2018 and 2019. Most crashes (77.2%) were property damage only, and occurred during clear daylight conditions (80.6%). Despite adverse weather conditions in Florida, there were 28 or 11.5% of crashes that occurred on wet pavement conditions.

During the 5-year period, October (10.4%) was the month with the highest number of crashes. When compared to other days of the week Wednesday, Thursday, and Friday had the highest percentage of average crashes (16%) documented per year. Lastly, more crashes were recorded during the evening-time, particularly between 3 PM to 12 AM (42%).

Figure 41 illustrates a heat map of all crashes within the study area, as indicated by the heat map, the majority of crashes are concentrated along SR-5/Federal Highway, particularly at the intersection of SR-5/Federal Highway and CR-708/Bridge Road. CR-A1A/Dixie Highway has several ‘hot spot’ locations for crashes, particularly at the intersections of SE Osprey Street, SE Crossrip Street, SE Pettway Street, SE Lares Avenue, CR-708/Bridge Road,

and SE Saturn Avenue. The heat map also indicates, SE Gomez Avenue had the least number of crashes in comparison to SR-5/Federal Highway and CR-A1A/Dixie Highway. Hotspots for crashes along Gomez Avenue include the intersections at SE Crossrip, SE Pettway and CR-708/Bridge Road.

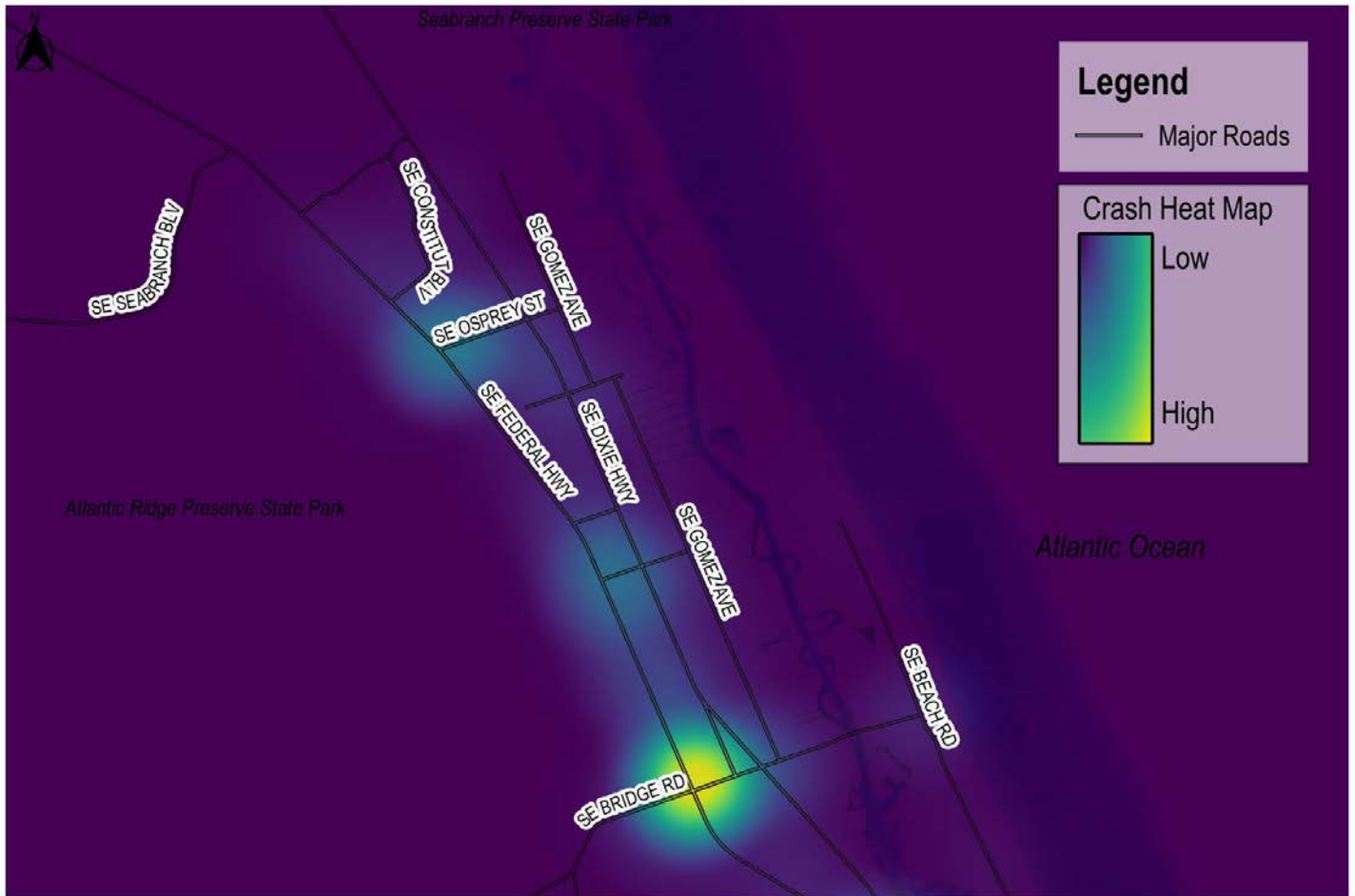


Figure 41: Heat Map of All Crashes (2016-2020)

The data reviewed indicates the majority of crashes are property damage only. While there are crashes that resulted in injuries along CR-A1A/Dixie Highway and SE Gomez Avenue, the majority of these types of crashes occurred along SR-5/Federal Highway, particularly at the intersection of SR-5/Federal Highway and CR-708/Bridge Road. For the purpose of this study, it is important to note that SE Osprey Street, SE Lares Avenue and CR-708/Bridge Road also had a significant concentration of injury related crashes. SE Gomez Avenue had the least number of injury related crashes in the study area.

Of the four (4) crashes that resulted in a fatality, two (2) occurred along SR-5/Federal Highway, one (1) occurred on CR-A1A/Dixie Highway at SE Osprey Street and one (1) other occurred on SE Gomez Avenue near SE Jupiter Narrows Place.

4.5.2. PEDESTRIAN AND BICYCLE CRASH ANALYSIS

There were 14 pedestrian crashes within the area from 2016 to 2020, see **Figure 42**. Five (5) pedestrian crashes occurred in 2019, and 2020, two (2) occurred in 2017, and one (1) occurred in 2016 and 2018. All 14 of the pedestrian crashes occurred during clear weather conditions, nine (9) of the 14 crashes occurred during daylight

conditions. Ten (10) crashes resulted in injuries and four (4) crashes were property damage only. Five (5) of the pedestrian crashes occurred on Monday, three (3) occurred on Wednesday, the remaining six (6) pedestrian crashes occurred on a Friday (2), Saturday (2) and Sunday (2). Five (5) pedestrian crashes occurred along or near CR-A1A/Dixie Highway at SE Osprey Street, SE Lars Avenue and CR-708/Bridge Road, four (4) of the five (5) crashes resulted in injury.

There were 16 bicycle crashes within the area. Six (6) bicycle crashes occurred in 2016, Four (4) bicycle crashes occurred in 2017, two (2) occurred in 2018, 2019 and 2020. Fourteen (14) bicycle crashes occurred in clear weather conditions, one occurred in cloudy weather conditions, and the other occurred in rainy weather conditions. Twelve (12) crashes occurred during daylight and four (4) occurred during dark light conditions. Fourteen (14) of the bicycle crashes were injury related crashes and two (2) included property damage only. Three (3) of the bicycle crashes occurred along SE Gomez Avenue near SE Pettway Street, SE Alabama Place and SE Colony Street, all three (3) of those crashes resulted in injuries. Two (2) of the bicycle crashes occurred along CR-A1A/Dixie Highway near CR-708/Bridge Road and SE Pettway Street both crashes resulted in injuries

It is important to note that during the analysis of this data, there was one pedestrian crash which was incorrectly categorized as a bicycle crash, the correction was reflected in the above analysis.



Figure 42: Bicycle & Pedestrian Crashes (2016-2020)

5. FEASIBILITY ANALYSIS

A feasibility analysis was conducted to identify several route alignments connecting the existing SUP to CR-708/Bridge Road. The analysis reviewed several factors to identify the pros and cons of each potential alignment option, which can be used to inform any subsequent design concepts. Per the AASHTO guide for the development of bicycle facilities, the factors to consider when deciding where bicycle improvements are needed to develop a connected bicycle transportation network include:

- User needs
- Traffic volume, vehicle mix, and speeds
- Identifying major barriers
- Connection to land uses
- Logical route
- Intersections
- Aesthetics
- Spacing and density of bikeways
- Safety and security
- Overall feasibility

The above information was compiled and input into an evaluation criterion, data collected, and analysis of each alignment alternative, discussed further in this section.

5.1. DATA

Data was gathered at the beginning of the study through a public records request for plans, reports, easements, right-of-way, utilities, infrastructure, and as-built plans through Martin County. Additional data was downloaded from the FDOT, FDEP, and Martin County.

Demographic data utilized was from the 2017-2021 ACS 5-Year Estimates. Environmental data included sources from Martin County, State Historic Preservation Officers (SHPO) database, and FDEP. Roadway data sources were obtained from FDOT and Martin County. Once data was collected, a desktop review of the information was conducted utilizing GIS and aerial imagery. Field visits were also conducted at the beginning of this project to note the existing conditions of the study corridors and to confirm the desktop review. A photo summary of existing conditions can be found in **Appendix D**.

5.2. EVALUATION CRITERIA

We began this study with three (3) alignment alternatives guided by the need to complete a separated facility which implements a portion of the Florida SUN Trail in Martin County, connecting Jonathan Dickinson State Park to Seabranh Preserve State Park. The purpose of this study focused on providing safe, comfortable and equitable access for bicycle, pedestrian and personal conveyance devices. Three primary categories of criteria were developed for feasibility analysis of the alignments, the categories include safety, infrastructure, and connectivity. **Table 5** includes the information and data that was collected, reviewed and analyzed for the criteria.

Table 5: Data Review for Evaluation Criteria

SAFETY	INFRASTRUCTURE	CONNECTIVITY
Pedestrian Crash Severity	No. of Driveways	No. of Schools
Bicycle Crash Severity	Existing Pedestrian Facilities	No. of Transit Routes & Bus Stops
Posted Speed Limit	Existing Bicycle Facilities	No. of Key Destinations
AADT	Existing Shared Use Pathway	No. of Parks
	Existing Shade	
	Right-of-Way	

Once this data was gathered, a score was assigned to each criterion. The scores ranged from 0 to 20, with a higher score having a drawback. The alignments with higher scores are considered to be less feasible than alignments with a lower score. A breakdown of scoring definitions, data sources, and points is provided in **Appendix E**.

5.3. POTENTIAL ALIGNMENTS

Three potential south/north alignments have been identified for a SUP within the study area boundaries connecting to SR-5/Federal Highway at CR-708/Bridge Road to the existing SUP south on SE Gomez Avenue and connects through Seabranche Preserve State Park. The alignments were selected based on review of corridor data, planning documents, available right-of-way and connections to the identified logical termini, see **Figure 43**.



Figure 43: Potential Route Alignments

The alignments include SR-5/Federal Highway, CR-A1A/Dixie Highway, and SE Gomez Avenue. There are also three potential east/west cross street connections for the pathway, these cross streets have been identified as CR-708/Bridge Road, SE Crossrip Steet, and SE Osprey Street. It is important to note that the cross streets selected are based on intersections that have sidewalks and pedestrian crossing gates over and along the FEC railroad tracks. The three potential alignments identified and include:

1. Gomez Avenue to Osprey Street to SR-5/Federal Hwy to CR-708/Bridge Rd (Yellow)

2. Gomez Avenue to Osprey Street or Crossrip Street to CR-A1A/Dixie Hwy to CR-708/Bridge Rd (Purple)
3. Gomez Avenue to CR-708/Bridge Rd (Orange)

A preferred route was selected through a comparative matrix, agency coordination, and public input. The comparative matrix utilizes crash data, pedestrian and bicycle infrastructure, traffic volumes, ROW information, connectivity and the number of driveways to identify the best possible route alignment for this study, see **Appendix E** for a detailed evaluation criterion - it is important to note that some factors were applied to the west, east, south, north portions of the corridor, while other factors accounted for the roadway as a whole. **Table 6** includes a summary of the comparative matrix, the lower the total score, the more feasible it is to implement.

Table 6: Summary Comparative Matrix

FACTOR	GOMEZ AVE ROUTE	CR-A1A/DIXIE HWY ROUTE	SR-5/FEDERAL HWY ROUTE
Safety	9	12	21
Infrastructure	14 (E) / 15 (W)	36 (E) / 41 (W)	15 (E) / 20 (W)
Connectivity	5	8	7
TOTAL SCORE	28 (E) / 29 (W)	56 (E) / 61 (W)	43 (E) / 48 (W)

The above referenced table is a summary of the final scores for each of the proposed alignments. Per the evaluation criteria, SE Gomez Avenue scored the lowest (most feasible) due the posted speed limit, AADT, bicycle/pedestrian crashes, shade, schools, and parks. CR-A1A/Dixie Highway scored the highest due to the many ROW restrictions.

Furthermore, at the March 9, 2022 second public meeting, the majority of attendees selected Gomez Avenue as the preferred route alignment, where attendees were provided with colored dots and given instructions to select their preferred alignment. The results include eight (8) who selected Gomez Avenue, four (4) selected CR-A1A, and four (4) selected SR-5/Federal Highway. The individuals who expressed opposition to Gomez Avenue cited issues with the existing cyclists utilizing Gomez Avenue, students' safety concerns, flooding caused by additional pavement, fear of strangers, and increased crime. The majority of attendees were in favor the Gomez Avenue route alignment. Individuals who preferred the Gomez Avenue alignment expressed their support due to potential conflicts, traffic volumes and speeds on SR-5/Federal Highway and CR-A1A/Dixie Highway.

5.4. ALTERNATIVES

In addition to the route alignment options, a total of two alternatives were presented, reviewed and analyzed for each of the three proposed alignments. The alternatives were selected by the agency stakeholders to present to the public for additional input and feedback at the March 9, 2022 public meeting, where Gomez Avenue Alternative 2 was the selected preferred route alignment and typical section alternative.

The Consultant Team presented these findings, data and analysis at the April 18, 2022 MPO Policy Board meeting where the recommendation for Alternative 2 for the Gomez Avenue corridor was denied. The Board approved a motion for the project team to revisit and get additional local input on the remaining alternatives assessed and return to the Board with it recommended alternative. See **Appendix B** for the April 18, 2022 meeting minutes.

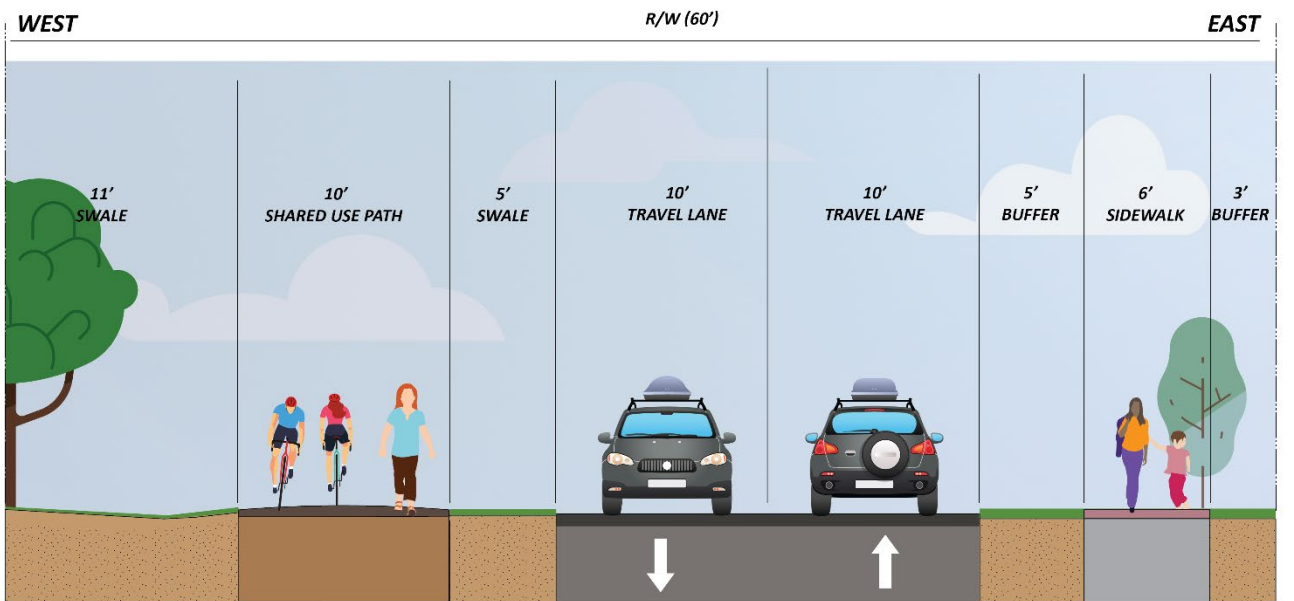
This resulted in the Consultant Team analyzing the other two corridors for the route alignment, the consultant team in coordination with MPO staff, selected SR-5/Federal Highway as the preferred route alignment due to various issues and challenges identified along CR-A1A/Dixie Highway. At a third public workshop, on January 11,

2023, two alternatives were presented to the public for selection of a preferred typical section alternative. Alternative 1 was the selected typical section alternative by a majority of the attendees (14 to 5). Alternative 1 was then presented to the MPO Policy Board at their February 27, 2023 meeting, as the selected preferred alternative to move forward to conceptual design. The alternative SUP roadways and typical sections assessed are presented in the next sections.

5.4.1. SE GOMEZ AVENUE

Gomez Avenue was identified as a likely and feasible alternative early in the process through data analysis, stakeholders, and community members. Gomez Avenue today is popular among local residents and regional cyclists due to its character and low speed limit. However, public objection at the April 18, 2022 MPO Policy Board meeting resulted in this route alignment being rejected by the Board.

Alternative 1 for Gomez Avenue includes a 10-foot SUP on the west side, initial analysis indicates the available right-of-way could fit a 10-foot pathway separated from traffic, but would explore a larger pathway, if feasible. **Figure 44** includes the proposed typical section for Alternative 1 on Gomez Avenue.



(ROW VARIES BETWEEN +/- 60 AND 90 FEET)



Figure 44: Alternative 1 SE Gomez Ave

Alternative 2 for Gomez Avenue includes a 10-foot two way separated bicycle lane with a two-foot physical barrier, separating the facility from vehicular traffic, see **Figure 45**. This was the preferred alternative selected by agency stakeholders and community members who attended the March 9, 2022 public meeting.

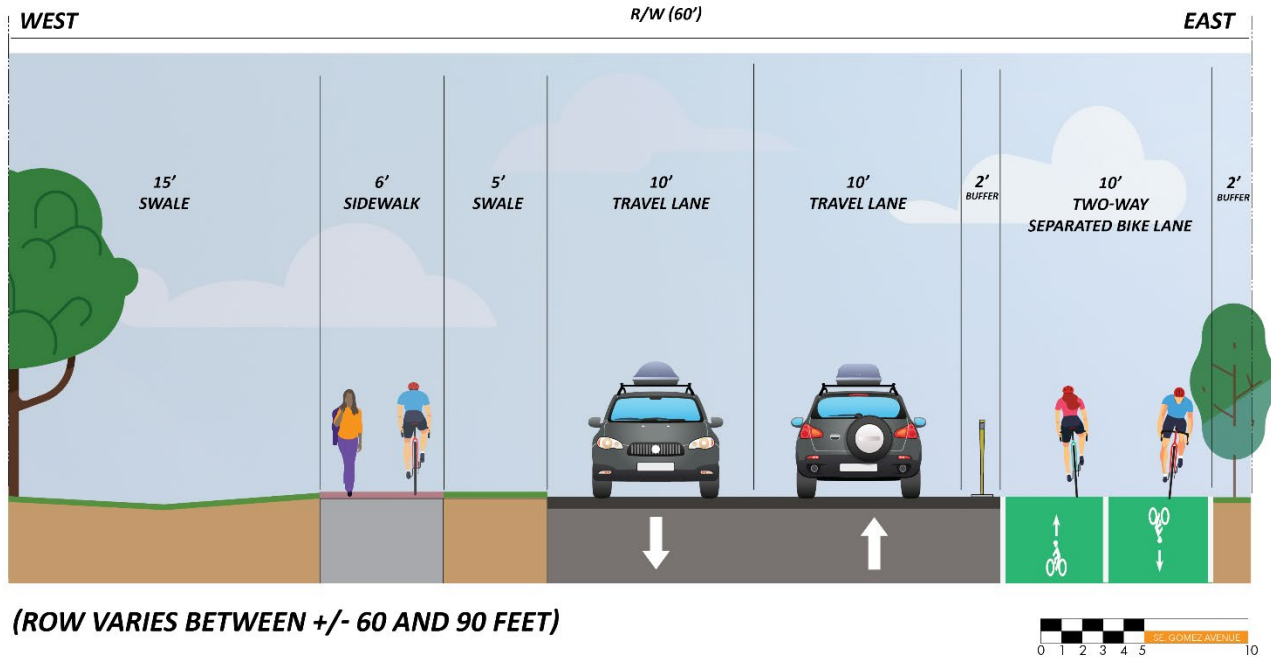


Figure 45: Alternative 2 SE Gomez Ave

5.4.2. CR-A1A / SE DIXIE HIGHWAY

CR-A1A /Dixie Highway was identified as the least feasible alignment option due to the many ROW constraints identified during the analysis of existing conditions. While CR-A1A/Dixie Highway has been voiced as one of the preferred route alignments by residents, stakeholders, and MPO board members, especially since the existing SUN Trail north of the study area is along CR-A1A/Dixie Highway. The typical right-of-way along CR-A1A/Dixie Highway is 30 to 85-feet, with severe constraints between CR-708/Bridge Road and SE Dharlys Street, as discussed in Section 5.4.6.2.

Alternatives for CR-A1A/Dixie Highway were presented with the understanding that the county would be required to acquire the missing 10-foot sidewalk easement and/or enter into a contracted agreement with the FEC Railway Corporation to allow for a SUP within their property. During stakeholder meetings, the various County representatives made clear that the County was attempting to minimize the number of contracts and agreements it had with the FEC due to costs associated with these lease agreements.

Alternative 1 included a 10-foot SUP within the existing 10-foot sidewalk easement, with the understanding that additional easements would need to be acquired to ensure a continuous pathway, see **Figure 46**.

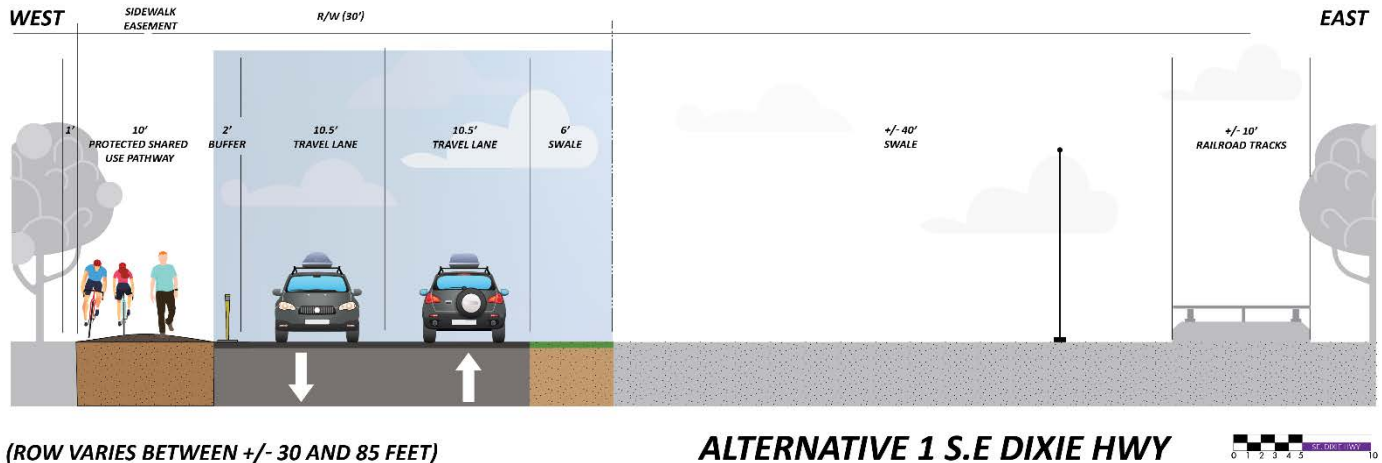


Figure 46: Alternative 1 CR-A1A/Dixie Highway

Alternative 2 includes a 10-foot pathway with two-foot physical barrier to separate the facility from vehicular traffic along the east side of CR-A1A/Dixie Highway, see **Figure 47**. This alignment would require the county to enter into negotiations and a lease agreement with the FEC Railroad Corporation. It is important to note through agency stakeholder engagement, Martin County is in the process of reducing their lease agreements with the FEC.

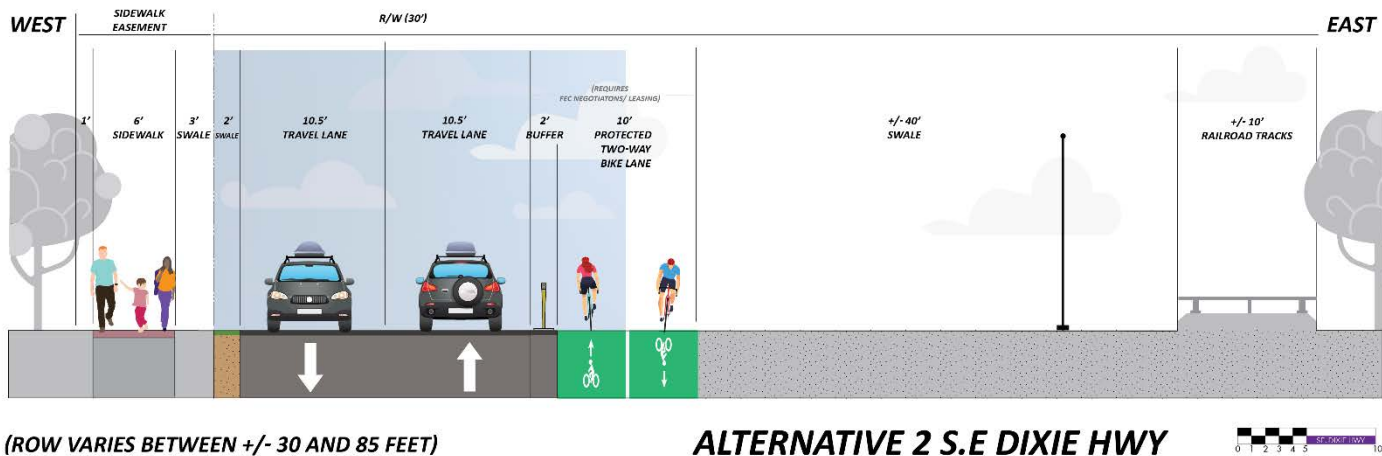


Figure 47: Alternative 2 CR-A1A/Dixie Highway

5.4.3. SR-5 / FEDERAL HIGHWAY / US-1

SR-5/Federal Highway scored in between Gomez Avenue and CR-A1A/Dixie Highway primarily due to traffic volumes, speeds, and crashes. The existing right-of-way indicates a SUP separated from traffic is feasible. This alignment also ranked the same number of votes as CR-A1A/Dixie Highway at the March 9, 2022 public meeting. The SR-5/Federal Highway route alignment was again presented to the community at a third and final public meeting on January 11, 2023, where the attendees were again encouraged to select their preferred typical section alternative.

Alternative 1 was the selected preferred alternative to move forward to conceptual design, see **Figure 48**. This typical section alternative includes a 14-foot SUP along the west side of SR-5/Federal Highway, most of which would be comfortably setback 20 or more feet from vehicular traffic.

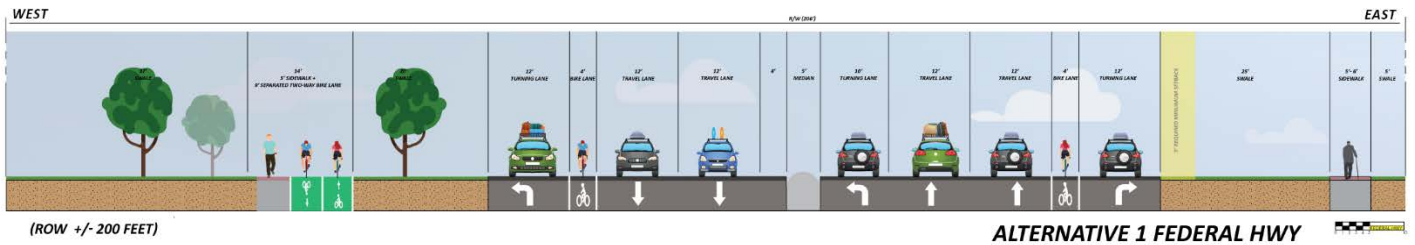


Figure 48: Alternative 1 SR-5/Federal Highway

Alternative 2 included two SUPs: a 12-foot SUP on the westside and an 8-foot SUP on the eastside, see **Figure 49**. It is important to note the Florida SUN Trail program funds one facility, the other facility would require funding from elsewhere. While residents expressed their interest in Alternative 2, Alternative 1 was ultimately selected due to cost.

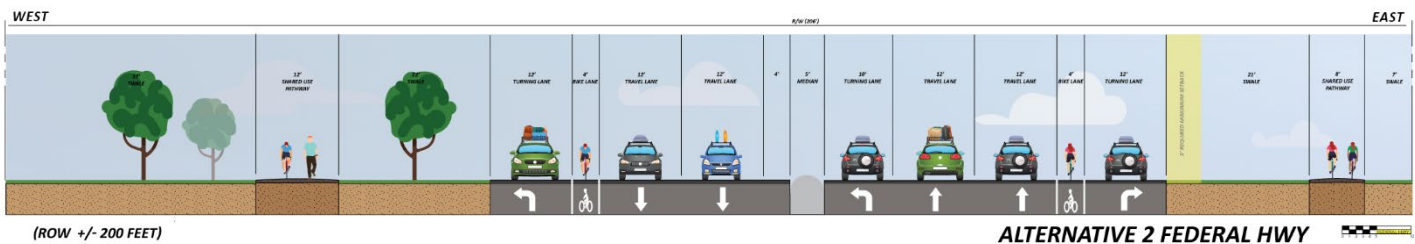


Figure 49: Alternative 2 SR-5/Federal Highway

6. RECOMMENDED ALTERNATIVE

As discussed, the recommended alternative was selected through public participation, stakeholder involvement, and meetings with the MPO Policy Board who approved the recommended alternative at the February 27, 2023 MPO Policy Board meeting. Several concerns were discussed by the board prior to approval, these concerns include safety, use, and comfort. Safety concerns included the number of conflict points (due to the number of driveways and intersections), the posted speed limits, and traffic volumes along SR-5/Federal Highway.

For the purpose of this study, the SR-5/Federal Highway alignment was divided into five (5) segments for planning and analysis purposes, these segments include:

1. SE Gomez Avenue from SUP to SE Osprey Street.
2. SE Osprey Street from SE Gomez Avenue to CR-A1A/Dixie Highway
3. SE Osprey Street from CR-A1A/Dixie Highway to SR-5/Federal Highway
4. SR-5/Federal Highway from SE Osprey Street to SE Pettway Street
5. SR-5/Federal Highway from SE Pettway Street to CR-708/Bridge Road

Figure 50 includes a map of the preferred route alignment by segment.

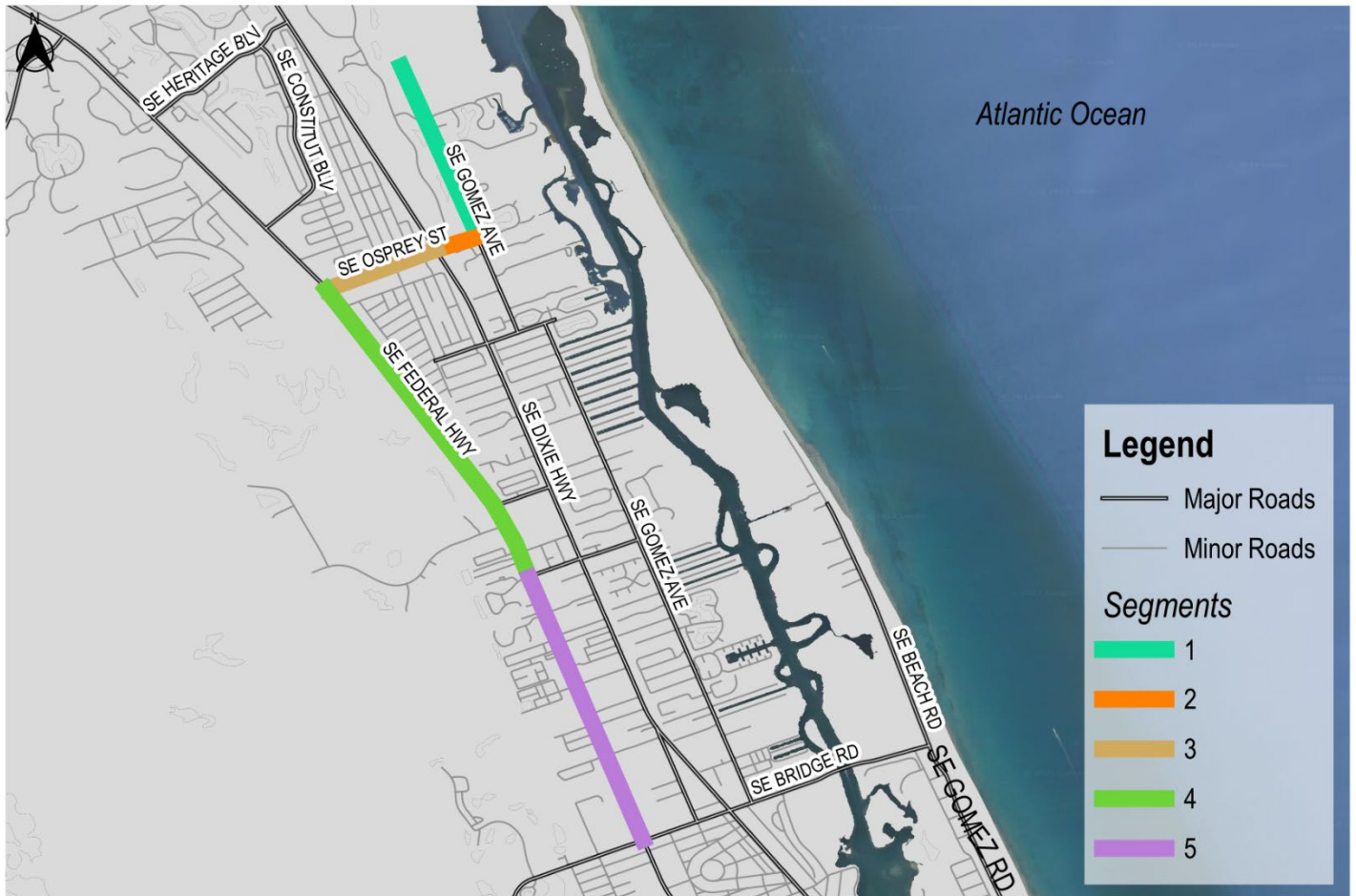


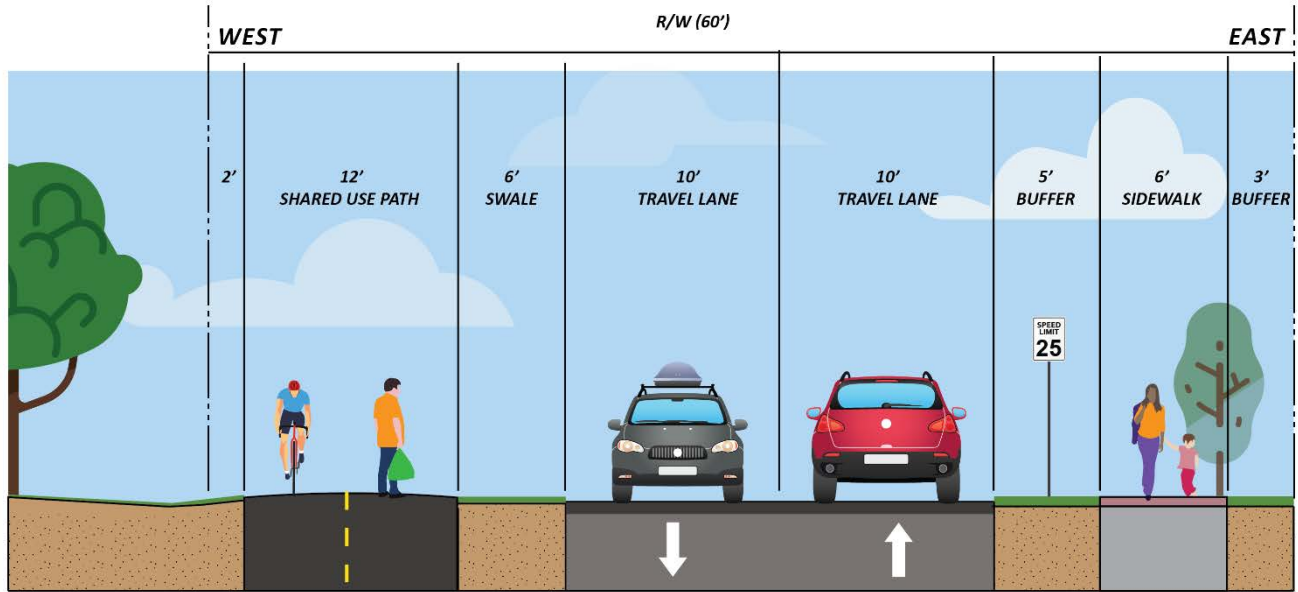
Figure 50: Preferred Route Alignment Map for SR-5/Federal Highway

6.1.SEGMENT 1: SE GOMEZ AVENUE

From the North Terminus to SE Osprey Street

The first identified segment of the alignment begins south of Seabranh Preserve State Park, midway to SE Osprey Street along Gomez Avenue. The existing 8-foot SUP is part of the ECG and Florida SUN Trail network, traversing between the Loblolly Golf Course and Gomez Preserve. The pathway connects into an existing 6-foot concrete sidewalk on the west side with a 10-foot swale. The ROW is approximately 60-feet in this segment, vehicular traffic is low, while pedestrian and bicycle traffic can be seen at all times of the day. There is one driveway, one community entrance, and one intersection in this segment. The design proposal for this segment removes the existing concrete sidewalk on the west to construct a 12-foot SUP, signage and enhanced crosswalks at the community entrance, and enhanced crosswalks and signage at the Gomez Avenue/Osprey Street intersection. The typical section is illustrated in **Figure 51** and concept design for this area includes:

- Remove existing 6-foot concrete sidewalk
- Construct 12-foot shared use asphalt pathway on west side
- Provide signage and high emphasis crosswalks at Hill Terrace and SE Osprey Street



(ROW VARIES BETWEEN +/- 60 AND 90 FEET)



Figure 51: Proposed Typical Section - Gomez Avenue

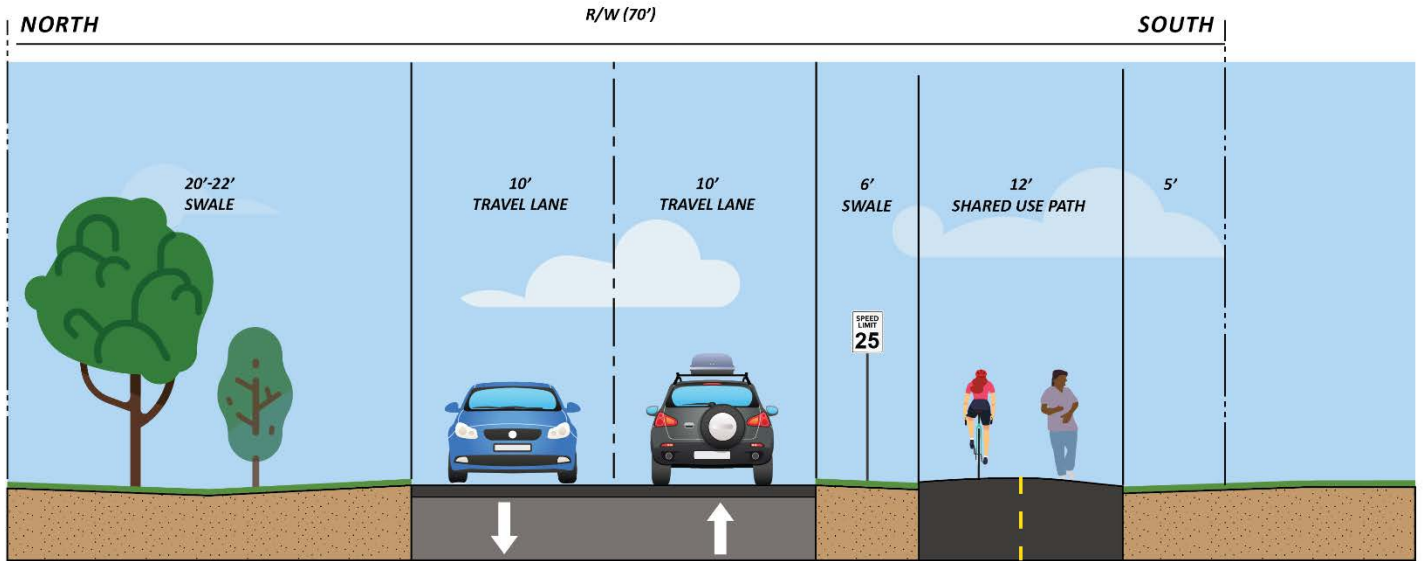
6.2.SEGMENT 2: SE OSPREY STREET

From SE Gomez Avenue to CR-A1A/SE Dixie Highway

The next segment, **Figure 52**, connects users traveling from SE Gomez Avenue to CR-A1A/Dixie Highway via SE Osprey Street, crossing the railroad tracks. The ROW is approximately 70 feet wide and it presents an approximate 22-foot swale, vehicular traffic is higher than Gomez Avenue, but remains low. The design proposed for this segment removes the existing 5.5-foot sidewalk on the southside to construct a 12-foot SUP. There are no driveways or community entrances in this segment, but this segment does include a railroad crossing owned and operated by the FEC Railroad Corporation which has an agreement with the county for crossing the railroad tracks.

This segment also includes a signalized intersection at CR-A1A/Dixie Highway. Recent improvements by the FEC include the addition of 5-foot sidewalks, safety gates, signage and pavement markings at the railroad crossing. It is recommended that the County work with the FEC to widen the pathway to accommodate users. Otherwise, the county will be required to request a variance from FDOT for the railroad crossing since the existing condition does not meet SUN Trail requirements. The typical section is illustrated in **Figure 52** and concept design for this area includes:

- Coordinate with FEC for improvements
- Removal of existing 5.5-foot concrete sidewalk
- Construct a 12-foot SUP on the south side
- Provide signage and high emphasis crosswalk at CR-A1A/Dixie Highway



(ROW VARIES BETWEEN +/- 60 AND 90 FEET)

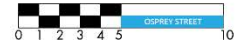


Figure 52: Proposed Typical Section, Osprey St

6.3. SEGMENT 3: OSPREY STREET

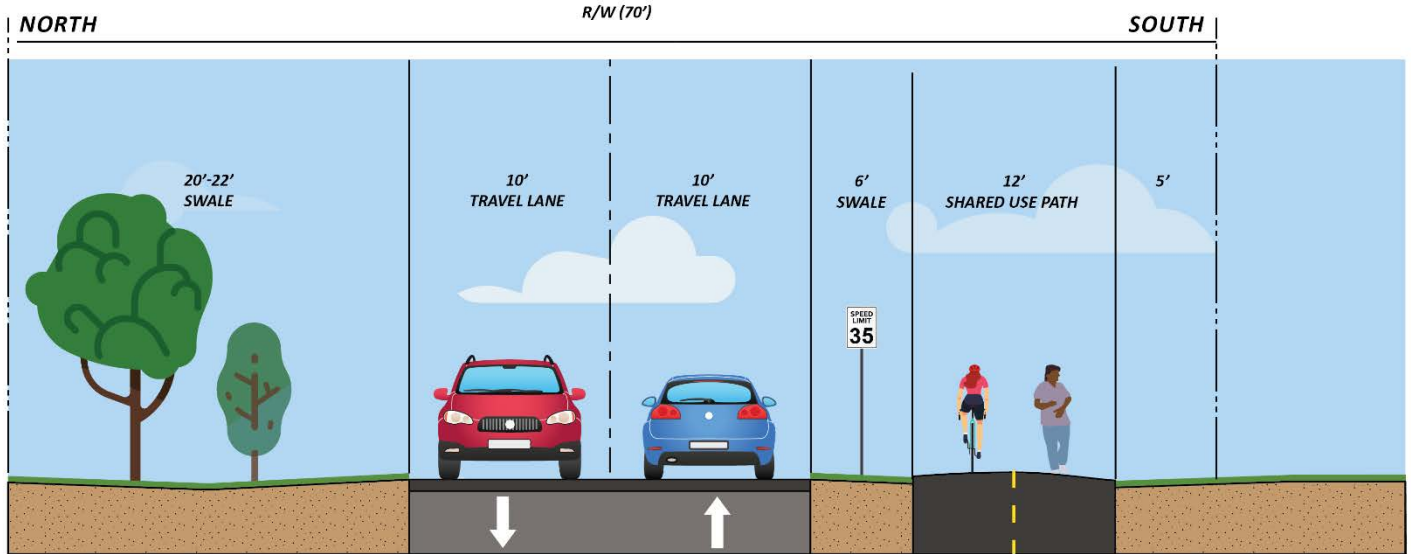
From CR-708/SE Dixie Highway to SR-5/SE Federal Highway

The third segment of the path is located along SE Osprey Street between CR-A1A/Dixie Highway and SR-5/Federal Highway. The ROW is approximately 70-foot wide and it presents an approximate 17-foot swale, vehicular traffic is higher than the first and second segments, but remains low. In order to connect the previously mentioned segments to SR-5/Federal Highway, the existing 5.5 concrete sidewalk on the south side will be removed and replaced with a 12-foot SUP.

This segment includes four driveways, one of which may be consolidated (at the Cumberland Farms Gas Station), two intersections at SE Eagle Avenue and SE Sandy Lane which would require signage, stop signs, and enhanced crosswalk markings; and one signalized intersection at SR-5/Federal Highway. Furthermore, there are also areas where utilities would need to be considered when designing this pathway as there are fire hydrants, sewer and drainage grates present in the swale in some areas of this segment. Power poles are also located on the southside. This segment also has some elevation differences as one approaches SR-5/Federal Highway, there is also a guardrail on the southeast corner of SE Osprey Street and SR-5/Federal Highway intersection which may need to be reconfigured. The typical section is illustrated in **Figure 53** and concept design for this area includes:

- Coordination with gas station on southeast corner of Osprey Street & SR-5/Federal Highway for driveway consolidation
- Coordination with FDOT on intersection improvements at Osprey Street & SR-5/Federal Highway:
 - Explore turn radii reduction
 - Lead pedestrian interval (LPI)
 - Crosswalk timing
 - High emphasis or patterned crosswalks
- Removal of existing 5.5-foot concrete sidewalk

- Construct 12-foot SUP on south side
- Install signage and high emphasis crosswalks at SE Sandy Lane, SE Eagle Ave, and SR-5/Federal Highway
- Utilities may need to be relocated
- Consider a midblock crossing to connect community on the north side



(ROW VARIES BETWEEN +/- 60 AND 90 FEET)

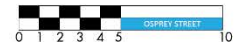


Figure 53: Proposed Typical Section, Osprey St

6.4. SEGMENT 4: SR-5/FEDERAL HIGHWAY

From SE Osprey Street to SE Pettway Street

The fourth segment of the path presents the highest posted speed limit of the alignment at 55 MPH with high traffic volumes. However, the street condition of Segment 4 has swales that vary on average between 20-35 or more feet. The ROW is over 200-feet in width, with the west side of the roadway having more available ROW than the east side. The swale’s width allows for a clear distinction from vehicular travel lanes, allowing users to be and feel protected. Furthermore, the swale area presents the opportunity for planting native shade trees in the future, thus enhancing the experience for users along the path.

This segment includes four driveways, one signalized intersection at SE Pettway Street, four intersections at SE Fairchild Way, SE Arrance Street, SE Wagon Trail, and SE Medalist Place. There is also a +/-287-foot frontage road between SE Medalist Place and SE Wagon Trail with one-way traffic, an auto repair shop, and diagonal parking. Most of this segment borders the Medalist Golf Club. Crossings would need to be enhanced to minimize conflicts, include stop signs for the SUP, signage to inform motorists, and enhanced or raised crosswalks. The design could widen the existing concrete sidewalk or replace it with a 14-foot asphalt pathway. The proposal also would require reducing the travel lane along the one-way frontage road and modifying existing parking to fit the 14-foot pathway. Bicycle, pedestrian and ADA improvements would also be required for the SE Pettway Street signalized intersection. This segment also includes elevation changes that would need to be taken into account for sloping and ADA purposes. The typical section is illustrated in **Figure 54** and concept design for this area includes:

- Coordination with property owners located on the northwest corner of SR-5/Federal Highway and SE Wagon Trail for reconfigured angled parking due to pathway
- Coordination with FDOT on safety study to lower design speed, consider reducing speed limit to 30-35 MPH
- Coordination with FDOT on intersection improvements at Pettway Street & SR-5/Federal Highway:
 - Explore turn radii reduction
 - Lead pedestrian interval (LPI)
 - Crosswalk timing
 - High emphasis or patterned crosswalks
 - Raised crosswalk across SE Croft Cir
- Removal of existing 5-foot concrete sidewalk
- Construct 14-foot SUP on west side
- Install signage and high emphasis/raised crosswalks at Medalist Golf Course maintenance driveway, SE Medalist Place, SE Wagon Trail, SE Arrance Street, SE Fairchild Way
- Consider a signalized midblock crosswalk to connect pathway to or near Doc Myers Park and residential community on east side

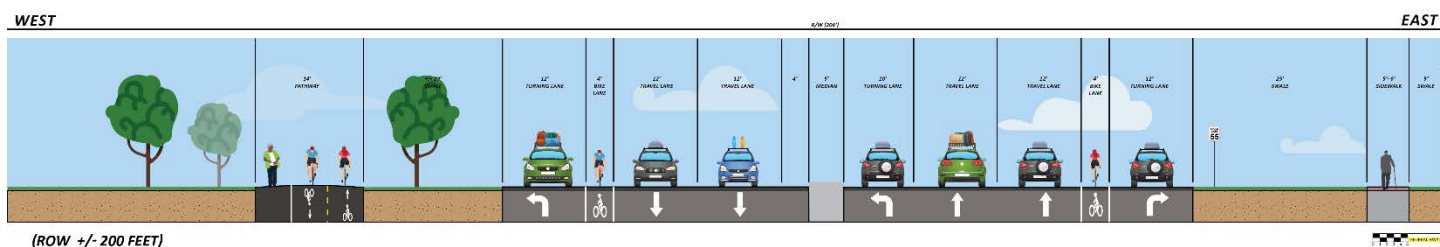


Figure 54: Proposed Typical Section, SR-5/Federal Hwy

6.5. SEGMENT 5: SR-5/FEDERAL HIGHWAY

From SE Pettway Street to CR-708/Bridge Road

The fifth and final segment of the project continues along SR-5/Federal Highway between SE Pettway Street and CR-708/Bridge Road, which also has a swale varying between 20-35 feet on average. The ROW is similar to Segment 4 with over 200 feet available, again, the west side of the roadway has more available ROW than the east. This segment includes a number of shade trees along the swale. The posted speed limit in this segment is 45 MPH with high traffic volumes. This segment includes various driveways and intersections. There are also multiple areas where there is a frontage road, which at times is one-way, but the largest section is two-way. This segment also includes the CR-708/Bridge Road signalized intersection. This area includes three typical sections due to the frontage road and is illustrated in **Figures 55 through 57**, general concept design for this area includes:

- Coordination with property owners located on the northwest corner of SR-5/Federal Highway and SE Mansion Lane for reconfigured angled parking due to pathway
- Coordination with FDOT on safety studies to lower design speed, consider reducing speed limit to 30-35 MPH
- Coordination with FDOT on intersection improvements at CR-708/Bridge Road & SR-5/Federal Highway:
 - Explore turn radii reduction

- Lead pedestrian interval (LPI)
- Crosswalk timing
- High emphasis or patterned crosswalks
- Removal of existing 5-to-9-foot concrete sidewalk
- Construct 14-foot SUP on west side
- Install signage and high emphasis/raised crosswalks at SE Mansion Lane, SE Sugar Pines Way, SE Evergreen Street, SE Woodland Road, SE Lake Drive, SE Sunset Street, SE Pine Circle, and Island Crossings Shopping Center driveways
- Consider a signalized midblock crosswalk to connect the pathway between CR-708/Bridge Road and SE Pettway to the residential community on the east side

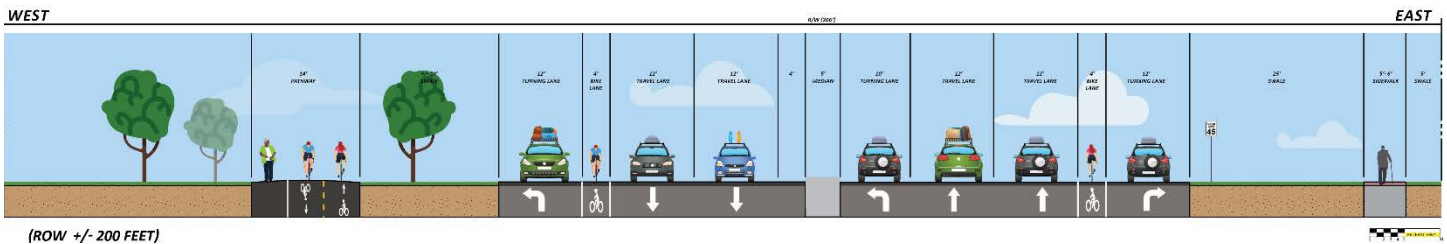


Figure 55: Proposed Typical Section, SR-5/Federal Hwy

Driveway and intersection crossings would need to include enhanced crosswalks, stop signs on the SUP, and signage for motorists. Another tactic can include raised crosswalks which would act as traffic calming across driveways and/or local streets, while elevating the non-motorized user to the view of motorists. Segment 5 includes various areas where this is a frontage road, these areas include:

- SE Fairchild to SE Mansion Lane (One-way)
- SE Sand/Surf Street (Two-way)
- SE Lake Drive to SE Pine Circle (Two-way)
- Catfish House Restaurant Circulation & Parking (One-way)

SE Fairchild to SE Mansion Lane is a frontage road for several marine related businesses, this area is a one-way road with diagonal parking. The roadway can be reconfigured to narrow the travel lane and place the pathway in front of the businesses, see **Figure 56**. The proposed typical section includes a 14-foot SUP, reconfigured angled parking, and narrows the travel lane to 11-feet with no impacts to the existing swale.

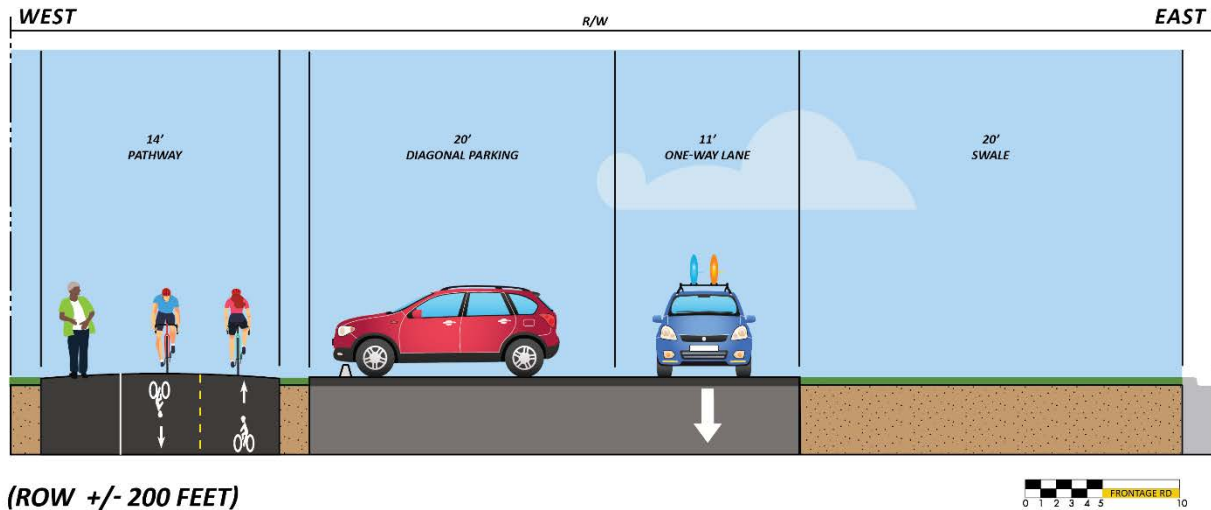


Figure 56: Frontage Road Proposed Typical Section

SE Sand/Surf Street can be avoided by designing the pathway within the swale, instead of where the existing sidewalk is today. The proposed pathway alignment for the SUP is within the existing swale to reduce conflicts.

SE Lake Drive to SE Pine Circle is the longest stretch of the frontage road and there are several businesses along this roadway with parking in the ROW. The County may want to work with the businesses to consolidate parking on site, rather within the public ROW. For the proposed alignment, the pathway would be placed within the swale between the Frontage Road and SR-5/Federal Highway to minimize conflicts with vehicles, parking, and businesses. This is also true for the Catfish House Restaurant area where the majority of the restaurants parking is in the public ROW. The parking area would need to be reconfigured near SE Sunset Street to allow for the SUP, this area is proposed to be parallel parking instead of 90° parking, therefore a total of 8 parking spaces would be lost. The proposed typical section keeps the existing 5-6-foot sidewalk intact, two 12-foot travel lanes with 90° and parallel parking, and a 14-foot SUP within the swale.

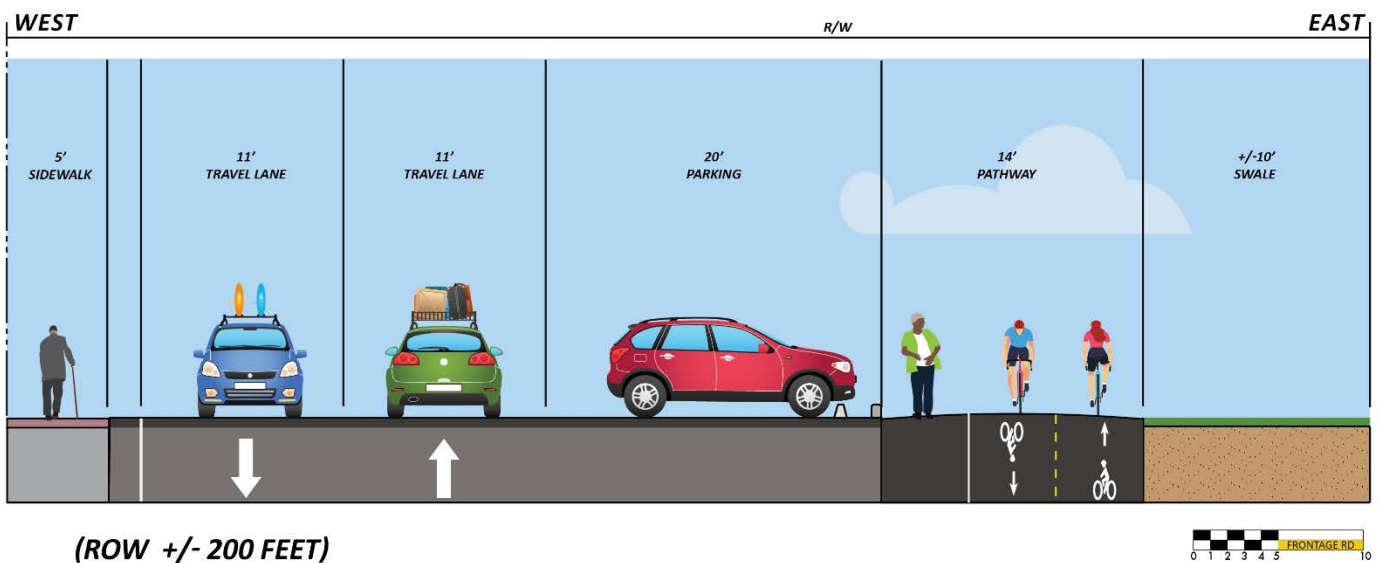


Figure 57: Frontage Road Proposed Typical Section

6.6. PROPOSED CONCEPTUAL PLAN

The proposed conceptual plan for SE Federal Highway for this segment of the Florida SUN Trail and ECG is illustrated in Figures 58 through 63, a full-page view of the proposed trail is available in Appendix F.

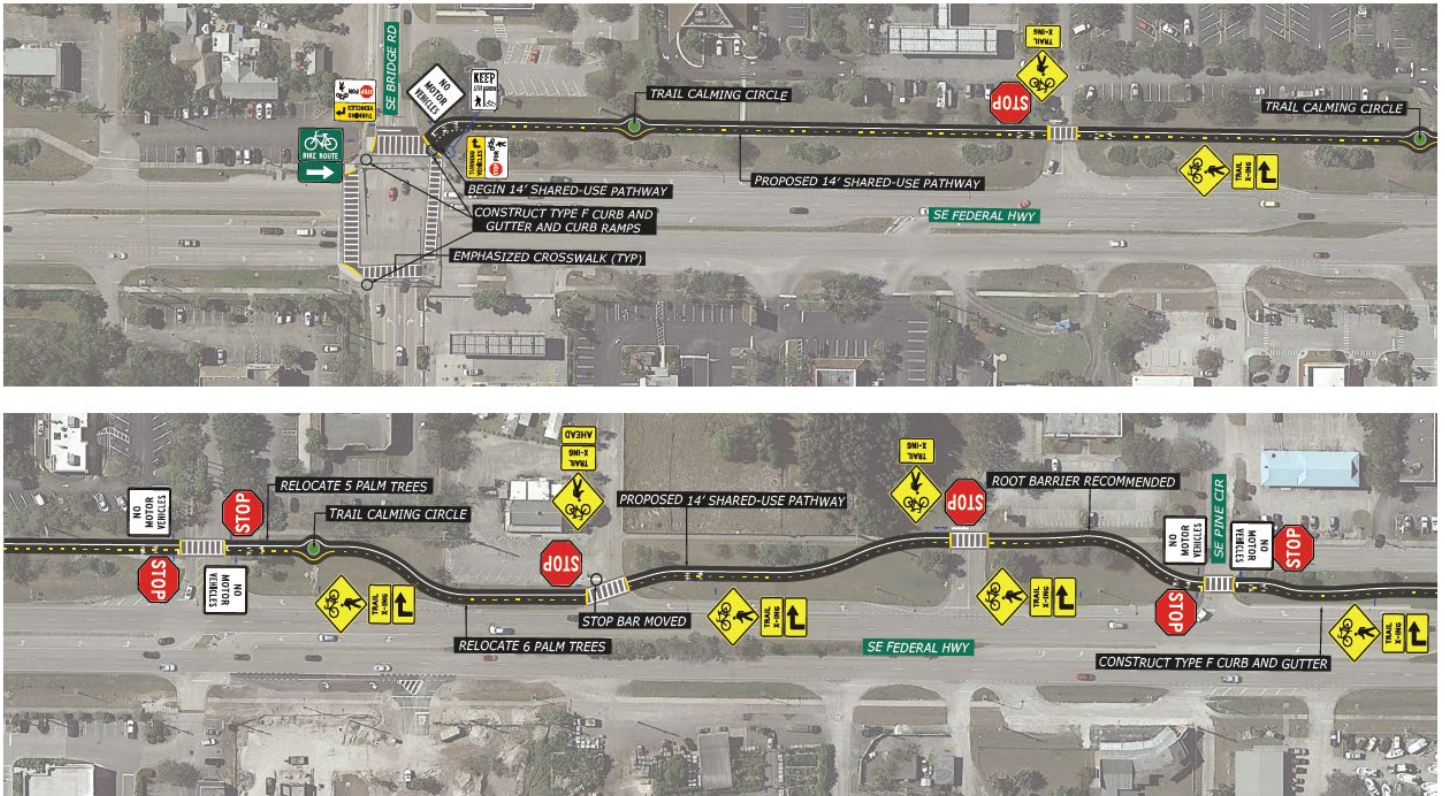


Figure 58: Conceptual Plan View (CR-708/Bridge Road to SE Pine Cir)

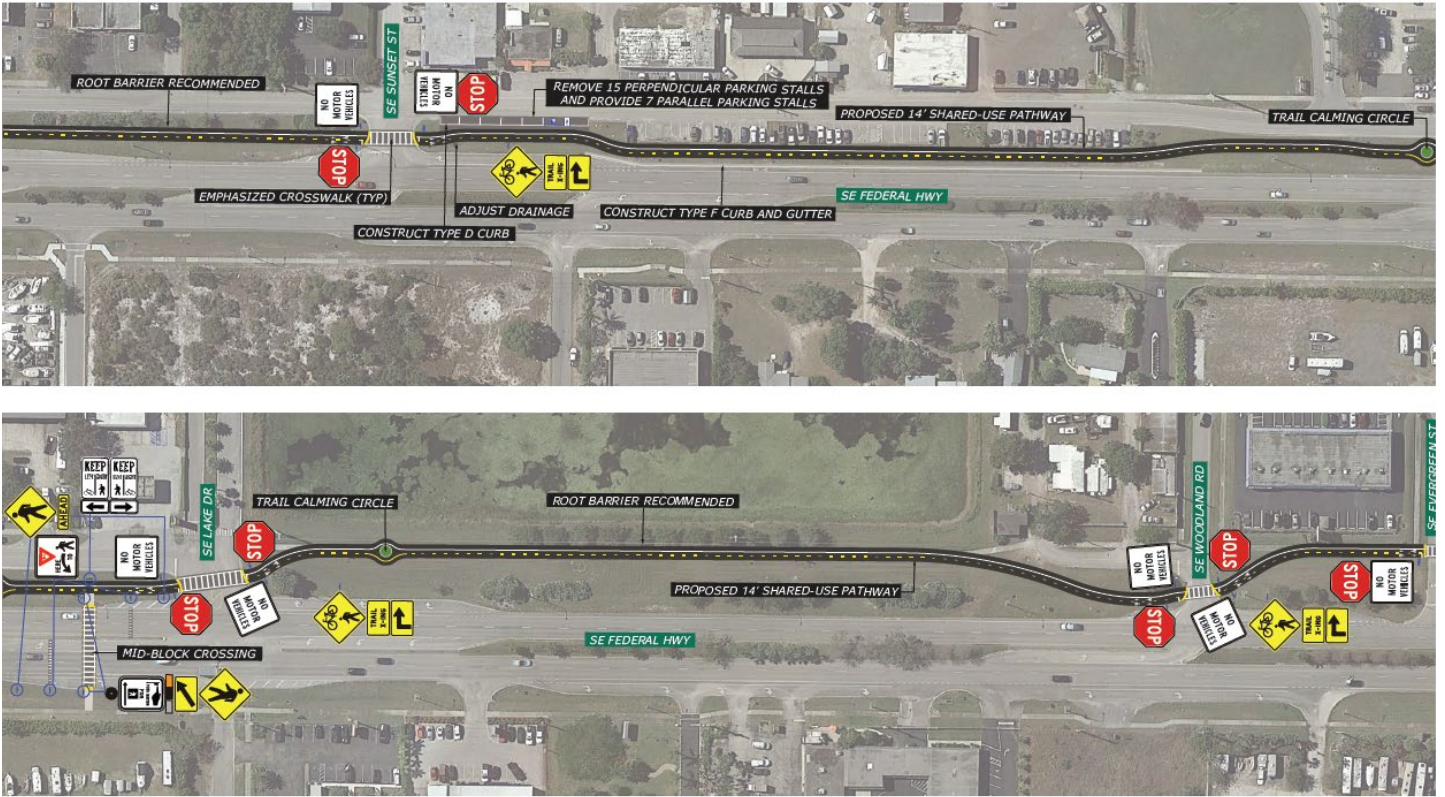


Figure 59: Conceptual Plan View (SE Pine Cir to SE Evergreen St)

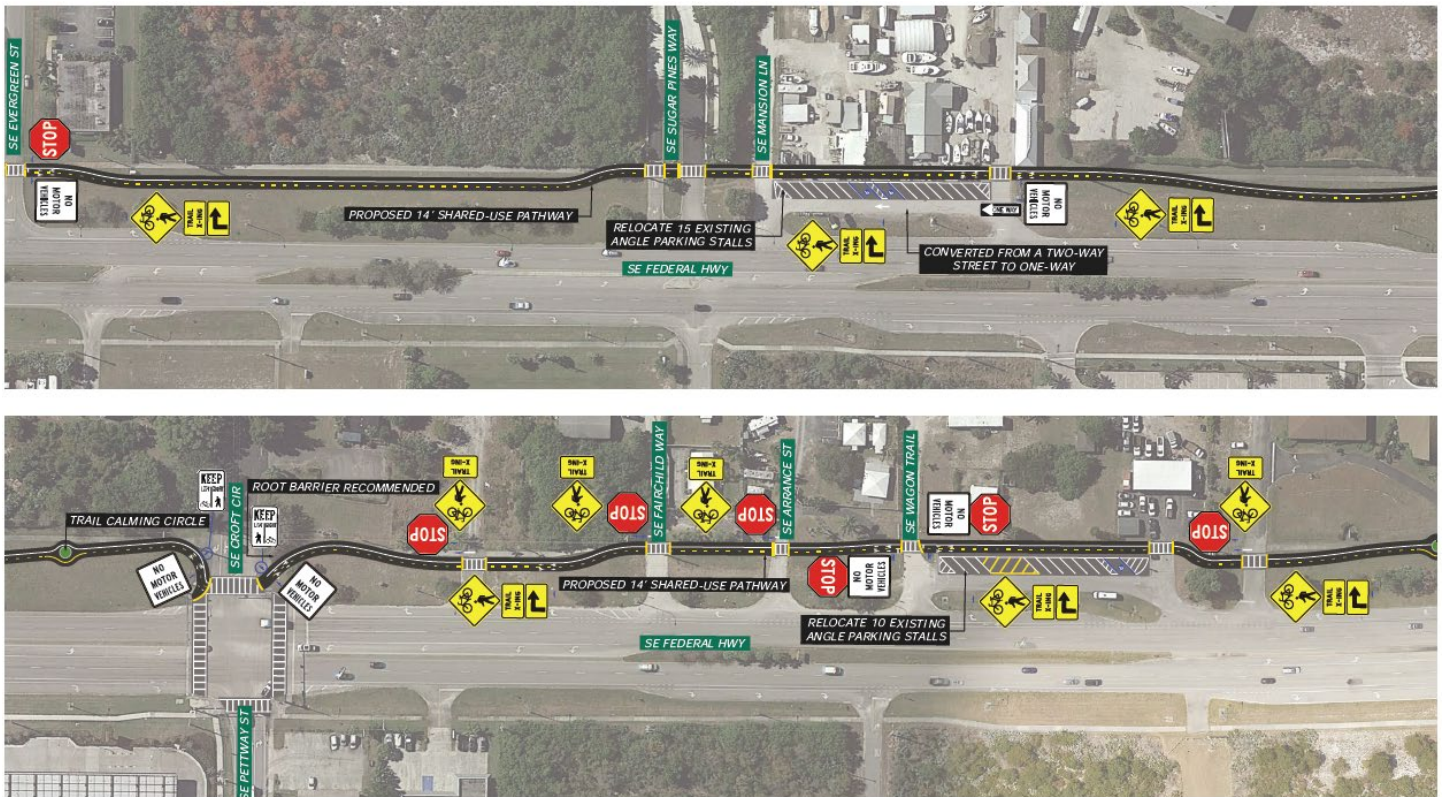


Figure 60: Conceptual Plan View (SE Evergreen St to south of SE Medalist Pl)



Figure 61: Conceptual Plan View (SE Medalist Pl to Medalist Golf Course Maintenance Facility)



Figure 62: Conceptual Plan View (east border of Medalist Golf Course)



Figure 63: Conceptual Plan View (east border of Medalist Golf Course)

The next segment of the proposed conceptual plan is for SE Osprey Street for this segment of the Florida SUN Trail and ECG, and is illustrated in Figures 64 through 66, a full-page view of the proposed trail is available in Appendix F.

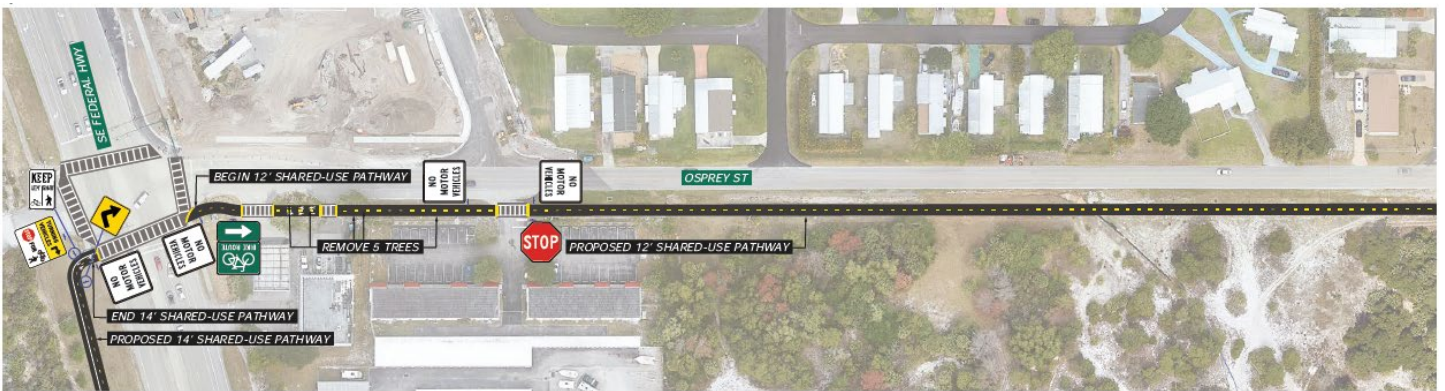


Figure 64: Conceptual Plan View (SE Federal Hwy to SE Osprey St)



Figure 65: Conceptual Plan View (SE Osprey St to SE Dixie Hwy)



Figure 66: Conceptual Plan View (SE Osprey Street to SE Gomez Ave)

The next segment of the proposed conceptual plan is for SE Gomez Avenue for this segment of the Florida SUN Trail and ECG, and is illustrated in Figures 67 and 68, a full-page view of the proposed trail is available in Appendix F.



Figure 67: Conceptual Plan View (east border of Loblolly Golf Course)



Figure 68: Conceptual Plan View (east border of Loblolly Golf Course connecting to existing SUN Trail)

7. FUTURE CONSIDERATIONS

Future considerations are for the next phase of this process and consider long-term use and sustainability of the proposed facility. This section includes information and recommendations on drainage, utilities, access management and driveways, intersections, traffic calming, environmental, amenities, maintenance and permits. It is important to note that the Martin MPO and County should coordinate with FDOT to conduct safety analysis to further understand the speed at which vehicles are traveling along SR-5/Federal Highway and conduct an in-depth analysis to understand the bicycle and pedestrian crashes along this corridor. Further studies are needed to inform the design of the proposed SUN Trail pathway.

7.1. DRAINAGE

Added impervious area from the proposed facility will generate additional stormwater runoff within the corridor. To minimize the risk of flood encroachment into the travel lanes in areas where drainage may be blocked by a rise in elevation near the ROW, a few potential runoff storage sites may need to be taken into consideration. Future designers may also want to consider the use of Green Infrastructure² to mitigate the effects of stormwater runoff. This can include the use of pervious materials to offset additional surface area.

Green infrastructure is a sustainable way to manage stormwater and can include rain gardens, planter boxes, bioswales, permeable pavement, green parking, tree canopy and land conservation. Utilizing these techniques into the SUP is a sustainable cost-effective resilient solution to stormwater management, vegetation, trees, trails, parking and streetscape by providing numerous benefits to the community, **Figure 69** includes examples of green infrastructure techniques.

² Green infrastructure refers to planned, interconnected systems of green spaces, parks and natural elements that conserve natural ecosystem values and functions (Benedicts, M.A. and E.T. McMahon, 2002).



Figure 69: Examples of Green Infrastructure

For future considerations, the County should explore the use of Green Infrastructure and work with FDOT to incorporate these elements along the SUP. It is important to note that SUN Trail funding will not cover landscaping, perhaps if these techniques were realized FDOT may take this approach into consideration rather than the use of traditional hardening techniques such as drainage systems and grates, which can be very expensive to install and maintain.

7.2. UTILITIES

Florida Power & Light has overhead power lines throughout the corridor. Power line locations are highlighted in the previous section describing the five segments. FDM Section 224.7 encourages a minimum of four feet of horizontal clearance from above grade obstacles to the edge of a multi-use trail. The location of the power poles and other utility structures will need to be further evaluated during future design phases to mitigate potential impacts. Other utilities include underground fiber optic, sewage and drainage, fire hydrants, utility boxes, and light poles.

7.3. ACCESS MANAGEMENT AND DRIVEWAYS

Access management is the coordinated planning, regulation, and design of access between roadways and land development (*FDOT Access Management Guidebook, 2019*). Thoughtful access management along a corridor can enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Access management can reduce injury and fatal crashes by as much as 31%.³ Every intersection, from a signalized intersection to an unpaved driveway, has the potential for conflicts between vehicles, pedestrians, and bicyclists. The number and types of conflict points where the travel paths of two user's intersection influence the safety performance of the intersection or driveway. Access management strategies include:

- Driveway closure, consolidation, or relocation
- Limited-movement designs for driveways (such as right-in/right-out only)
- Raised medians that preclude across-roadway movements
- Intersection designs such as roundabouts or those with reduced left-turn conflicts
- Turn lanes (i.e., left-only, right-only, or interior two-way left)
- Lower speed one-way or two-way off-arterial circulation roads

Successful corridor access management involves balancing overall safety and corridor mobility for all users along with the access needs of adjacent land uses. The construction of the proposed pathway will impact approximately 15 driveways and 16 side streets. It is anticipated that many of these paved connections will need to be rebuilt to ensure ADA compliance, some of these areas include landscaping. Avoidance of vegetation impacts should be considered, especially in areas with wider ROW. Future considerations should include raised crosswalks, additional signage for motorists, and stop signs along the pathway to inform users of potential conflicts. In addition to County collaboration with land owners and FDOT to consolidate driveways along SR-5/Federal Highway to reduce conflicts, improve operations, accessibility and safety.

7.4. INTERSECTIONS

The construction of the proposed pathway will impact four (4) signalized intersections. Many of these intersections do not meet ADA requirements and require safety improvements to ensure pedestrian and bicycle safety. As an example, the CR-708/Bridge Road and SR-5/Federal Highway intersection has a high concentration of motorized and non-motorized crashes, wide turn radius, lack of tactile pads, and vertical delineators separating the sidewalk from the roadway (which are often replaced as motorist continually run them over).

Future considerations include collaboration with FDOT to redesign signalized intersections along SR-5/Federal Highway to ensure safety and improve operations. Additional considerations include the use of bike boxes (**Figure 70**) or crosswalk markings for bicycles (**Figure 71**), as recommended per NACTO and is currently in the draft version of the MUTCD guidelines, which is currently pending approval.

³ Highway Safety Manual



Figure 70: Bike Box (Source: NACTO)

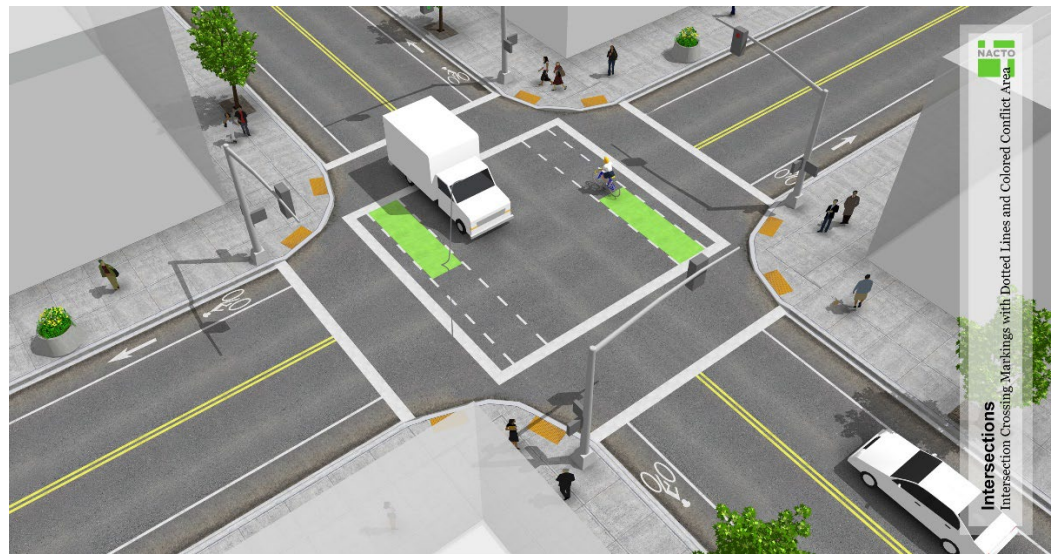


Figure 71: Bicycle Intersection Crossing Markings (Source NACTO)

Furthermore, the County and FDOT will need to review pedestrian signal timing at these intersections to ensure there is adequate time for crossing. Agencies should consider a LPI which has shown to reduce non-motorized crashes as much as 60%⁴. This would require adjustments to existing signal timing and should be taken into account at future design phases.

⁴ Van Houten R, Retting RA, Farmer C, Van Houten J. Field evaluation of a leading pedestrian interval signal phase at three urban intersections. *Transportation Res Rec.* 2000

Vehicle speed concepts can be classified into four types:



Design speed—the selected speed used to determine various geometric elements of the roadway.¹



Operating speed—the speed at which drivers are observed traveling during free flow conditions.²



Posted speed limit—established by methods described in the Speed Zoning for Highways, Roads, and Streets in Florida Manual. This manual is adopted by Rule 14-15.012, F.A.C.



Target speed—the highest speed at which vehicles should operate in a specific context, consistent with the level of multimodal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a supportive environment for pedestrians, bicyclists, and public transit users.³

¹ American Association of State Highway and Transportation Officials, A Policy on Geometric Design of Highways and Streets, 6th Edition, 2011
² American Association of State Highway and Transportation Officials, A Policy on Geometric Design of Highways and Streets, 6th Edition, 2011
³ FDOT Design Manual, 2021.

7.5. TRAFFIC CALMING

Vehicle speed concepts can be classified into four types: Design Speed, Posted Speed Limit, Operating Speed, and Target Speed. The *FDOT Context Classification Guide* provides guidance to agencies and professionals to manage speeds along roadways within their communities. **Table 7** includes the design speeds for arterials and collectors based on context classification, this guidance should be considered to lower speed limits along SR-5/Federal Highway to ensure the safety, comfort, and convenience of residents and users of the proposed SUN Trail alignment. Please note, SR-5/Federal Highway is classified as a C3R and C4 context and the lower allowable design speeds should be considered when programming for this project. It is important that the MPO and County Commission work closely with FDOT to redesign SR-5/Federal Highway for future projects and projected growth to ensure all users can be accommodated.

Table 7: FDOT Context-Based Design Speeds for Arterials and Collectors

CONTEXT CLASSIFICATION	ALLOWABLE DESIGN SPEED RANGE (MPH)	SIS MINIMUM (MPH)
C1 Natural	55-70	65
C2 Rural	55-70	65
C2T Rural Town	25-45	40
C3 Suburban	35-55	50
C4 Urban General	25-45	45
C5 Urban Center	25-35	35
C6 Urban Core	25-30	30

Road design can influence both driver and pedestrian behavior and there are a number of countermeasures that can be adopted to ensure the safety of all users. Curb extensions, median islands, chicanes, roundabouts, textured crossings, and speed humps are all countermeasures which can be utilized to reduce traffic speeds, improve safety, and improve driver awareness of the presence of non-motorized users, see **Figure 72** for examples.



Intersection Curb Extensions



Center Median Island / Chicane



Chicane



Roundabout w/ Public Art



Enhanced Crosswalk w/ Textured Pavement & Street Furniture



Raised Pedestrian Crossing

Figure 72: Examples of Traffic Calming

During discussions with residents and stakeholders, concern for speeding was a topic which came up numerous times. Traffic was also a reason highlighted in the *Bicycle, Pedestrian & Trails Master Plan (2017)* for reasons why residents do not walk or bike today. Vehicle speed is an important component of pedestrian safety, because as speed increases, the likelihood of a fatality or serious injury also increases, for both motorized and non-motorized users, see **Figure 73**.

Future design considerations should include a review of the design speed of SR-5/Federal Highway and consider reducing the existing 55 and 45 MPH posted speed limits between CR-708/Bridge Road and SE Osprey Street to enhance safety and minimize risks. It is recommended that operating speed data be collected on SR-5/Federal Highway and a thorough review of crash data along this segment be review to inform the future design of the SUP.



Figure 73: Port St. Lucie Multimodal Plan

7.6. ENVIRONMENTAL

Potential impacts which need to be further evaluated include wetlands, Florida Bonnet Bats and Gopher Tortoise sites. The county data indicates potential wetlands along Gomez Avenue, the location of wetlands, Bonnet Bats and Gopher Tortoise sites will need to be further evaluated during the future design phase to reduce or mitigate impacts. For locations where Gopher Tortoises are discovered, the County will need to apply for a relocation permit through FDEP.

Additional future considerations to include is landscaping which can not only provide shade, but several ecosystem services⁵. Trees can also assist in removing harmful pollutants like carbon dioxide (CO²) from the atmosphere, they also lower temperatures and assist with the reduction of the heat island effect, a condition of excessive accumulation of heat associated with impervious surface areas.

Landscaping has been found to provide benefits in human welfare and well-being, cognitive health, community development, and driver comfort⁶. Shade or canopy trees have numerous benefits including reducing peak temperatures and air pollution, enhancing property values, providing wildlife habitat, aesthetics improvements, and can attract businesses and people. Future considerations should include shade trees on both sides of the pathway, when feasible, to ensure coverage from the sun and elements. It is important to note that the Florida SUN Trail program does not pay for these features, therefore the County would be required to fund these amenities or apply for different grant program.

7.7. AMENITIES

Amenities are an important part of the walking and biking experience and can include signage, bathrooms, a water fountain, parking, street furniture, lighting, repair stations, shade, public art and/or pocket parks. The State of Washington conducted a study to review the economic, environmental, social and health benefits of trails in 2019, the report included several recommendations, including a policy recommendation for the addition of new and improved amenities since it was found that amenities increase visitation.⁷ **Figure 74** includes various types of street furniture which can be considered when designing for the facility.

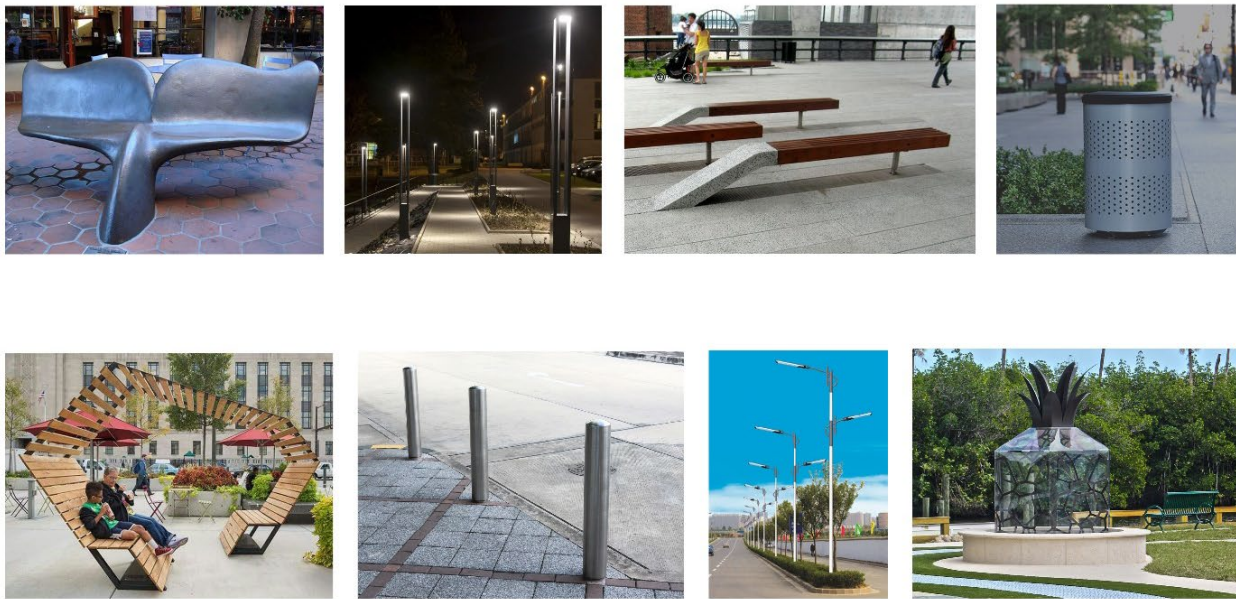


Figure 74: Examples of Street Furniture

⁵ Any positive benefit that wildlife ecosystems provide (National Wildlife Fund)

⁶ Dixon, K.K., and K.L. Wolf. 2007. Benefits and Risks of Urban Roadside Landscape: Finding a Livable, Balanced Response. Proceedings of the 3rd Urban Street Symposium (June 24-27, 2007; Seattle, WA). Washington D.C.: Transportation Research Board of the National Academics of Science

⁷ Washington State Recreation and Conservation Office. Economic and Health Benefits of Walking, Hiking and Bicycling on recreational Trails in Washington. 2019.

Future considerations should include the identification of locations for pocket parks or areas of respite which should include seating, lighting, an emergency callbox, bicycle repair station, shade water, and a waste/recycling receptacle. These areas should serve as areas to rest and enjoy the surrounding area. In important ecological areas, education signage can be placed to inform the user of important foliage, fauna, wildlife or ecosystems to better educate about the natural area.

Signage is an important amenity which can direct vehicles and non-motorized users to the location of destinations, improve navigation and accessibility to the area. Future considerations should include signage for motorist informing them of the facility at important sections and crossroads, but should also include wayfinding signage for the user to ensure the direction of the pathway and locations of key points of interest. It is important to note that the Florida SUN Trail program does not pay for these features, therefore the County would be required to fund these amenities or apply for other grant programs. The county should consider policy adoption of updates as it relates to amenities along trails and walking or biking routes.

7.8. MAINTENANCE

Maintenance is a necessary component of non-motorized facilities and includes day-to-day upkeep, removal of trash and debris, soil and weed control, maintenance of drainage, graffiti removal, mowing, sweeping, sign replacement, shrub trimming, and maintaining amenities to ensure lights, benches, trash cans, etc. are in good working condition. Future considerations need to include identification of who will be responsible for the operation and maintenance of this facility. Coordination and collaboration between the County, FDOT and any other responsible parties or affected agencies to ensure cooperation. Additionally, FDOT will require a Maintenance Memorandum of Agreement (MMOA) with Martin County to ensure commitment to long-term trail maintenance prior to funding.

An additional future consideration includes funding for maintenance and improvements. **Appendix H** includes funding programs for trails and non-motorized facilities the county can explore, but the county should consider amending the Comprehensive Plan as it relates to development fees and/or property taxes to include funding for new and existing multimodal facilities. This ensures a guaranteed revenue stream for the maintenance and construction of multimodal facilities, including trails, sidewalks, SUPs, and bicycle facilities.

7.9. PERMITS

All development requires permits, future permit considerations include coordination and permit collaboration with FDEP, FDOT, FWC, SFWMD, and Martin County. This includes drainage, environmental, National Pollutant Discharge Elimination System (NPDES), and the County Building Department. Additional considerations should include the identification of utility structures which may be impacted and coordination with agencies involved. This may include FPL, Martin County Utilities - including South Martin Regional Utility, AT&T, Elite Gas Contractors, and Paulie Propane-Natural Gas, Inc. Coordination with the FEC will also be required for the railroad crossing along SE Osprey Street.

8. COST ESTIMATES

Preliminary planning estimates were developed to provide a rough estimate of the proposed pathway alignments for the second and third public meeting using the FDOT Cost Per Mile Model Reports. These estimates were included in public meetings with a note that they were estimates and included only the pathway and not the earthwork, cost of removing existing sidewalk, relocation of utilities (if any), etc. Once the trail alignment and

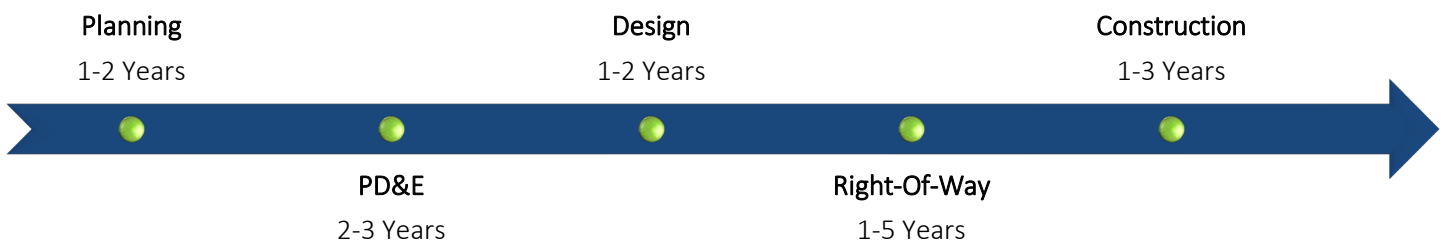
preferred typical section alternative was chosen, the Consultant Team developed an FDOT Long Range Estimate (LRE) for this project. **Table 8** includes a cost estimate summary of the pathway from CR-708/Bridge Road to Gomez Avenue. A more detailed cost estimate can be found in **Appendix G**.

Table 8: Cost Estimate

TYPE	COST ESTIMATE
Earthwork	\$807,252.41
Roadway	\$3,769,493.90
Shoulder	\$285,696.88
Drainage	\$925,390.84
Signing	\$74,442.84
Signalization	\$212,092.19
Maintenance of Traffic	\$485,949.52
Mobilization	\$656,031.86
Contingency	\$70,683.27
PROJECT TOTAL	\$7,287,033.71

9. NEXT STEPS

With the completion of this study the Hobe Sound North Corridor is ready to move into the next phase of the process, this phase is anticipated to take approximately two (2) years. As there is no ROW anticipated in need for acquisition, once the design plans are completed, the project will be ready for construction. On April 11, 2023 the Florida Governor approved Senate Bill 106 increasing the amount FDOT is required to allocate for purposes of funding and maintaining projects within the Florida SUN Trail Network, this additional appropriation included an additional \$200,000,000 in funding for the program, which may expediate the design and construction of this segment of the Florida SUN Trail Network and ECG. A list of funding programs is provided in **Appendix H**. The County may want to explore the funding programs to install amenities, landscaping, and additional wayfinding features to the proposed SUP alignment.




Appendix A

Appendix F

Concept Plan Sheet



N  Scale: 1" = 1,300'

SUNTRAIL CONCEPTUAL PLANS

Hobe Sound, Martin County, Florida
Conceptual Plan Sheet Layout

TAC 09/06/23

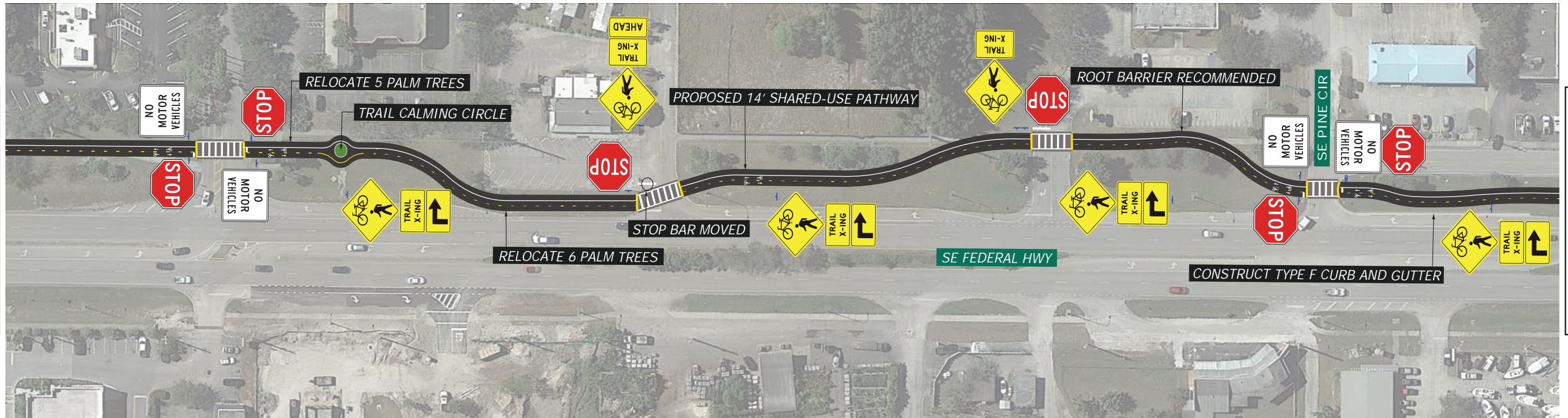


MARLIN

469 of 478



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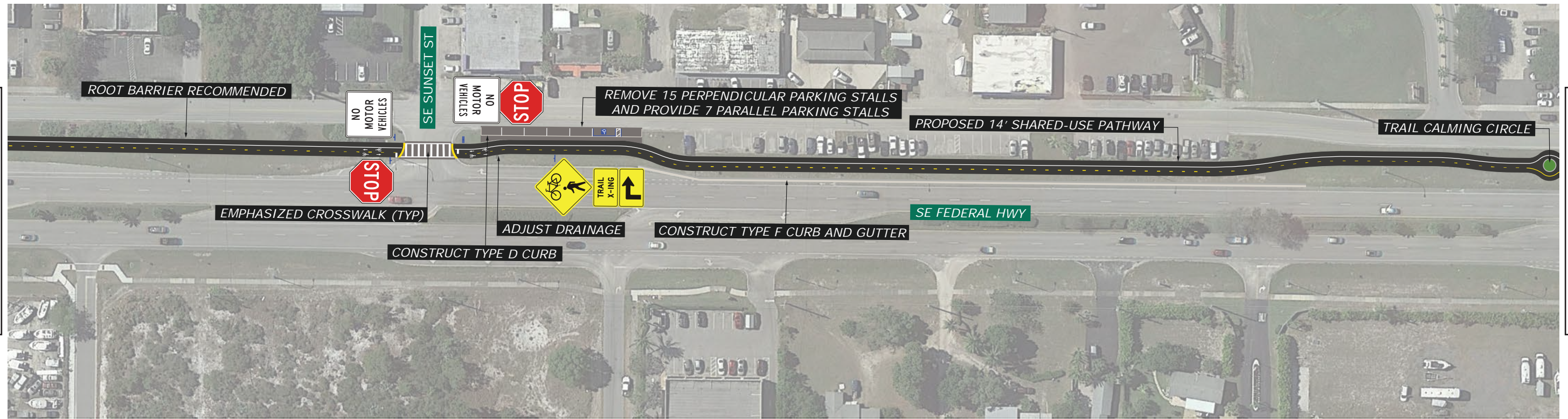
Scale: 1" = 100'

SUNTRAIL CONCEPTUAL PLANS

Sheet 1 of 9

**Note: Existing sidewalks along the corridor that are impacted, will be removed and replaced with the shared-use pathway.*
TAC 09/06/23

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Match Line 3

Match Line 3



Match Line 4

Scale: 1" = 100'

SUNTRAIL CONCEPTUAL PLANS

Sheet 2 of 9

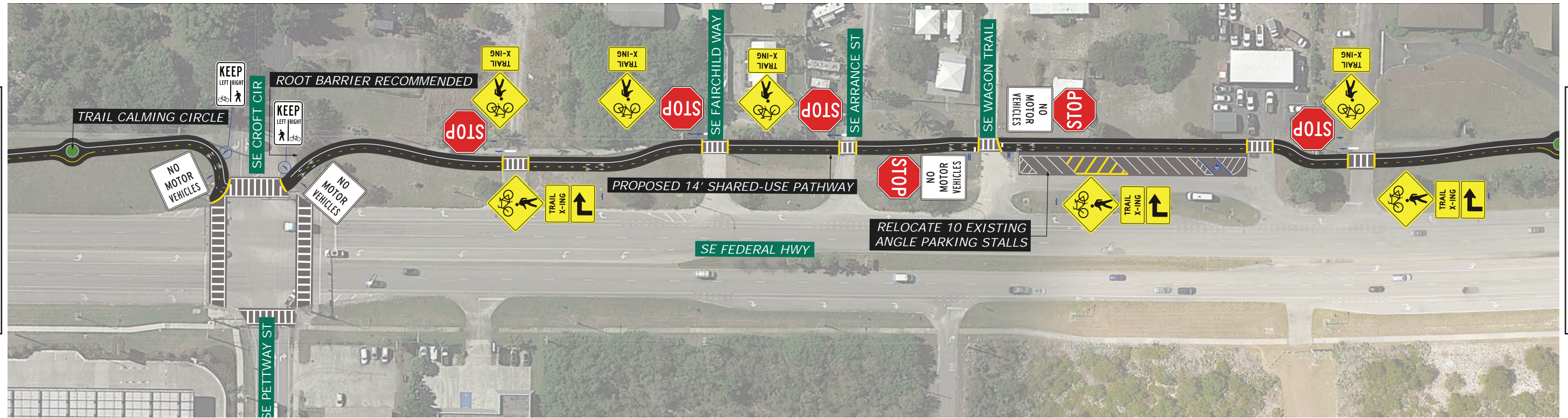
***Note:** Existing sidewalks along the corridor that are impacted, will be removed and replaced with the shared-use pathway.
TAC 09/06/23

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Match Line 5

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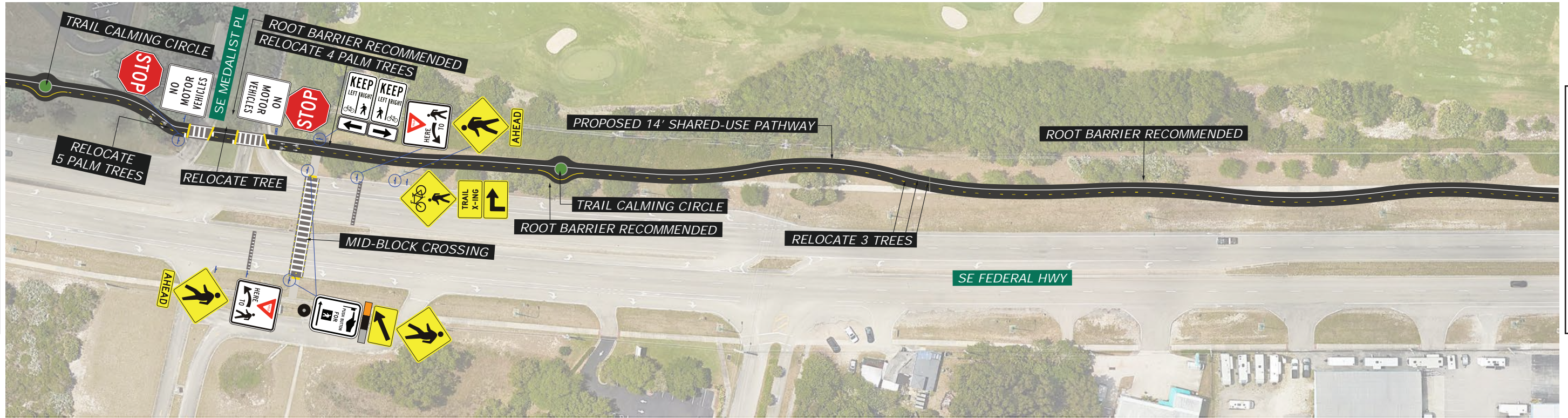
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SUNTRAIL CONCEPTUAL PLANS

Sheet 3 of 9

***Note:** Existing sidewalks along the corridor that are impacted, will be removed and replaced with the shared-use pathway.
TAC 09/06/23

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Match Line 7

Match Line 7



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Scale: 1" = 100'

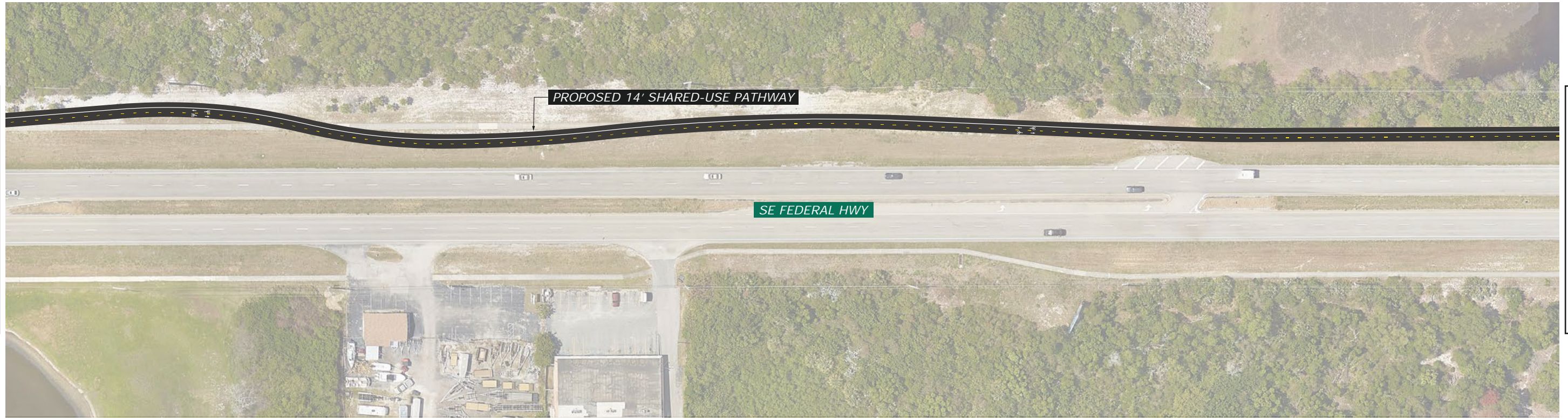
SUNTRAIL CONCEPTUAL PLANS

Sheet 4 of 9

***Note:** Existing sidewalks along the corridor that are impacted, will be removed and replaced with the shared-use pathway.
TAC 09/06/23

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Match Line 8



Match Line 9

Match Line 9



Match Line 10

Scale: 1" = 100'

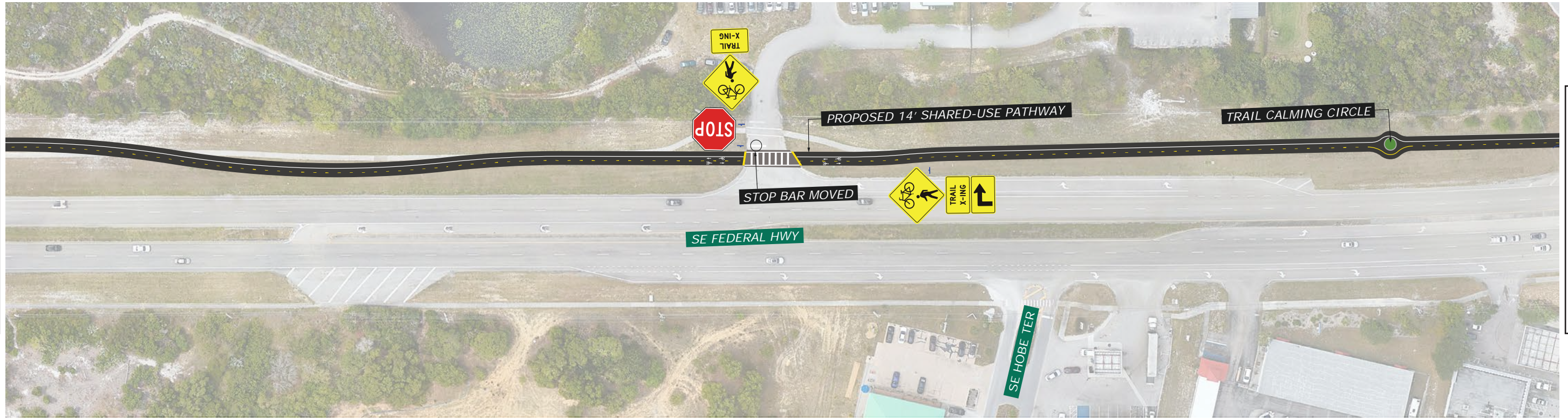
SUNTRAIL CONCEPTUAL PLANS

Sheet 5 of 9

**Note: Existing sidewalks along the corridor that are impacted, will be removed and replaced with the shared-use pathway.*
TAC 09/06/23

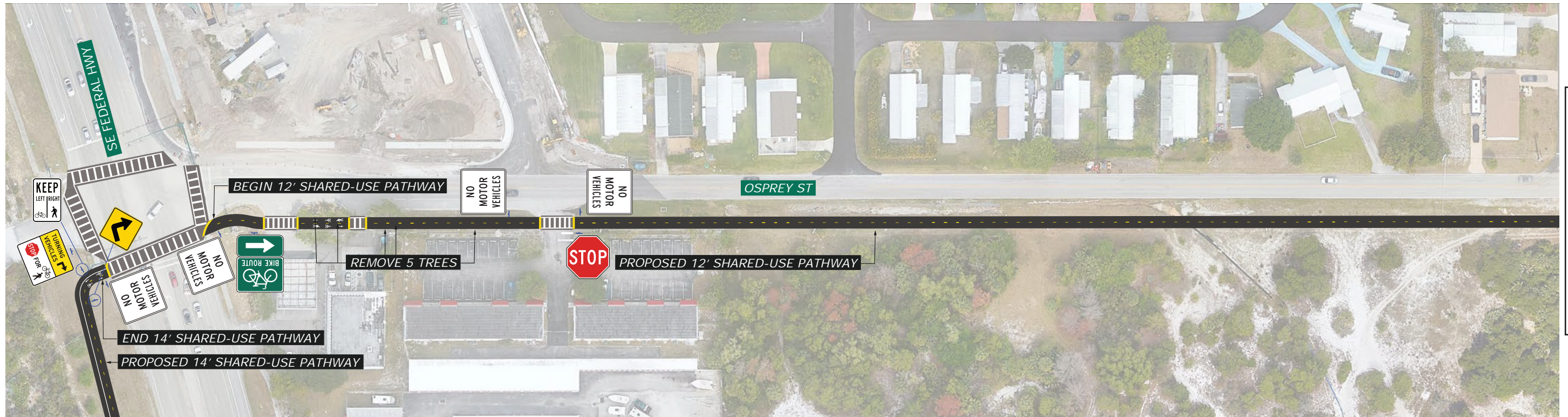
474 of 478

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Match Line 11

Scale: 1" = 100'



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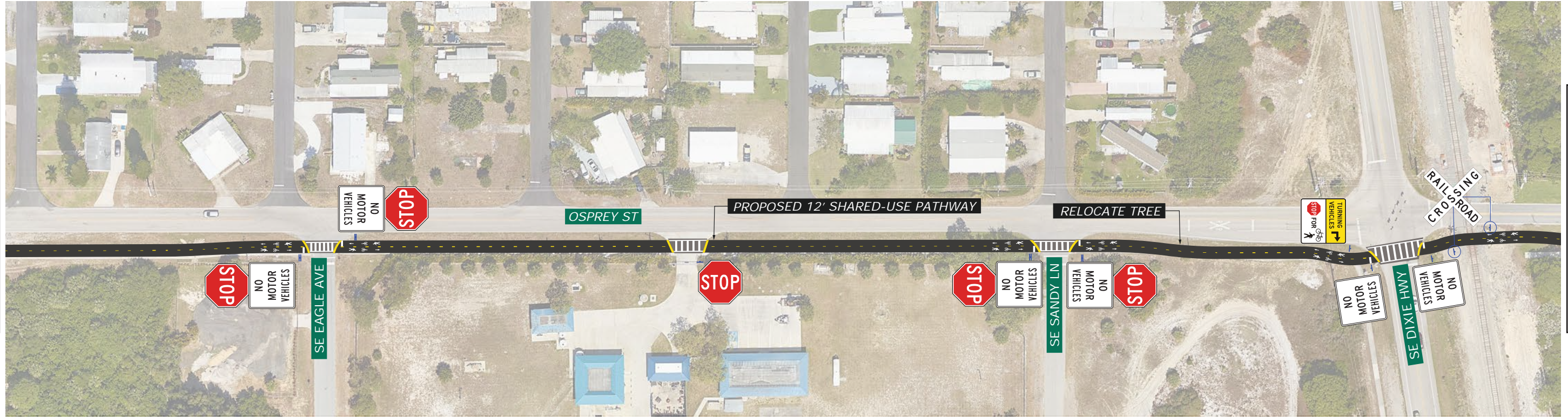
Match Line 11

Scale: 1" = 100'

SUNTRAIL CONCEPTUAL PLANS

**Note: Existing sidewalks along the corridor that are impacted, will be removed and replaced with the shared-use pathway.*
TAC 09/06/23

Match Line 12



Match Line 13

Match Line 14

Match Line 13



Scale: 1" = 100'

SUNTRAIL CONCEPTUAL PLANS

Sheet 7 of 9

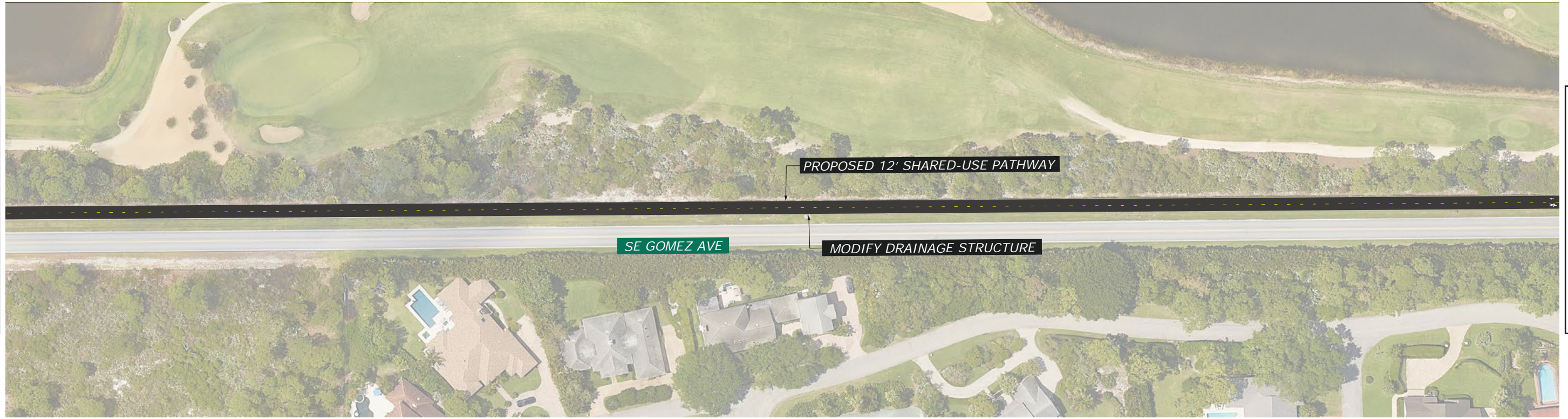
***Note:** Existing sidewalks along the corridor that are impacted, will be removed and replaced with the shared-use pathway.
TAC 09/06/23

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Match Line 15

Match Line 15



Match Line 16

N Scale: 1" = 100'

SUNTRAIL CONCEPTUAL PLANS

Sheet 8 of 9

***Note:** Existing sidewalks along the corridor that are impacted, will be removed and replaced with the shared-use pathway.
TAC 09/06/23

477 of 478

Match Line 16



Scale: 1" = 100'

SUNTRAIL CONCEPTUAL PLANS

Sheet 9 of 9

**Note: Existing sidewalks along the corridor that are impacted, will be removed and replaced with the shared-use pathway.*
TAC 09/06/23