



**JOINT CITIZENS/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE (CAC/TAC/BPAC) MEETING**

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

Monday, December 4, 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">• Joint Advisory Committee Meeting – October 16, 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) - AMENDMENT #2 (PG. 9)	APPROVE
B. US-1 AT SW PALM CITY ROAD INTERSECTION FEASIBILITY STUDY (PG. 20)	APPROVE
C. SAFETY PERFORMANCE TARGETS (PG. 40)	APPROVE
D. NE ALICE STREET REALIGNMENT PRESENTATION (PG. 44)	INFORMATION

E. SMOOTHED URBAN BOUNDARY PRESENTATION
(PG. 76)

INFORMATION

7. COMMENTS FROM COMMITTEE MEMBERS

8. NOTES

9. NEXT MEETING

- TAC – February 5, 2023 @ 1:30 PM
- CAC – February 7, 2023 @ 9:00 AM
- BPAC – February 12, 2023 @ 2:00 PM

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 Americans 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.

**MARTIN METROPOLITAN PLANNING ORGANIZATION
JOINT CITIZENS/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE (CAC/TAC/BPAC) MEETING**

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

Monday, October 16, 2023 @ 1:30 pm

MEETING MINUTES

1. CALL TO ORDER

The meeting was called to order at 1:32 PM by Dr. Kim DeLaney, Vice Chair.

2. ROLL CALL

TAC Members in Attendance:

Dr. Kim DeLaney
Robert Daniels
Taryn Kryzda
Peter Kunen
Milton Leggett
Ashman Beecher
Andrew McBean

TAC Members Excused:

Mark Cocco
Samantha Lovelady

TAC Members Not in Attendance:

George Dzama
Stuart Trent
Ken De Angeles

BPAC Members in Attendance:

Julie Preast
Bonnie Moser
Michael MacLeod

BPAC Excused Members:

Pinal Gandhi-Savdas
Don Fabricy
Jody Garret
Mike Bocchino

Hal Forslund
Bradford Davey

BPAC Members Not in Attendance:

Dawn Arvin
Arlette Cataldo

CAC Members in Attendance:

Saadia Tsafarides
John Patteson
Ann Kagdis
Hilary Young
Blake Capps
Helen McBride
Trent Steele
Howard Lyndon Brown
Larry Sofield

CAC Members Excused:

CAC Members Absent:

Cindy Greenspan

Staff in Attendance:

Beth Beltran, MPO Administrator
Ricardo Vazquez, Senior Planner
Lucine Martens, Planner
Anthony O'Neill-Butler, Administrative Assistant

Others in Attendance:

James Brown, FDOT-Turnpike
Katina Kavouklis, FDOT-Turnpike
Tony Norat, FDOT-District 4
Kelly Budhu, FDOT-District 4
Sabrina Aubery, FDOT-District 4
Jessica Rubio, FDOT-District 4
Mark J. Madgar, FDOT-District 4
Claudette De Los Santos, FDOT-District 4
Damaris Williams, FDOT-District 4
Jill Quigley, Alfred-Benesch
Ian Debnam, Alfred-Benesch
Paul Carballo, Metric Engineering
Nicole Mauntler, Metric Engineering

A quorum was present.

3. APPROVE AGENDA

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

4. APPROVE MINUTES

A motion to approve the Joint CAC/TAC/BPAC Meeting Minutes of April 3, 2023, was made by Saadia Tsafarides and seconded by Julie Preast. The motion passed with the correction to remove Althea Jefferson from the Roll Call, as she was no longer working for the Village of Indiantown at the April 2023 Joint Meeting.

5. COMMENTS FROM THE PUBLIC - None

6. AGENDA ITEMS

A. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FY25 – FY29 DRAFT TENTATIVE WORK PROGRAM

Beth Beltran, MPO Administrator, introduced Jessica Rubio from the Florida Department of Transportation (FDOT) who presented the FY25-FY29 Draft Tentative Work Program for Martin County. After FDOT receives approval from the MPO Board, FDOT - District Four will submit the Tentative Work Program for approval by the Legislature. The Work Program returns to the MPO in the spring as the basis for the coming year's Transportation Improvement Program (TIP).

Julie Preast asked if the realignment of Wright Boulevard and the sidewalk for the railroad crossing were separate projects. Mrs. Beltran advised that they are both part of the same project. There will be a presentation at the December 11, 2023, MPO Board meeting to discuss what was evaluated and what steps would need to be taken to move forward.

Trent Steele requested further details on the Bridge Road Project. Mrs. Beltran advised that the County had applied for funding for the rehabilitation of the bridge but due to issues, the District desired a study to see what exactly needed to be fixed or replaced.

Dr. Kim DeLaney sought information on the timing of the Monterey Road project. Ms. Rubio explained that the PD&E will be starting later this year. Mrs. Beltran also offered that there would be a lot of public input that would go into this project at the beginning of the PD&E phase.

Larry Sofield inquired about the funding and timeline of the PD&E phase for the Cove Road Widening project. Ms. Rubio informed him that design takes about two years, however, due to right-of-way acquisition, it could take longer. Mr. Sofield asked if the funding for right-of-way acquisition was included in the current budget. Ms. Rubio informed him that it was not.

A motion to approve the FDOT FY25 – FY29 Draft Tentative Work Program was made by Robert Daniels and was seconded by Peter Kunen. The motion passed unanimously.

B. FLORIDA’S TURNPIKE ENTERPRISE FY25 – FY29 DRAFT TENTATIVE WORK PROGRAM

Beth Beltran introduced James Brown from Florida’s Turnpike Enterprise (FTE) who presented the FTE Tentative Work Program. Included in the Work Program are projects such as the widening of the Turnpike through Martin County, and a project to improve traffic operations for north-south thru trips that provide a connection between Interstate 95 (I-95) and Florida’s Turnpike near the existing I-95/Bridge Road Interchange.

A motion to approve Florida’s Turnpike Enterprise FY25 – FY29 Draft Tentative Work Program was made by Julie Preast and was seconded by Saadia Tsafarides. The motion passed unanimously.

C. 2023 COMMUNITY CHARACTERISTICS DRAFT REPORT

Lucine Martens, MPO Planner and Project Manager, introduced Ian Debnam and Jill Quigley from Benesch who presented the Draft Community Characteristics Report. This report divides Martin County into 10 planning areas and documents the demographic, socioeconomic, and relevant data for transportation planning purposes. This report also includes crash data. Meeting Federal requirements related to traditionally underserved populations, the Community Characteristics Report will be used by the MPO for public involvement efforts. It will also serve as a valuable informational resource for Martin County agencies, municipalities, and community stakeholders.

There was a brief discussion regarding the purpose and benefit of the report, as well as some of the data points, specifically commute times. Dr. Kim DeLaney praised the report, commenting on its organization and digestibility.

A motion to approve the 2023 Community Characteristics Draft Report was made by Robert Daniels and was seconded by Trent Steele. The motion passed unanimously.

D. APPORTIONMENT PLAN UPDATE

Beth Beltran brought to the Joint Committee's attention an update from the last MPO Policy Board meeting. The Board gave staff direction to move forward with updating the Apportionment Plan, and to include an additional Board member from the Martin County Board of County Commissioners.

E. DEVELOPMENT REVIEW INTERACTIVE MAP UPDATE - SCOPE OF SERVICE

Ricardo Vazquez, Senior Planner, sought approval for the Scope of Services for the MPO's Development Review Interactive Map to continue to update the map biannually.

Julie Preast inquired if the map could be updated more often as it is such a valuable resource. Beth Beltran informed her that the current Unified Planning Work Program (UPWP) budgeted for biannual updates, however, with the upcoming UPWP Update in Spring 2024, the MPO may implement more frequent updates based on needs.

A motion to approve the Development Review Interactive Map Update - Scope of Service was made by Julie Preast and was seconded by Ann Kagdis. The motion passed unanimously.

F. CR-713/SW HIGH MEADOW AVE WIDENING PD&E STUDY PRESENTATION

Beth Beltran introduced Damaris Williams, FDOT Project Manager, and Paul Carballo with Metric Engineering, who presented a PowerPoint showcasing the PD&E study for CR-713/SW High Meadow Ave Widening. The purpose of the project is to improve traffic capacity and safety issues currently present from I-95 to CR-714/SW Martin Highway. The widening of CR-713/SW High Meadow Avenue from the I-95 interchange to CR-714/SW Martin Highway (two lanes to four lanes) with the inclusion of a shared-use pathway is included on the adopted MPO's FY25-FY29 List of Project Priorities (LOPP). The project is in the currently adopted FY24-FY28 Transportation Improvement Program (TIP), which includes the design phase in FY26, as well as a right-of-way phase in FY28.

7. COMMENTS FROM COMMITTEE MEMBERS

8. NOTES

- Transit Development Plan (TDP) Flyer
 - TDP Survey Link
- MPO Website and social media
 - martinmpo.com
 - facebook.com/MartinCountyMPO
 - Instagram.com/martincountympo

9. NEXT MEETING

- Joint TAC/CAC/BPAC – December 4th, 2023

**10.ADJOURN –Trent Steele moved to adjourn, seconded by Ann Kagdis.
2:28 P.M.**

Prepared by:

Anthony O’Neill-Butler, Administrative Assistant

Date

Approved by:

Kim DeLaney, TAC Vice-Chair

Date

Minutes Approved on December 4, 2023

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**JOINT CITIZEN’S/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE (CAC/TAC/BPAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: December 4, 2023	DUE DATE: November 27, 2023	UPWP#: 5
WORDING: FY24–FY28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – AMENDMENT #2		
REQUESTED BY: FDOT	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: FY24- FY28 TIP Amendment #2

BACKGROUND

The Florida Department of Transportation (FDOT) requests an amendment to the FY24 – FY28 Transportation Improvement Program (TIP). This amendment is required because one project is being deleted from the FDOT Work Program, two new projects are being added, and one project is being given additional funding.

The project that is being deleted is the landscaping project on SW Martin Highway, from SW Warfield Boulevard to SW Allapattah Road (FM# 450944-1). This project has been deleted from the Work Program and needs to be reflected in the currently adopted TIP. The project has been deleted due to the Scenic Highway Grant not being approved.

The two new projects being added to the TIP are the SR-710 Widening from Martin/Okeechobee County Line to SW FP&L Access Road (FM# 453333-1) and another SR-710 Widening project, from FP&L Access Road to SW Allapattah Road (FM# 453333-2). Both projects have been funded for Preliminary Engineering (design) in FY24.

The last project in this amendment is the US-1 Resurfacing Project from SW Fischer St. to North of Decker Ave (FM# 447649-1). FDOT is increasing the funding for this project, from \$4,622,291 to \$7,072,805 and moving the construction phase to FY25.

ISSUES

At the MPO Joint Advisory Committee meeting, MPO staff will present the FY24 – FY28 TIP Amendment #2.

RECOMMENDED ACTION

- Approve FY24 – FY28 TIP Amendment #2
- Approve FY24 – FY28 TIP Amendment #2 with comments

AGENDA ITEM 6A

APPROVAL

MPO

ATTACHMENTS

- FY24 – FY28 TIP Amendment Request Letter (FM# 450944-1)
- FM# 450944-1 TIP Page
- FY24 – FY28 TIP Amendment Request Letter (FM# 453333-1)
- FM# 453333-1 TIP Page
- FY24 – FY28 TIP Amendment Request Letter (FM# 453333-2)
- FM# 453333-2 TIP Page
- FY24 – FY28 TIP Amendment Request Letter (FM# 447649-1)
- FM# 447649-1 TIP Page



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

October 24, 2023

Ms. Beth Beltran
MPO Administrator
Martin Metropolitan Planning Organization
3481 SE Willoughby Blvd., Suite 101
Stuart, FL 34994

**SUBJECT: Martin Metropolitan Planning Organization
TIP Amendment Request FY 2023/24 – 2027/28
SR-714/SW MARTIN HWY FR SR-710/SW WARFIELD BLV TO CR-609/ALLAPATTAH
RD**

Dear Ms. Beltran:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions*, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2023/24 – 2027/28 Transportation Improvement Program.

This amendment is required because a project has been deleted from the work program and needs to be reflected in the TIP. This project is being deleted from the work program due to the Scenic Highway Grant not being approved.

The TIP remains financially constrained. A State Transportation Improvement Program (STIP) Amendment is required.

If you have any questions or need additional information, please contact me on (954) 777-4365.

Sincerely,

DocuSigned by:

DB46206B47964C2...
Kelly Budhu
MPO Liaison
FDOT – District 4



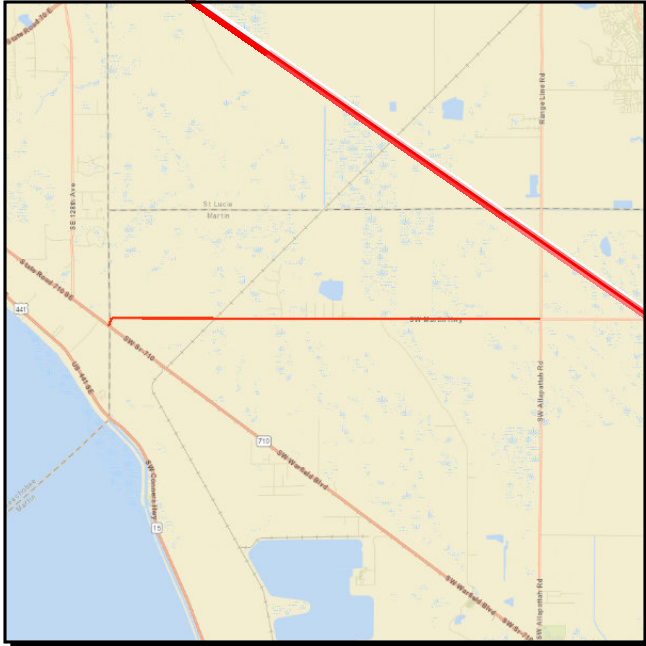
The above STIP amendment was authorized to be removed from the State Transportation Improvement Program.

MPO Chairman or Designee

Date

Signature

4509441 SR-714/SW MARTIN HWY FR SR-710/SW WARFIELD BLV TO CR-609/ALLAPATTAH RD Non-SIS



Project Description: MARTIN GRADE SCENIC HIGHWAY FHWA/ NATIONAL SCENIC BYWAY PROGRAM GRANT

Work Summary: LANDSCAPING **From:** SR-710
To: CR-609

Lead Agency: Managed by FDOT **Length:** 12.194

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SA	474,000	0	0	0	0	474,000
CST	LF	126,000	0	0	0	0	126,000
Total		600,000	0	0	0	0	600,000

Prior Year Cost: 0
Future Year Cost: 600,000
Total Project Cost: 600,000



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

November 15, 2023

Ms. Beth Beltran
MPO Administrator
Martin Metropolitan Planning Organization
3481 SE Willoughby Blvd., Suite 101
Stuart, FL 34994

**SUBJECT: Martin Metropolitan Planning Organization
TIP Amendment Request FY 2023/24 – 2027/28
SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO CR-609/ALLAPATAH ROAD**

Dear Ms. Beltran:

Pursuant to Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2023/24 – 2027/28 Transportation Improvement Program.

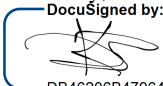
This amendment is required because a new project has been added to the work program and needs to be reflected in the TIP.

This project is consistent with the goals of the Martin Metropolitan Planning Organization’s Long-Range Transportation Plan. The TIP remains financially constrained. A State Transportation Improvement Program (STIP) Amendment is required.

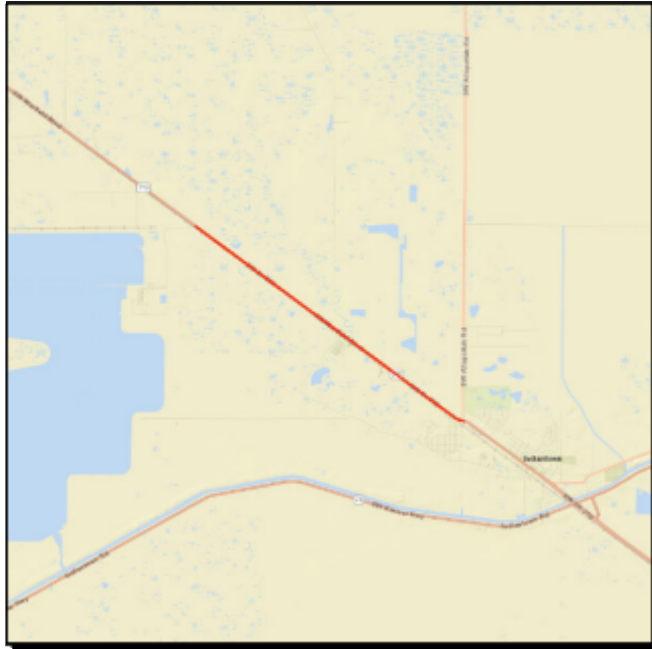
The TIP amendment is as follows:

PROPOSED	FM#	Project Name		Project Description
	453333-1	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO CR- 609/ALLAPATAH ROAD		RECONSTRUCT SR 710 FR 2 LANE TO 4 LANE DIVIDED HIGHWAY 2024 MPO PRIORITY #1
	Phase	Fund	FY 2024	
	PE	ACNP	\$285,000	
	PE	SA	\$150,000	
	TOTAL		\$435,000	

If you have any questions or need additional information, please contact me on (954) 777-4365.

Sincerely,
DocuSigned by:

DB46206B47964C2...
Kelly Budhu
MPO Liaison
FDOT – District 4

4533331 SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO CR-609/ SW ALLAPATTAH RD SIS



Project Description: RECONSTRUCT SR 710 FROM 2 LANE TO 4 LANE DIVIDED HIGHWAY
2024 MPO PRIORITY #1

Work Summary: ADD LANES & RECONSTRUCT
From: SW FP&L ACCESS ROAD
To: CR-609/ALLAPATAH ROAD

Lead Agency: Managed by FDOT **Length:** 5.201

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	ACNP	285,000	0	0	0	0	285,000
PE	SA	150,000	0	0	0	0	150,000
Total		435,000	0	0	0	0	435,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 435,000



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

November 15, 2023

Ms. Beth Beltran
MPO Administrator
Martin Metropolitan Planning Organization
3481 SE Willoughby Blvd., Suite 101
Stuart, FL 34994

**SUBJECT: Martin Metropolitan Planning Organization
TIP Amendment Request FY 2023/24 – 2027/28
SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO FPL POWER PLANT ACCESS ROAD**

Dear Ms. Beltran:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions*, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2023/24 – 2027/28 Transportation Improvement Program.

This amendment is required because a new project has been added to the work program and needs to be reflected in the TIP.

This project is consistent with the goals of the Martin Metropolitan Planning Organization’s Long-Range Transportation Plan. The TIP remains financially constrained. A State Transportation Improvement Program (STIP) Amendment is required.

The TIP amendment is as follows:

PROPOSED	FM#	Project Name	
	453333-2	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO FPL POWER PLANT ACCESS ROAD	
	Phase	Fund	FY 2024
	PE	ACNP	\$580,000
TOTAL		\$580,000	

If you have any questions or need additional information, please contact me on (954) 777-4365.

Sincerely,

DocuSigned by:

DB46206B47964C2...

Kelly Budhu
MPO Liaison
FDOT – District 4

4533332

SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD SIS



Project Description: RECONSTRUCT SR 710 FR 2 LANE TO 4 LANE DIVIDED HIGHWAY
2024 MPO PRIORITY #1

Work Summary: ADD LANES & RECONSTRUCT **From:** MARTIN/OKEECHOBEE CO LINE

To: SW FP&L ACCESS ROAD

Lead Agency: Managed by FDOT **Length:** 9.812

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	ACNP	580,000	0	0	0	0	580,000
Total		580,000	0	0	0	0	580,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 580,000



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

November 21, 2023

Ms. Beth Beltran
MPO Administrator
Martin Metropolitan Planning Organization
3481 SE Willoughby Blvd., Suite 101
Stuart, FL 34994

**SUBJECT: Martin Metropolitan Planning Organization
TIP Amendment Request FY 2023/24 – 2027/28
SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO NORTH OF SE DECKER
AVE**

Dear Ms. Beltran:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions*, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2023/24 – 2027/28 Transportation Improvement Program.

This amendment is required because of funding reallocation or cost changes and needs to be reflected in the TIP.

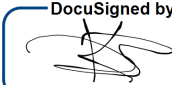
This project is consistent with the goals of the Martin Metropolitan Planning Organization’s Long-Range Transportation Plan. The TIP remains financially constrained. A State Transportation Improvement Program (STIP) Amendment is required.

The TIP amendment is as follows:

	FM#	Project Name	Project Description
EXISTING	447649-1	SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO NORTH OF SE DECKER AVE	
	Project length		1.745
	Phase	Fund	FY 2024

	CST	SA	\$3,877,760		
	CST	DIH	\$77,556		
	CST	DS	\$666,975		
	TOTAL		\$4,622,291		
PROPOSED	FM#	Project Name		Project Description	
	447649-1	SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO NORTH OF SE DECKER AVE			
	Project Length			1.724 MI	
	Phase	Fund	FY 2024		
	PE	DIH	\$14,965		
	Phase	Fund	FY 2025		
	CST	DDR	\$5,856,272		
	CST	DIH	\$75,430		
	CST	DS	\$64,115		
	CST	SA	\$1,062,023		
	TOTAL		\$7,072,805		
	Justification for changes: Additional funding needed due to increased construction costs.				

If you have any questions or need additional information, please contact me on (954) 777-4365.

Sincerely,
 DocuSigned by:

 DB46206B47964C2...
 Kelly Budhu
 MPO Liaison
 FDOT – District 4

4476491

SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO NORTH OF SE DECKER AVE

Non-SIS



Project Description:

Work Summary: RESURFACING From: NORTH OF SE FISCHER ST.

To: NORTH OF SE DECKER AVE

Lead Agency: FDOT Length: 1.724

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	14,965	0	0	0	0	14,965
CST	DIH	0	75,430	0	0	0	75,430
CST	SA	0	1,062,023	0	0	0	1,062,023
CST	DDR	0	5,856,272	0	0	0	5,856,272
CST	DS	0	64,115	0	0	0	64,115
Total		14,965	7,057,840	0	0	0	7,072,805

Prior Year Cost: 850,692
 Future Year Cost: 7,072,805
 Total Project Cost: 7,923,497



**JOINT CITIZEN’S/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE (CAC/TAC/BPAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: December 4, 2023	DUE DATE: November 27, 2023	UPWP#: 7
WORDING: US-1 AT SW PALM CITY ROAD INTERSECTION FEASIBILITY STUDY		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: US-1 at Palm City Road Intersection Feasibility Study

BACKGROUND

At the December 2022 MPO Board meeting, 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.

An initial Public Workshop was held on March 8, 2023, to present the existing conditions and 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 the 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, the Stuart Commission recommended to move forward with Alternative 5. This was also the public’s preferred alternative. The City Commission also recommended that the project be added to the Martin MPO’s List of Project Priorities, and to include traffic calming improvements along Palm City Road.

At the September 2023 MPO Policy Board meeting, the Board approved Alternative 5 and requested that the conceptual design for this alternative move forward, and that cost estimates for the complete street improvements be included in the study.

ISSUES

At the December 2023 Joint Advisory Committee meeting, the consultant will present the Final Draft of the US-1 at SW Palm City Road Intersection Feasibility Study.

AGENDA ITEM 6B

RECOMMENDED ACTION

- a. Approval of the US-1 at Palm City Road Intersection Feasibility Study
- b. Approval of the US-1 at Palm City Road Intersection Feasibility Study with comments.

APPROVAL

MPO

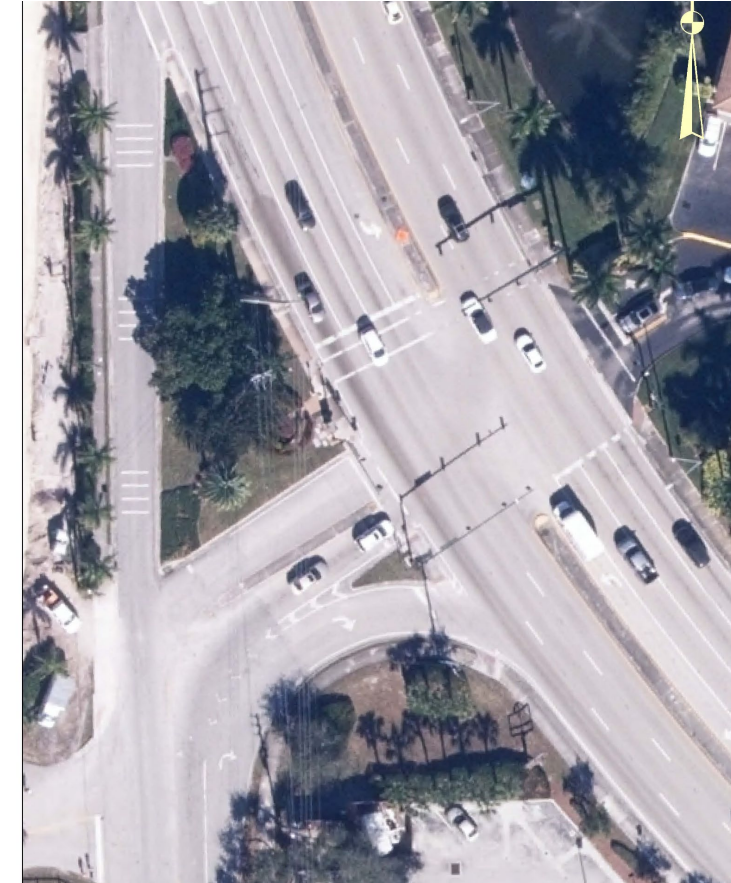
ATTACHMENTS

PowerPoint Presentation

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



BPAC/CAC/TAC MEETING – DECEMBER 4, 2023





PRESENTATION OUTLINE



- Project Information
 - Goals & Objectives
 - Study Area
- Review Original Alternatives
- Selected Alternative
- Q & A





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



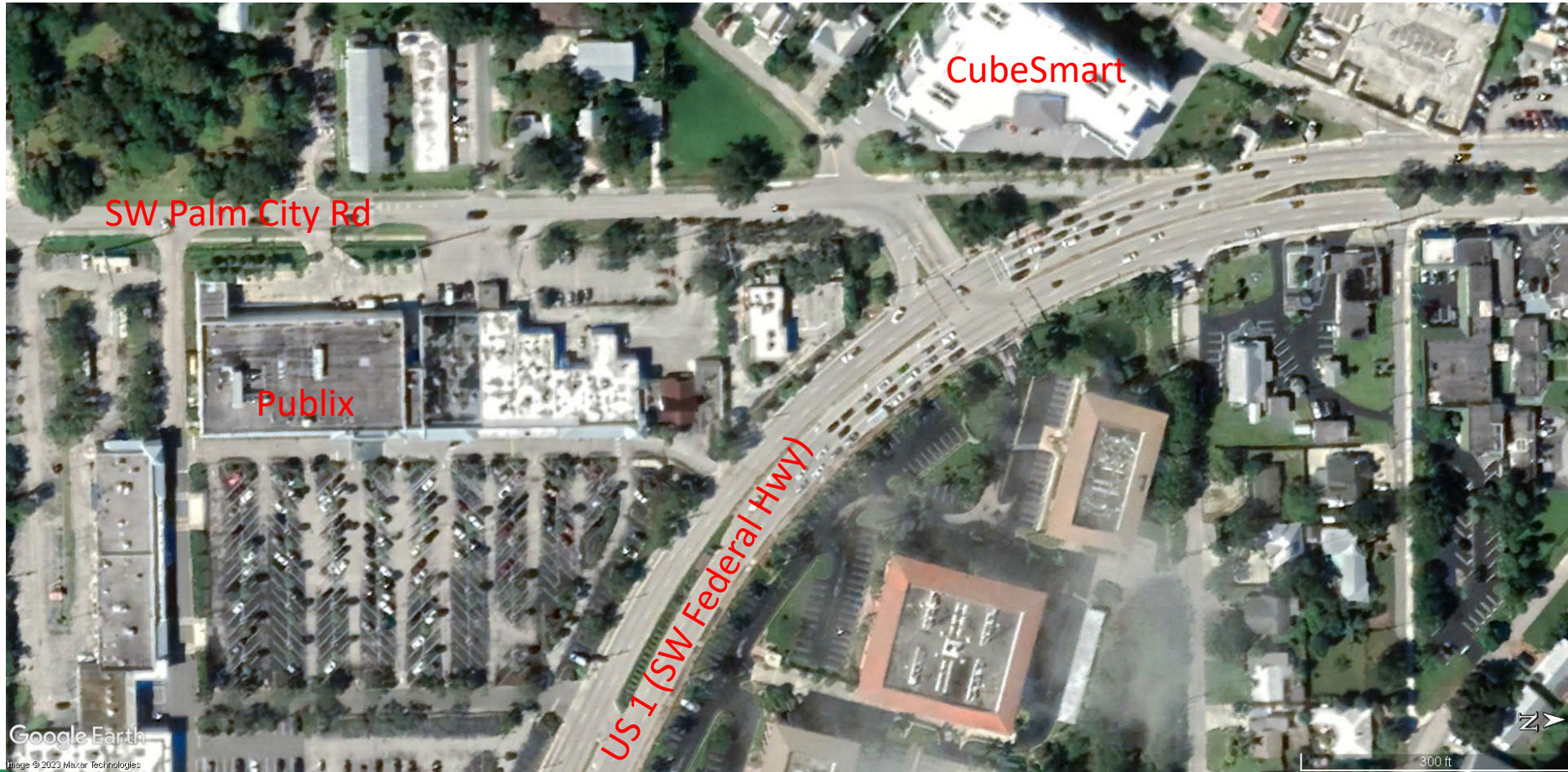
PROJECT OVERVIEW

STUDY AREA



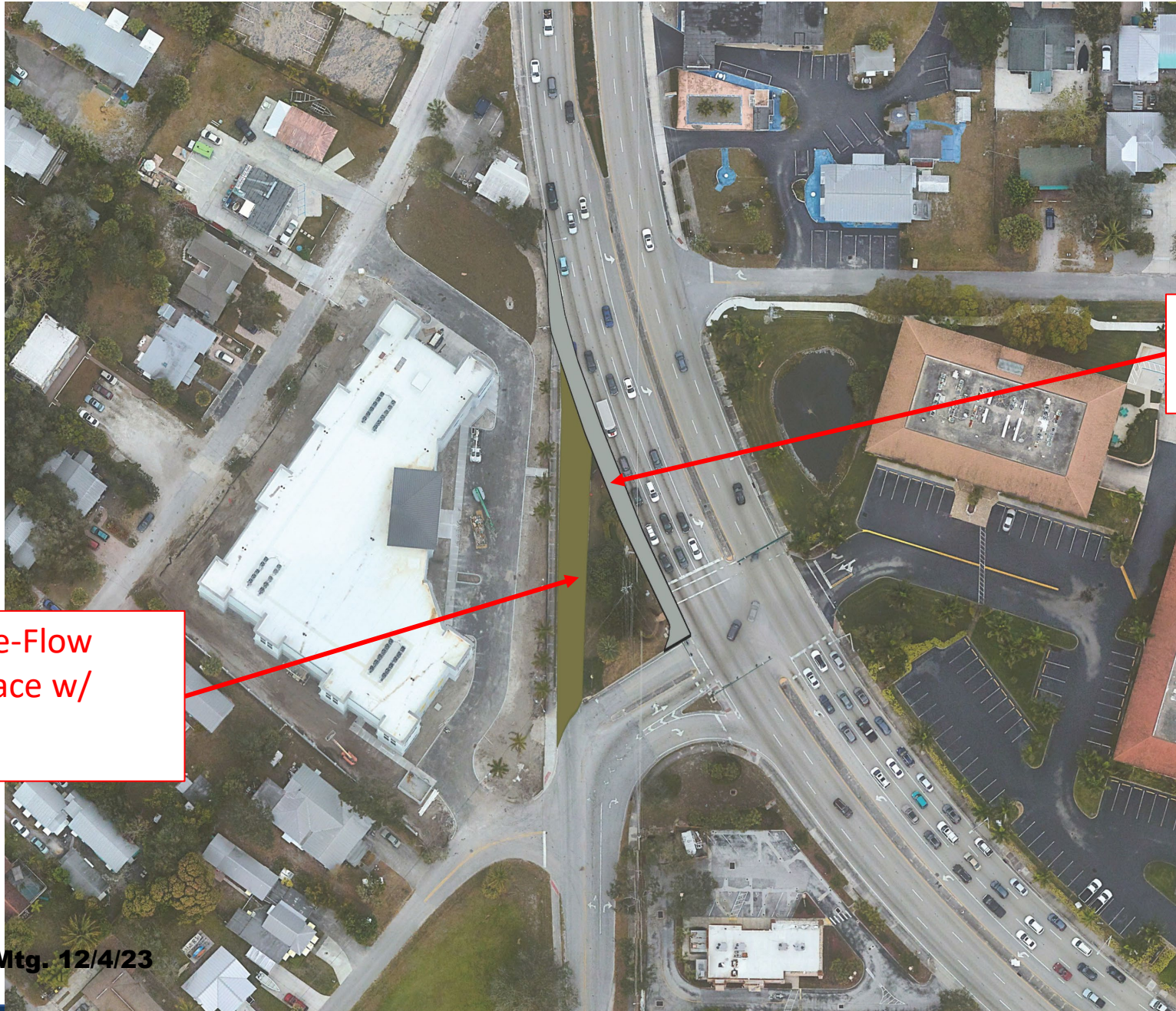


PROJECT OVERVIEW STUDY AREA



Google Earth
Image © 2023 Maxar Technologies

ALTERNATIVE 1



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

Addition of 12'
Right-Turn Lane

ALTERNATIVE 2



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

ALTERNATIVE 3

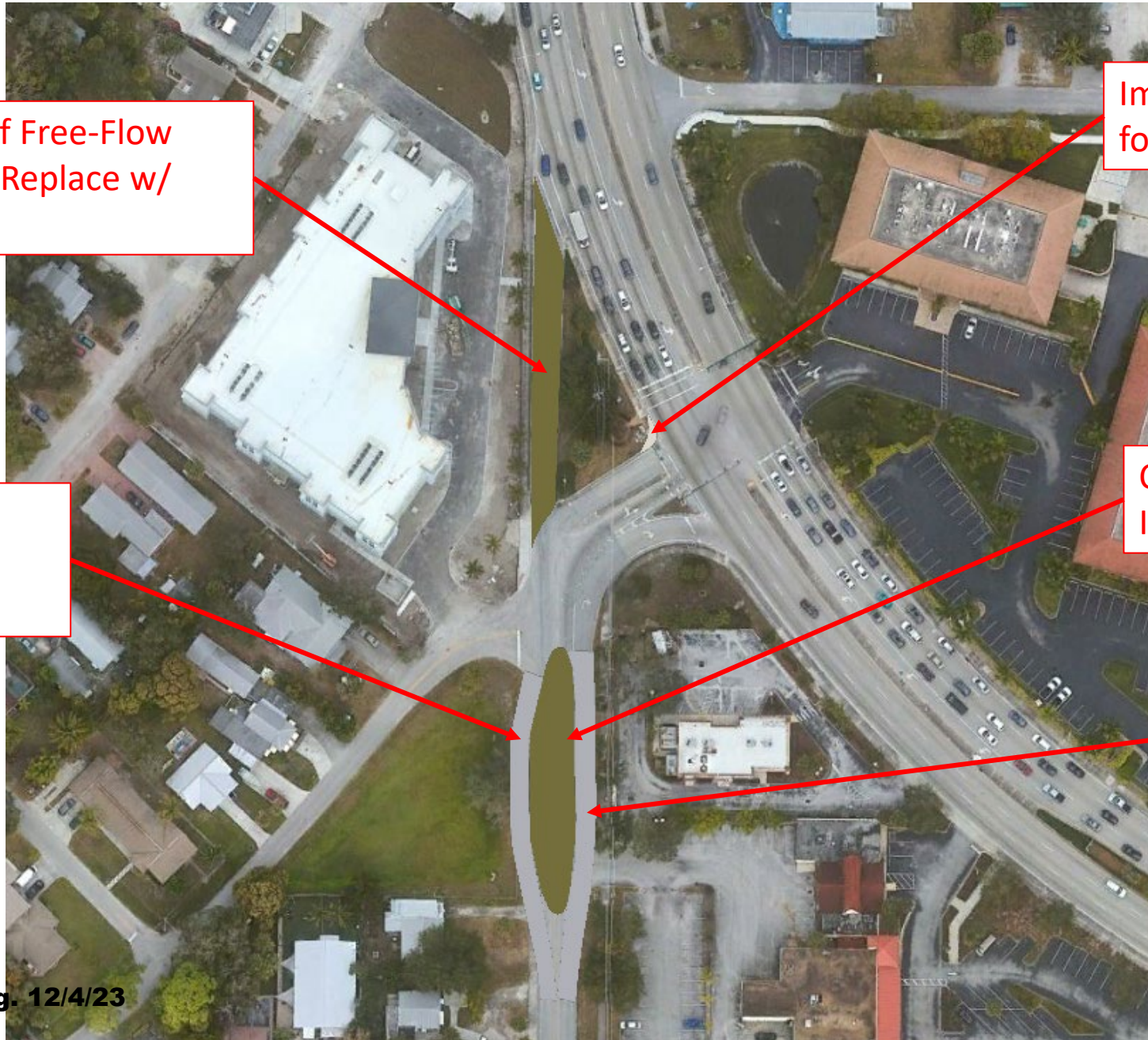
Elimination of Free-Flow Right-Turn & Replace w/ Green Space

Improve Curb Radii for Right-Turn

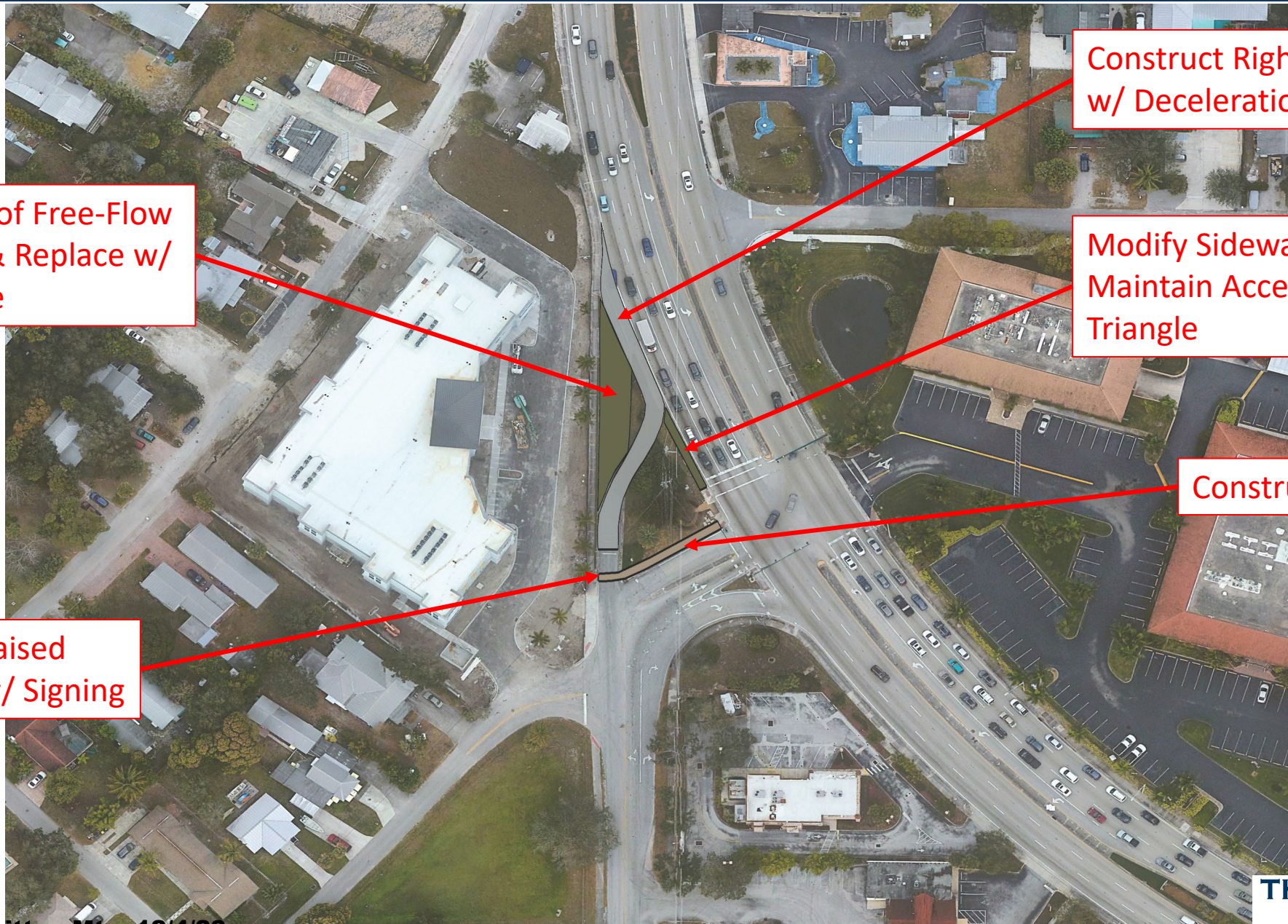
Construct Realigned SB Travel Lane

Construct Raised Island

Construct Realigned NB Travel Lane



ALTERNATIVE 4



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 Crosswalk w/ Signing

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

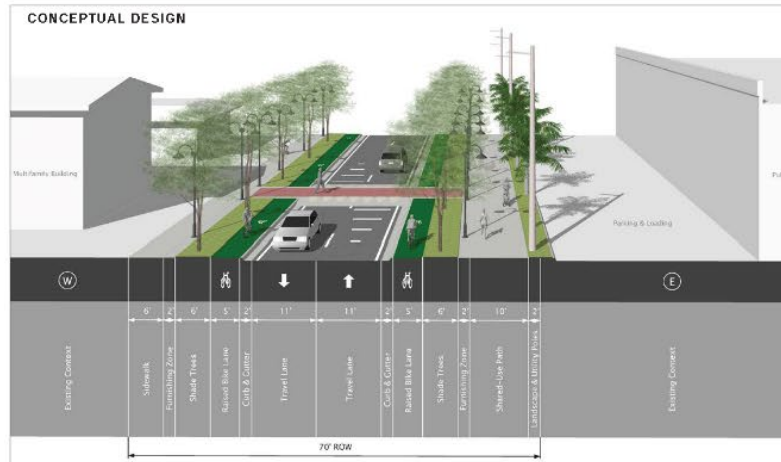
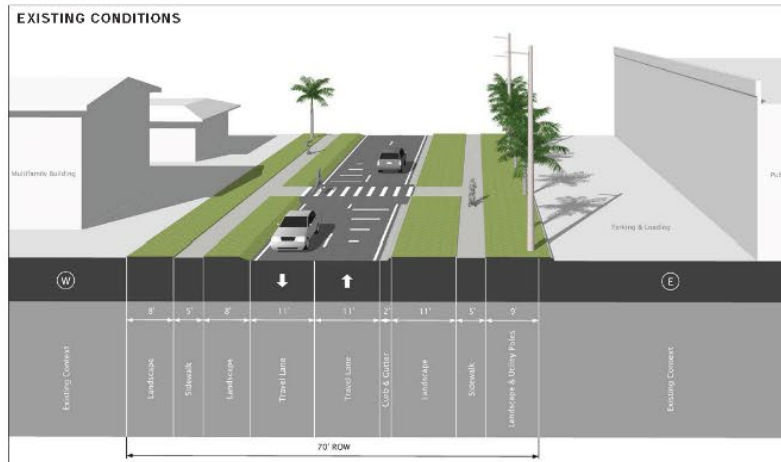


SW PALM CITY ROAD TRAFFIC CALMING ALTERNATIVE



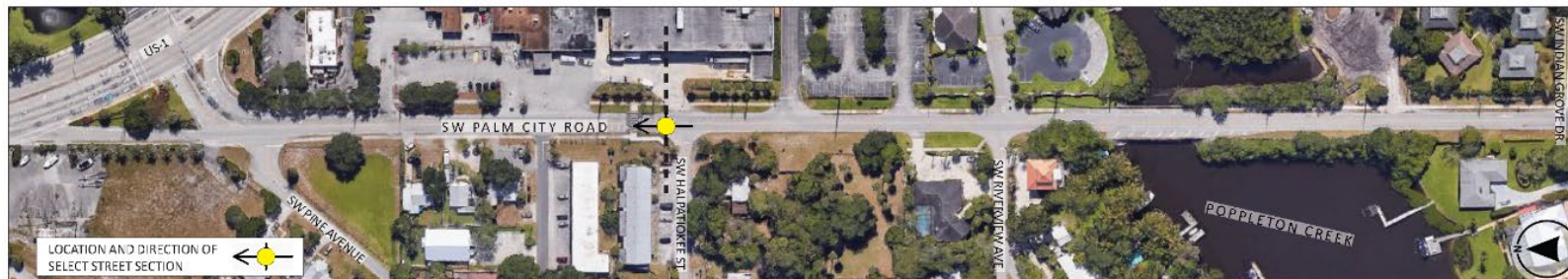
IV. COMPLETE STREETS - SELECTED SEGMENT CONCEPTS

SW PALM CITY ROAD (CONTINUED)



ROW	Varies from 70'-80'	BIKE / PED FACILITIES	No bike facilities Existing painted crosswalk & speed table East Side - 5-R sidewalk West Side - Inconsistent sidewalk
EDGE CONDITION	East Side - Curbside (MS1 - Poppleton Creek) West Side - Soft shoulder	LIGHTING	Inconsistent pedestrian and street lighting
TRAVEL LANES	2 lanes, 11' each	LANDSCAPING	Inconsistent, limited shade trees

ROW	No change (Varies from 70'-80')	BIKE / PED FACILITIES	New raised, painted bike lanes East Side - New 10' shared-use path West Side - Improved 5' sidewalk New lighted, raised, colored crosswalk / speed table
EDGE CONDITION	East Side - (No change) West Side - Added curb and gutter *Curbside for improved stormwater treatment	LIGHTING	New pedestrian scaled lighting
TRAVEL LANES	No change (2 lanes, 11' each)	LANDSCAPING	New consistent shade trees



RECOMMENDATIONS

a) Public Workshop

Alternative 5: YES = 39; NO = 7

b) City of Stuart Commission

Motion to recommend Alternative 5 with the Traffic Calming Alternative for the MPO to put on the priority list. MOTION APPROVED – 5 – 0

c) CAC and TAC

Alternative 5 with crosswalks at intersection and inclusion of the Traffic Calming Alternative to be on the priority list for projects.

d) MPO

Alternative 5 with Traffic Calming Alternative, include cost of both portions.

SELECTED ALTERNATIVE

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



1



2



3

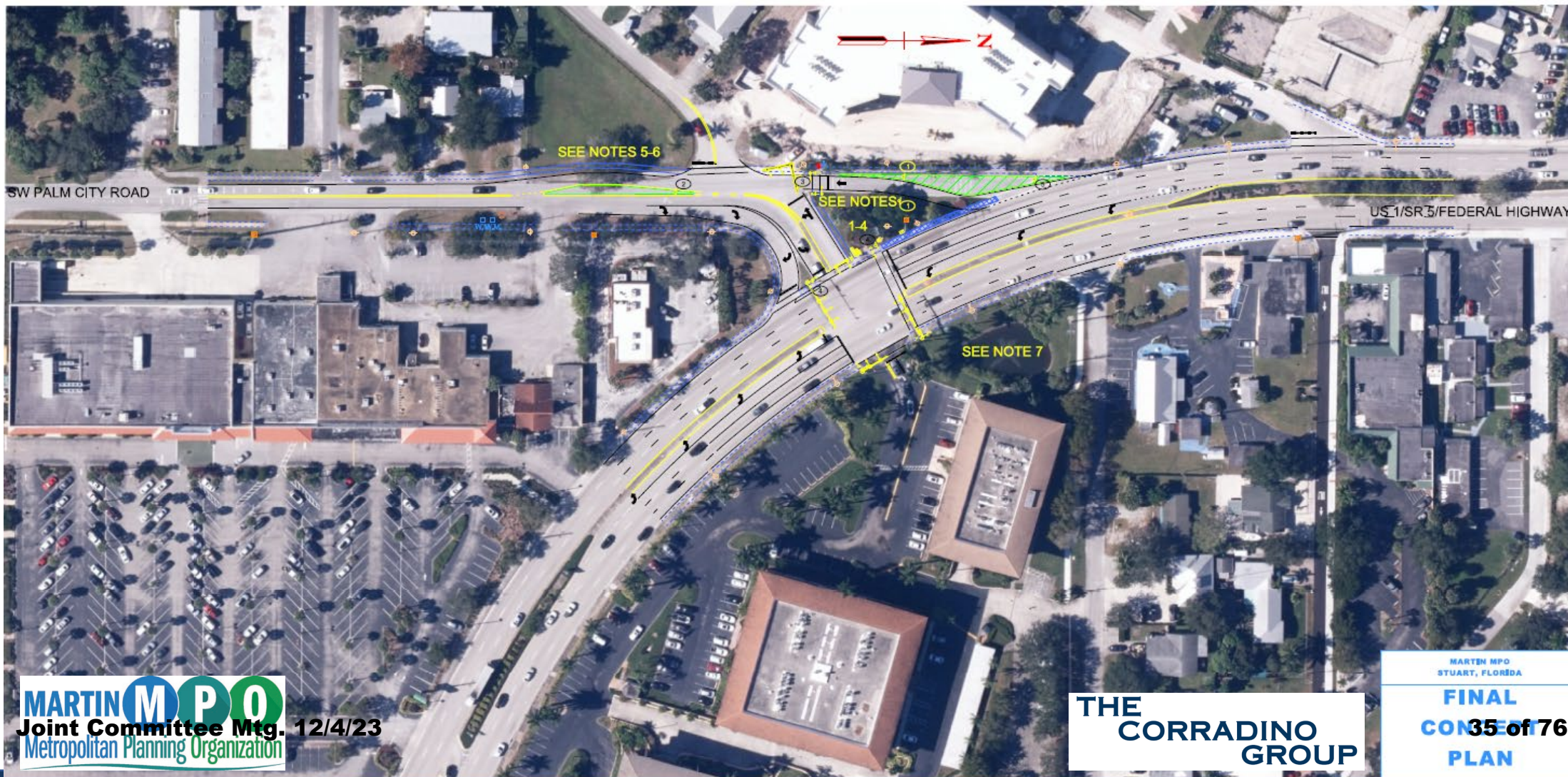


4



5

1. CONSTRUCT RIGHT TURN LANE WITH CURB AND GUTTER, SIDEWALK AND TRAFFIC SIGNAL.
2. INSTALL PEDESTRIAN CROSSING WITH PEDESTRIAN HEADS AND PUSH BUTTONS.
3. REMOVE EXISTING FREE-FLOW LANE AND REPLACE WITH LANDSCAPING (GREEN HATCH AREA).
4. REMOVE SEGMENT OF SIDEWALK ALONG US 1 AND EWING TRIANGLE (BLUE HATCH AREA).
5. CONSTRUCT RAISED ISLAND AND LANE SOUTHBOUND LANE SHIFT.
6. CONSTRUCT SIDEWALK ON WEST SECTION OF LANE SHIFT.
7. ALL PAVEMENT MARKINGS, INCLUDING CROSSWALK SHOULD BE REAPPLIED WITHIN THE STUDY AREA SHOWN.





OPINION OF PROBABLE COST



EST. (PDC) CONSTRUCTION COST (INTERSECTION IMPROVEMENTS):	\$2,644,172.00
EST. (PDC) PROJECT COST (SW PALM CITY RD – TO 400’ NORTH OF SW INDIAN GROVE):	\$ 826,266.00
EST. (PDC) PROJECT COST (400’ NORTH OF SW INDIAN GROVE TO 500’ NORTH OF SW MONTEREY):	\$2,006,646.00
TOTAL (PDC¹):	\$5,477,084.00
TOTAL (2026-2030²):	\$6,846,355.00

¹ Present Day Cost

² Year of Expenditure (from 2045 LRTP)



NEXT STEPS



- MPO Meeting/Final Report – December 11, 2023





Q & A



CONTACT INFO



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**JOINT CITIZENS/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE (CAC/TAC/BPAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: December 4, 2023	DUE DATE: November 27, 2023	UPWP#: 3
WORDING: TRANSPORTATION SAFETY PERFORMANCE TARGETS - 2024		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

State Departments of Transportation and Metropolitan Planning Organizations (MPOs) are required to continue to adopt Safety Performance Targets to meet Federal Highway Administration (FHWA) requirements. There are five Federal Safety Performance Measures: Number of Fatalities; Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT); Number of Serious Injuries; Rate of Serious Injuries per 100 million VMT; Number of Non-motorized Fatalities and Serious Injuries. Last year’s Statewide and MPO Safety Targets are included in the Martin MPO’s adopted FY24-FY28 Transportation Improvement Program (TIP).

The Florida Department of Transportation (FDOT) has again identified “Vision Zero” Targets (goal of no fatalities and injuries) for all five of the Safety Performance Measures, supporting the philosophy that the death or injury of any person is unacceptable. Although data for fatalities and injuries could continue to trend upward in 2024 or decrease, FDOT expects that the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities and injuries.

ISSUES

MPOs have until February 27, 2024, to adopt the FDOT “Vision Zero” Targets for all five Safety Performance Measures. Given FDOT’s resources and expertise in data collection and analysis, Martin MPO is requesting the adoption of FDOT’s Targets of “Vision Zero”.

RECOMMENDED ACTION

- a. Recommend for approval
- b. Recommend for approval with comments

AGENDA ITEM 6C

APPROVAL

MPO

ATTACHMENTS

2024 Safety Performance Measures and Forecasting Summary Sheet

Calendar Year 2024 Targets

Number of Fatalities	0.0
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Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting on ARIMA Hybrid Regression Model with VMT, the five year rolling average for total fatalities on Florida’s roads is forecasted to be between 3,336 and 3,698 in 2024. Florida’s target for fatalities is zero in 2024. While the data forecast indicates Florida’s five year rolling average for fatalities could continue to trend upward in 2023 and 2024, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities.

Number of Serious Injuries	0.0
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Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for serious injuries on Florida’s roads is forecasted to be between 14,511 and 16,141 in 2024. Florida’s target for serious injuries is zero in 2024. The data forecast indicates Florida’s five-year rolling average of serious injuries will continue to trend downward in 2023 and 2024. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida’s roads.

Fatality Rate	0.000
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Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, the five year rolling average for fatality rate per 100 million VMT (vehicle miles traveled) on Florida’s roads is forecasted to be between 0.53 to 2.54 in 2024. Florida’s target for fatality rate per 100 million VMT is zero in 2024. While data forecast indicates Florida’s fatality rate per 100 million VMT will trend downward in 2023 and 2024, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the rate of traffic fatalities.

Serious Injury Rate	0.000
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Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting the five year rolling average for serious injury rate per 100 million VMT (vehicle miles traveled) on Florida’s roads is forecasted to be between 3.32 and 10.05 in 2024. Florida’s target for serious injury rate per million VMT is zero in 2024. While the data forecast indicates Florida’s serious injury rate per 100 million VMT could continue to trend downward in 2023 and 2024, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the rate of serious injury.

Total Number of Non-motorized Fatalities and Serious Injuries	0.0
--	------------

Describe the basis for established target, including how it supports SHSP goals.

Based on statistical forecasting, number of non-motorized fatalities and serious injuries on Florida’s roads is forecasted to be between 3,036 to 3,392 in 2024. Florida’s target for number of non-motorized fatalities and serious injuries is zero in 2023. While the data forecast indicates Florida’s number of non-motorized fatalities and serious injuries could continue to trend downward in 2023 and 2024, the FDOT State Safety Office expects the projects chosen for funding will create a downward trend in the number of pedestrian fatalities.

A few of the more accepted approaches to forecasting time series data are (1) regression models, (2) autoregressive integrated moving average models (ARIMA), and (3) a hybrid variation of these two approaches. Both methodological tools were used in the pre-forecasting and forecasting processes. The five selected models for the federal safety performance measures have been developed based on accepted statistical modeling practices. The models proved useful in providing forecasts of future fatalities and serious injuries for 2023 and 2024, based on data from January 2007 to 2022. It is recommended that the models be reevaluated annually as more data/information becomes available. It is possible that with new data, potentially new functional forms of the forecasting equations will emerge. However, as with any forecasting method, future predictions will always be challenging and inexact.



**JOINT CITIZENS/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE (CAC/TAC/BPAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: December 4, 2023	DUE DATE: November 27, 2023	UPWP#: 5
WORDING: NE ALICE STREET SIDEWALK FEASIBILITY STUDY PRESENTATION		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The NW Alice Street Sidewalk Project's original intent was to provide sidewalk connectivity from the intersection of NW Wright Boulevard and NW Dixie Highway, across the FEC Railroad, to the existing sidewalk along NE Alice Street, north of the Rio Nature Park. At the request of the Martin MPO Board, an alternate design was proposed that would close the existing NW Alice Street roadway segment while providing a direct extension of NW Wright Boulevard across the railroad to NE Alice Street.

ISSUES

At the December 4, 2023, Joint Advisory Committee Meeting, FDOT staff will present the NE Alice Street Sidewalk Feasibility Study Presentation.

RECOMMENDED ACTION

Provide comments.

APPROVAL

MPO

ATTACHMENTS

NE Alice Street Sidewalk PowerPoint presentation

ALICE STREET SIDEWALK FEASIBILITY STUDY



Joint Committee Mtg. 12/4/23



45 of 76

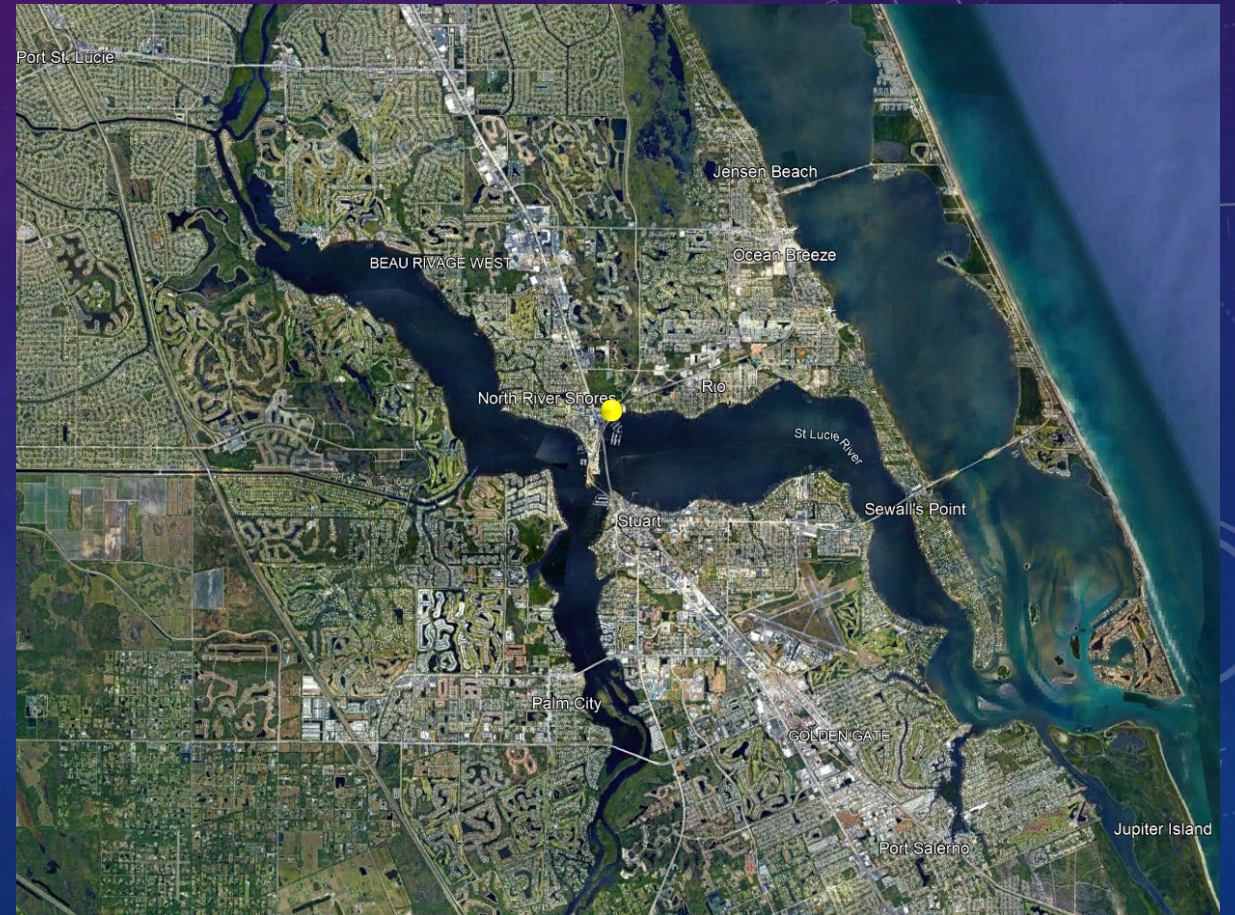
INTRODUCTION

- Project Location
- Existing Conditions Safety Review
- Traffic Data Collection
- Conceptual Design Alternative
- Construction Cost Estimation

PROJECT LOCATION

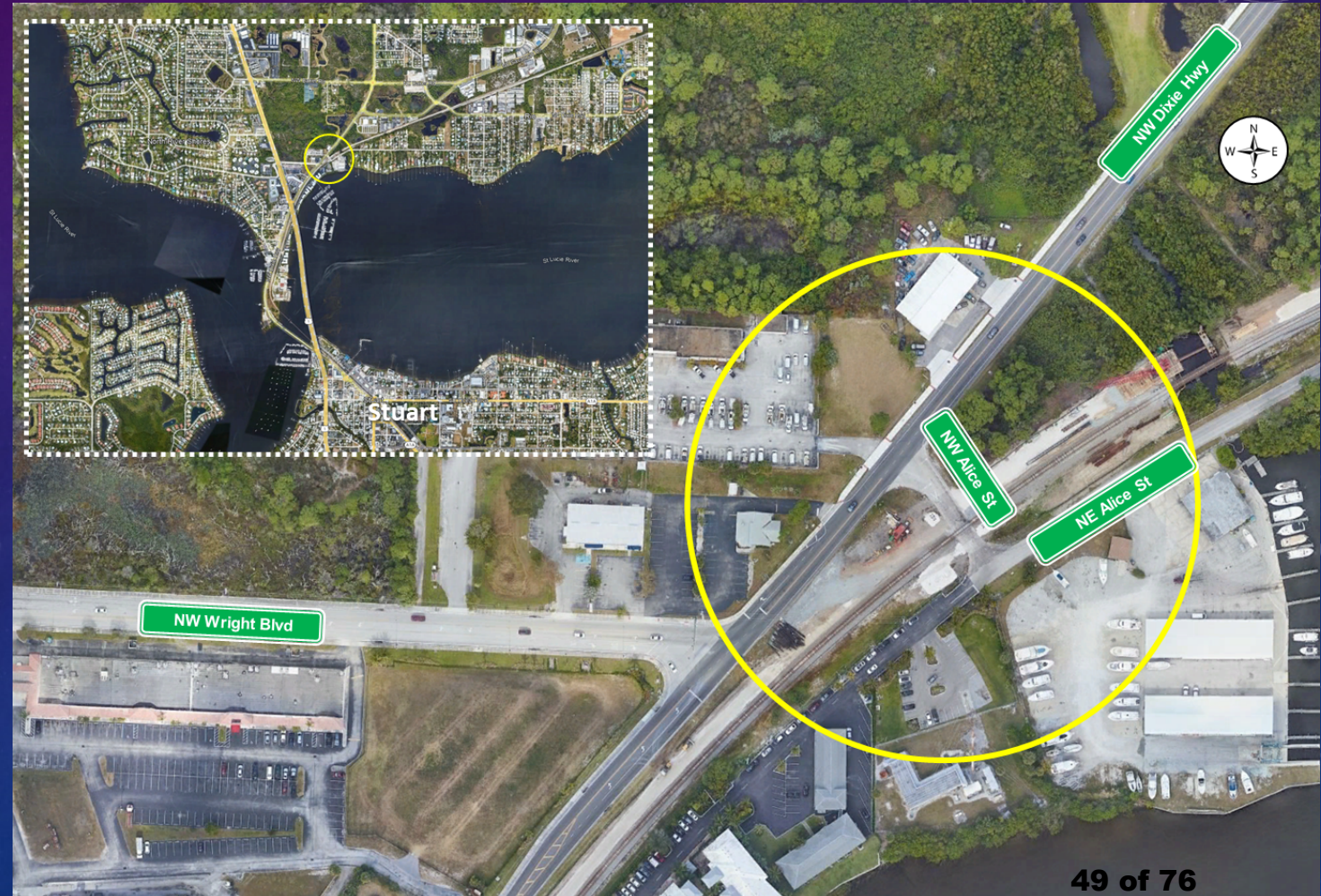
PROJECT LOCATION

- Located within the limits of the City of Stuart in Martin County, Florida



PROJECT LOCATION

- NW Alice Street is a two-lane road connecting NW Dixie Highway and NE Alice Street



EXISTING CONDITIONS

EXISTING CONDITIONS

- NW Alice Street looking west



- NW Alice Street looking east



EXISTING CONDITIONS

Project Intent

- To provide sidewalk connectivity from the intersection of NW Wright Boulevard and NW Dixie Highway, across the FEC Railroad, to the existing sidewalk along NE Alice Street, north of the Rio Nature Park



EXISTING CONDITIONS

Rail

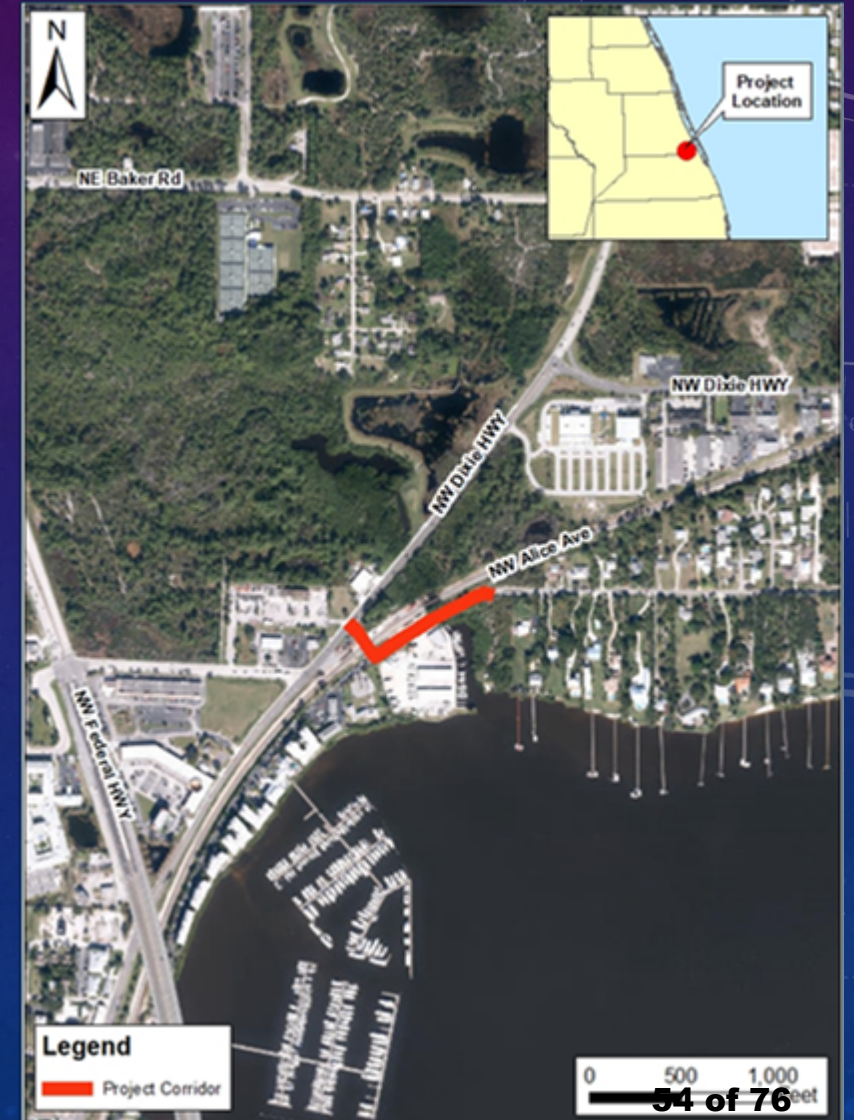
- The Florida East Coast Railroad maintains a crossing over NW Alice Street (#272344N),
- The rail line was recently converted to double track,
- Provides service for Brightline intercity passenger rail, as well as freight service between Miami and Jacksonville



EXISTING CONDITIONS

ETDM Analysis

- Existing environmental features were reviewed to identify potential opportunities, impacts, and agency coordination required for projects along the corridor.
- Data for existing environmental features was collected using the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST).



EXISTING CONDITIONS

Land Uses

- The EST identified the predominant land uses to be retail/office, residential, ROW, and public/semi-public, residential. Industrial, institutional, recreation, vacant non-residential, and water also line the project corridor. The table to the right shows the breakdown of 2021 parcel-derived generalized land uses within 500 feet.

Generalized Land Use	Acres	Percent
Centrally Assessed	3.82	10.2
Industrial	0.79	2.11
Institutional	1.77	4.73
Public/Semi-Public	12.02	32.1
ROW	3.58	9.56
Recreation	0.03	0.08
Residential	4.24	11.32
Retail/Office	7.37	19.67
Vacant Nonresidential	0.44	1.18
Water	3.13	8.35
Vacant Residential	0.32	0.86

SAFETY REVIEW

SAFETY REVIEW

- A review of the most recent five years (2018-2022) of available vehicle crash data at the intersection of NW Dixie Highway and NW Alice Street, was performed using Signal 4 Analytics data, as FDOT's CARS crash data was unavailable for the study location.
- A total of 15 crashes were identified over the five-year period.
- No pedestrian or bicycle crashes were noted.

NO.	CRASH REPORT NUMBER	CRASH YEAR	CRASH DATE	CRASH TIME	CRASH TYPE	CRASH SEVERITY	LIGHTING
1	87614180	2018	6/26/2018	6:21 PM	Rear End	No Injury	Daylight
2	87614025	2018	8/7/2018	3:06 PM	Rear End	No Injury	Daylight
3	87614530	2018	10/9/2018	3:16 PM	Sideswipe	No Injury	Daylight
4	87614535	2018	11/1/2018	11:01 AM	Other	No Injury	Daylight
5	87922636	2018	11/6/2018	10:47 AM	Rear End	Possible Injury	Daylight
6	87922936	2019	4/5/2019	8:35 AM	Rear End	Possible Injury	Daylight
7	87923372	2019	4/16/2019	8:45 AM	Rear End	No Injury	Daylight
8	89256308	2019	8/13/2019	4:15 PM	Sideswipe	Possible Injury	Daylight
9	89924945	2020	7/1/2020	11:58 AM	Left Turn	No Injury	Daylight
10	24292610	2021	4/14/2021	3:50 PM	Left Turn	Possible Injury	Daylight
11	24292623	2021	4/19/2021	8:26 AM	Rear End	No Injury	Daylight
12	24292737	2021	5/21/2021	12:47 PM	Left Turn	No Injury	Daylight
13	24293155	2021	10/6/2021	1:04 PM	Left Turn	No Injury	Daylight
14	24293197	2021	10/19/2021	8:35 AM	Rear End	No Injury	Daylight
15	24820052	2022	4/2/2022	5:45 PM	Sideswipe	No Injury	Daylight

Crash Type	Count	Percentage
Rear End	7	46.7%
Left Turn	4	26.7%
Sideswipe	3	20.0%
Other	1	6.7%
Total	15	100.0%

SAFETY REVIEW

- A review of the Federal Railroad Administration's accident reporting database was performed.
- This review identified two train related crashes at the subject crossing
 - August 1990 - Tractor-trailer impacted train
 - June 1988 – Train impacted a pedestrian.

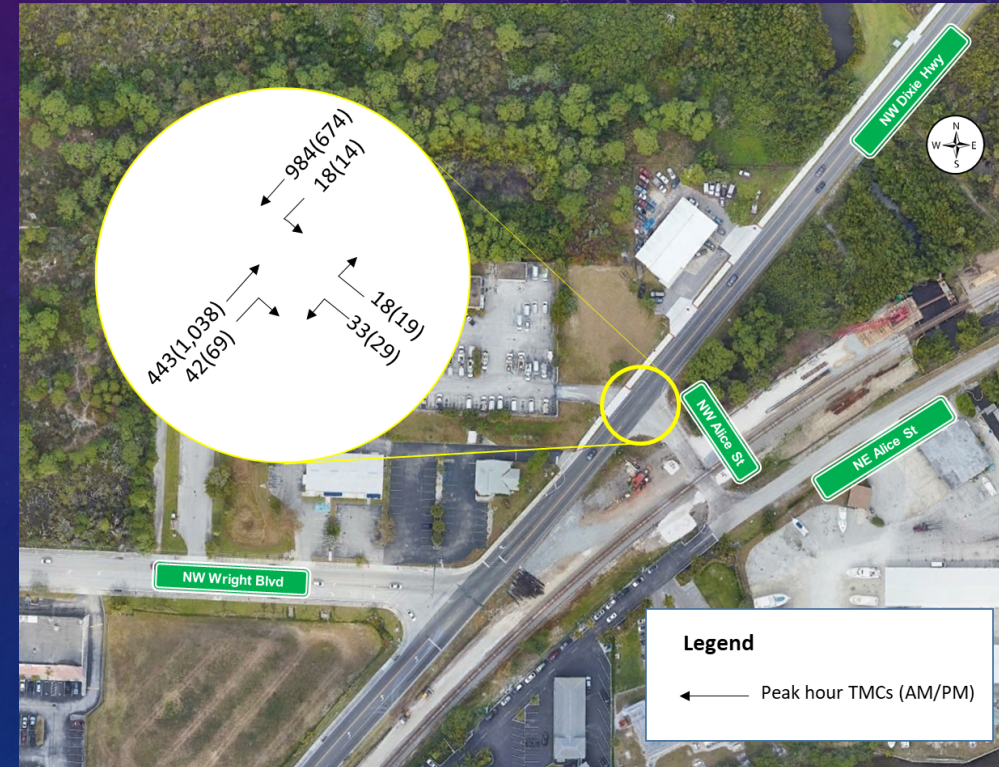
HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT									
DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)					OMB Approval No. 2130-0500				
1. Reporting Railroad		Florida East Coast Railway Company [FEC]			Alphabetic Code		RR Accident/Incident No.		
2. Other Railroad Involved in Train Accident/Incident					1a. FEC		1b. 65310AU0		
3. Railroad Responsible for Track Maintenance		Florida East Coast Railway Company [FEC]			2a.		2b.		
4. U.S. DOT-AAR Grade Crossing ID No.		272344N			5. Date of Accident/Incident		08/18/90		6. Time of Accident/Incident
7. Nearest Railroad Station		STUART			8. Division		9. County		10. State
11. City (if in a city)		STUART			12. Highway Name or No.		N.E. ALICE STREET		Code
13. Type		C. Truck-trailer F. Bus			17. Equipment		4. Car(s) (moving)		8. Other (specify)
14. Vehicle Speed		15. Direction			18. Position of Car Unit in Train		1. Train (units pulling)		5. Car(s) (standing)
21. Temperature		22. Visibility			23. Weather		24. Driver's Age		39. Driver's Gender
24. Type of Equipment		25. Track Type Used by Rail			26. Track Number or Name		27. FRA Track Class		28. Number of Locomotive Units
27. FRA Track Class		28. Number of Locomotive Units			29. Number of Cars		30. Consist Speed		31. Time Table Direction
32. Type of Warming		33. Crossing Warming			34. Whistle Blown		35. Location of Warming		36. Crossing Warming Interconnected with Highway Signals
38. Driver's Age		39. Driver's Gender			40. Driver Drove Behind or in Front of Train		41. Driver		42. Driver Passed Standing
44. Driver was		45. Was Driver in the Vehicle?			46. Highway-Rail Crossing Users		47. Highway Vehicle Property Damage		48. Total Number of Highway-Rail Crossing Users
49. Railroad Employees		50. Total Number of People on Train			51. Is a Rail Equipment Accident / Incident Report Being Filed		52. Passengers on Train		53a. Special Study Block
55. Typed Name and Title		56. Signature			57. Date		FORM FRA F 6180.57		

TRAFFIC DATA COLLECTION

TRAFFIC DATA COLLECTION

- Turning movement counts (TMC's) were collected on September 15, 2022 during the AM, Midday and PM peak periods at the NW Dixie Highway and NW Alice Street intersection.
- TMC's were collected from 7:00AM to 10:00PM, 12:00PM to 2:00PM, & 4:00PM to 7:00PM.

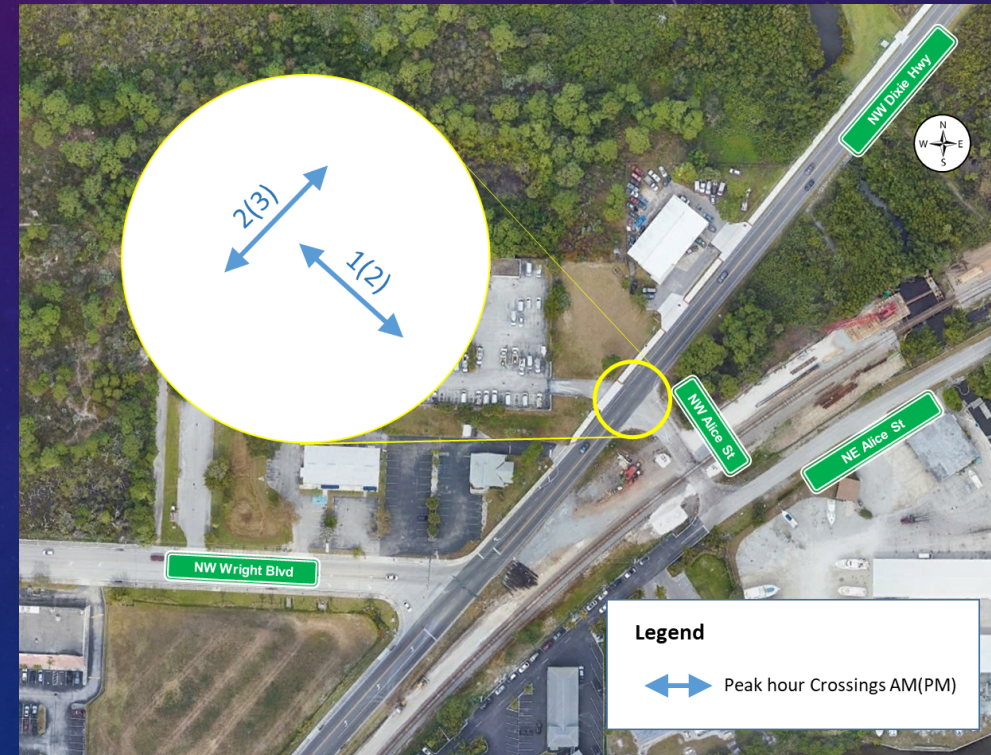
Start Time	NW Dixie Hwy Southbound				NW Alice Street Westbound				NW Dixie Hwy Northbound				NW Alice Street Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:15	0	257	7	2	2	0	11	0	9	117	0	0	0	0	0	0
07:30	0	235	3	0	7	0	5	1	7	108	0	0	0	0	0	0
07:45	1	281	4	0	7	0	5	0	14	120	0	0	0	0	0	0
08:00	0	211	4	0	2	0	12	0	12	98	0	0	0	0	0	0
AM Peak	1	984	18	2	18	0	33	1	42	443	0	0	0	0	0	0
13:00	1	126	1	0	5	0	7	0	12	126	0	1	0	0	0	0
13:15	0	132	2	0	7	0	4	1	9	124	0	0	0	0	0	0
13:30	0	139	1	0	8	0	8	0	7	182	0	0	0	0	0	0
13:45	0	146	6	0	7	0	11	0	10	155	0	0	0	0	0	0
Midday Peak	1	543	10	0	27	0	30	1	38	587	0	1	0	0	0	0
16:30	0	184	4	0	2	0	7	0	18	248	0	0	0	0	0	0
16:45	0	168	3	1	4	0	13	0	20	261	0	1	0	0	0	0
17:00	0	152	3	0	4	0	4	2	15	248	0	1	0	0	0	0
17:15	0	170	4	0	9	0	5	0	16	281	0	0	0	0	0	0
PM Peak	0	674	14	0	19	0	29	2	69	1038	0	2	0	0	0	0



TRAFFIC DATA COLLECTION

- The TMC's also collected pedestrian activity during the AM, Midday and PM peak periods at the NW Dixie Highway and NW Alice Street intersection.
- Based on the count data, the pedestrian activity was low.

Start Time	NW Dixie Hwy Southbound				NW Alice Street Westbound				NW Dixie Hwy Northbound				NW Alice Street Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:15	0	257	7	2	2	0	11	0	9	117	0	0	0	0	0	0
07:30	0	235	3	0	7	0	5	1	7	108	0	0	0	0	0	0
07:45	1	281	4	0	7	0	5	0	14	120	0	0	0	0	0	0
08:00	0	211	4	0	2	0	12	0	12	98	0	0	0	0	0	0
AM Peak	1	984	18	2	18	0	33	1	42	443	0	0	0	0	0	0
13:00	1	126	1	0	5	0	7	0	12	126	0	1	0	0	0	0
13:15	0	132	2	0	7	0	4	1	9	124	0	0	0	0	0	0
13:30	0	139	1	0	8	0	8	0	7	182	0	0	0	0	0	0
13:45	0	146	6	0	7	0	11	0	10	155	0	0	0	0	0	0
Midday Peak	1	543	10	0	27	0	30	1	38	587	0	1	0	0	0	0
16:30	0	184	4	0	2	0	7	0	18	248	0	0	0	0	0	0
16:45	0	168	3	1	4	0	13	0	20	261	0	1	0	0	0	0
17:00	0	152	3	0	4	0	4	2	15	248	0	1	0	0	0	0
17:15	0	170	4	0	9	0	5	0	16	281	0	0	0	0	0	0
PM Peak	0	674	14	0	19	0	29	2	69	1038	0	2	0	0	0	0



CONCEPTUAL DESIGN ALTERNATIVES

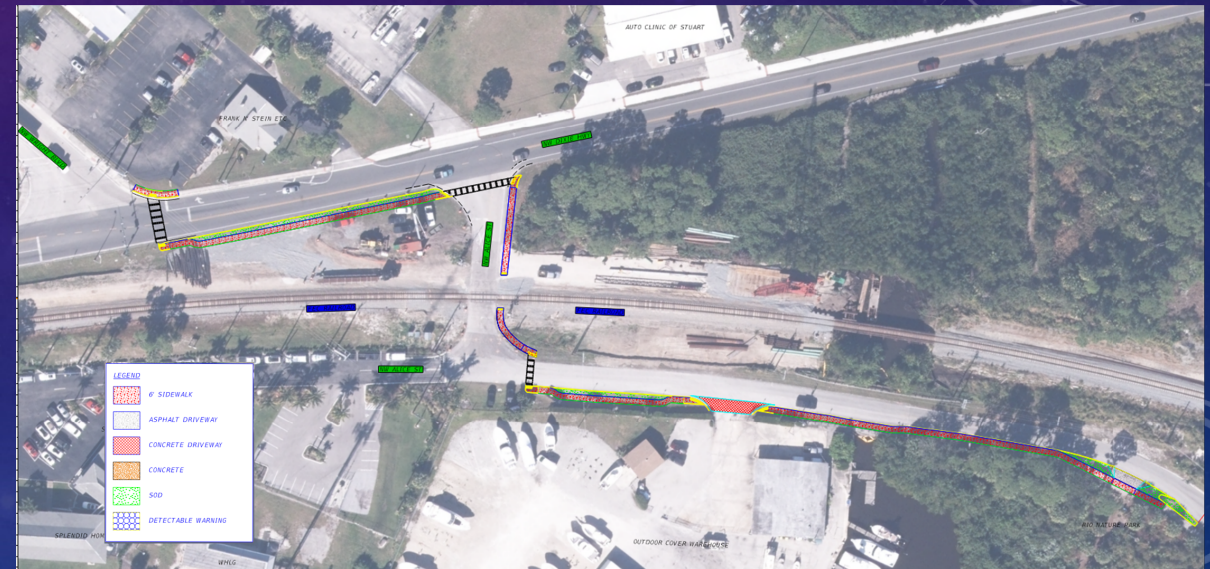
CONCEPTUAL DESIGN ALTERNATIVES

- Initially, a conceptual design alternative was developed which focused on the original intent of the study, which was to improve pedestrian connectivity.
- At the request of the Martin County Metropolitan Planning Organization (MPO), an alternate design was proposed which would close the existing NW Alice Street roadway segment while providing a direct extension of NW Wright Boulevard across the railroad to NE Alice Street.

CONCEPTUAL DESIGN ALTERNATIVES

Original Alternative

- With this improvement, a continuous sidewalk path would extend from the intersection of NW Dixie Highway and NW Wright Boulevard to the existing sidewalk segment north of the Rio Nature Park.



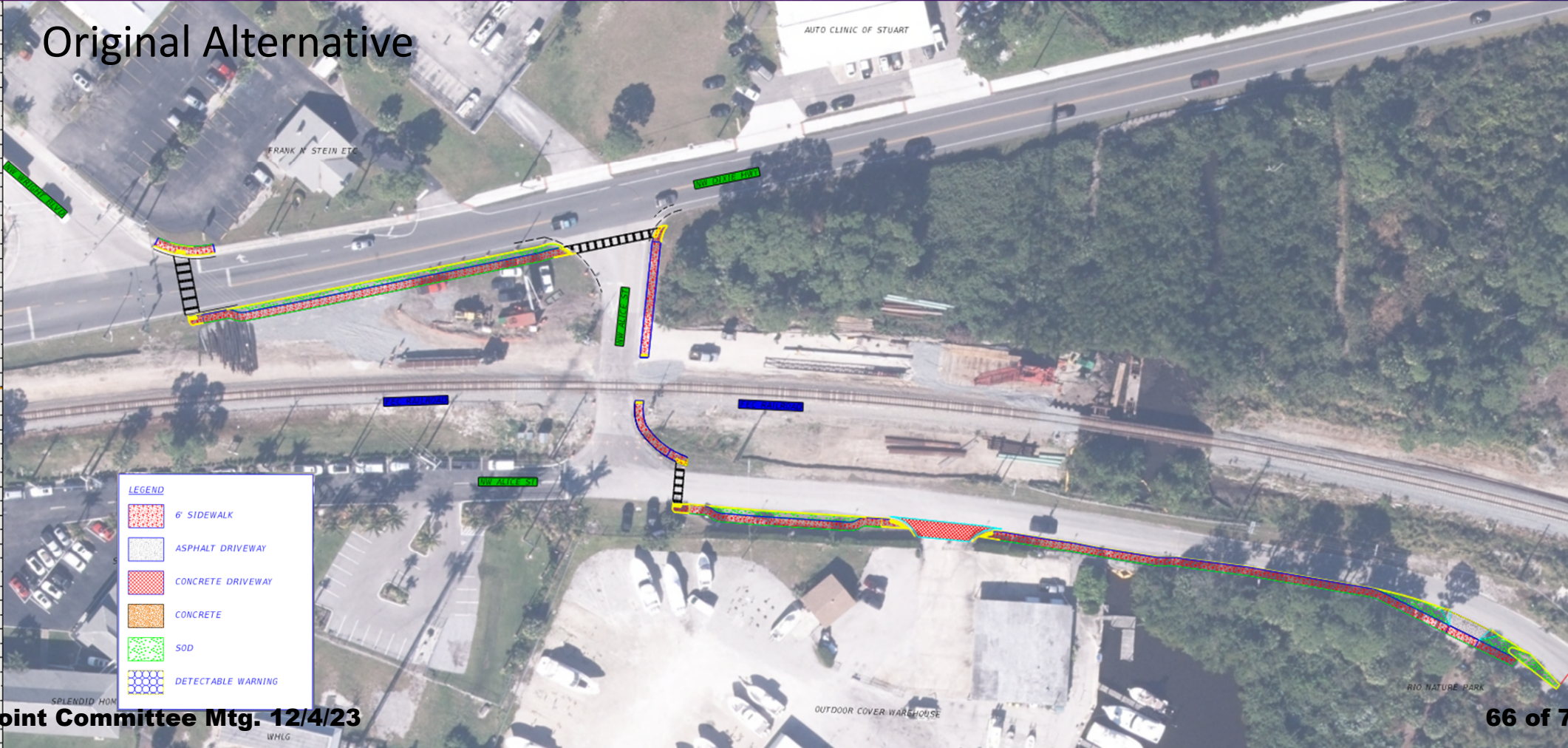
CONCEPTUAL DESIGN ALTERNATIVES

Original Alternative

- The path would cross the FEC rail on the north side of NW Alice Street, where there is sufficient space for pedestrians to cross.
- Sidewalk would extend up to the existing pavement with ADA Truncated domes installed on each side of the tracks at the edge of the dynamic envelope.



CONCEPTUAL DESIGN ALTERNATIVES



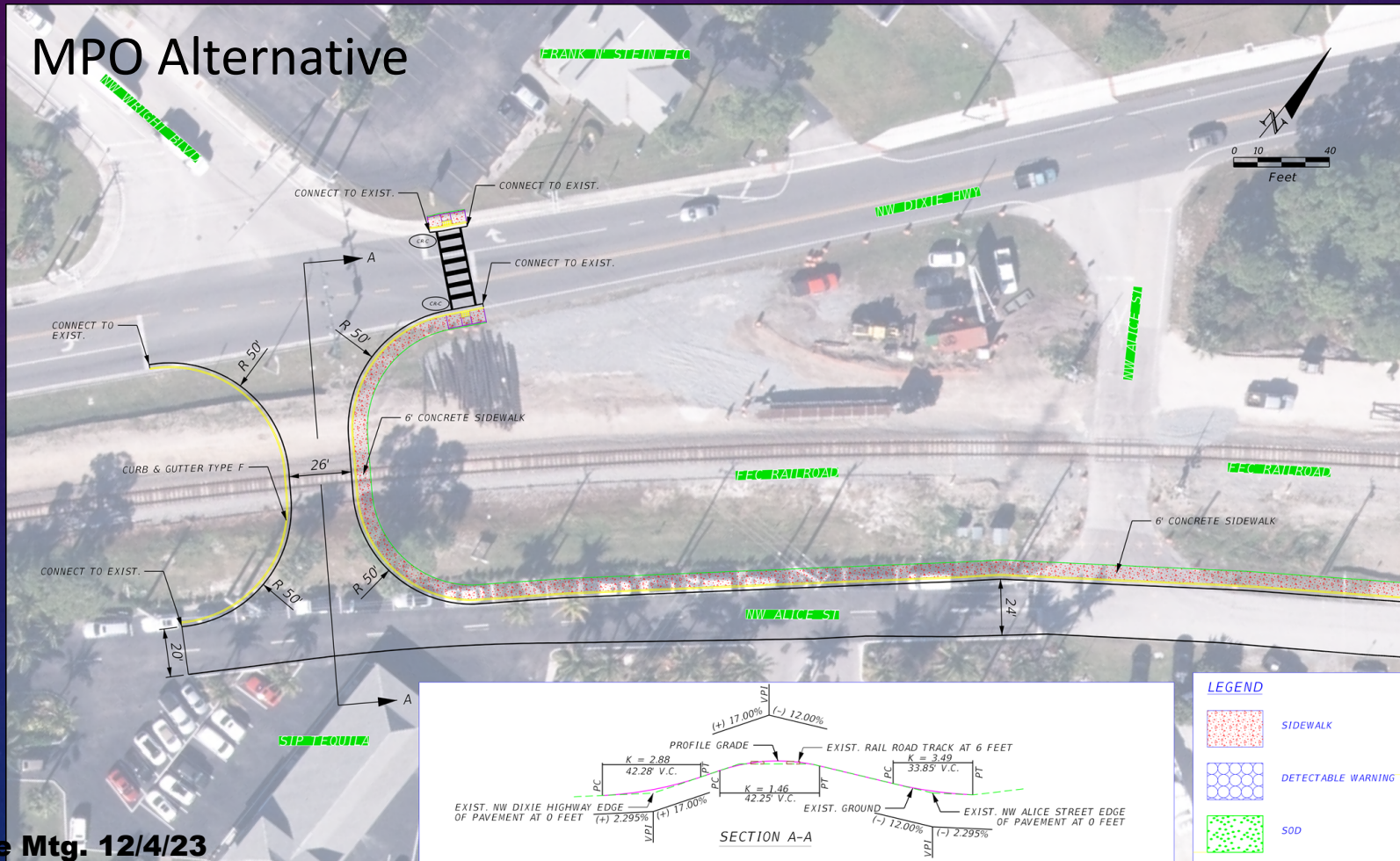
CONCEPTUAL DESIGN ALTERNATIVES

MPO Alternative

- With this alternative the MPO explored closing the existing NW Alice Street connection between NW Dixie Highway and NE Alice Street, and providing a through connection from NW Wright Boulevard. While this would improve pedestrian connectivity by reducing the number of crossings and would provide a secondary benefit to drivers by removing an unsignalized intersection, the overall plan has several critical drawbacks.



CONCEPTUAL DESIGN ALTERNATIVES



CONCEPTUAL DESIGN ALTERNATIVES

MPO Alternative Drawbacks

- The biggest drawback with this design is that it does not appear as though it will meet the required vertical geometry criteria. In order to address this deficiency, the FEC railroad tracks would need to be lowered, which is not feasible.
- Survey data will need to be collected at the site to confirm the elevations.



CONCEPTUAL DESIGN ALTERNATIVES

MPO Alternative Drawbacks

- Introducing sidewalk along NE Alice St. would reduce the existing number of parking spaces.



CONCEPTUAL DESIGN ALTERNATIVES

MPO Alternative Drawbacks

- Moving the intersection to this location would move traffic adjacent to the commercial buildings along NE Alice Street. This results in significant impacts to these businesses and loss of the existing driveway at this location due to height differential.



CONCEPTUAL DESIGN ALTERNATIVES

MPO Alternative Drawbacks

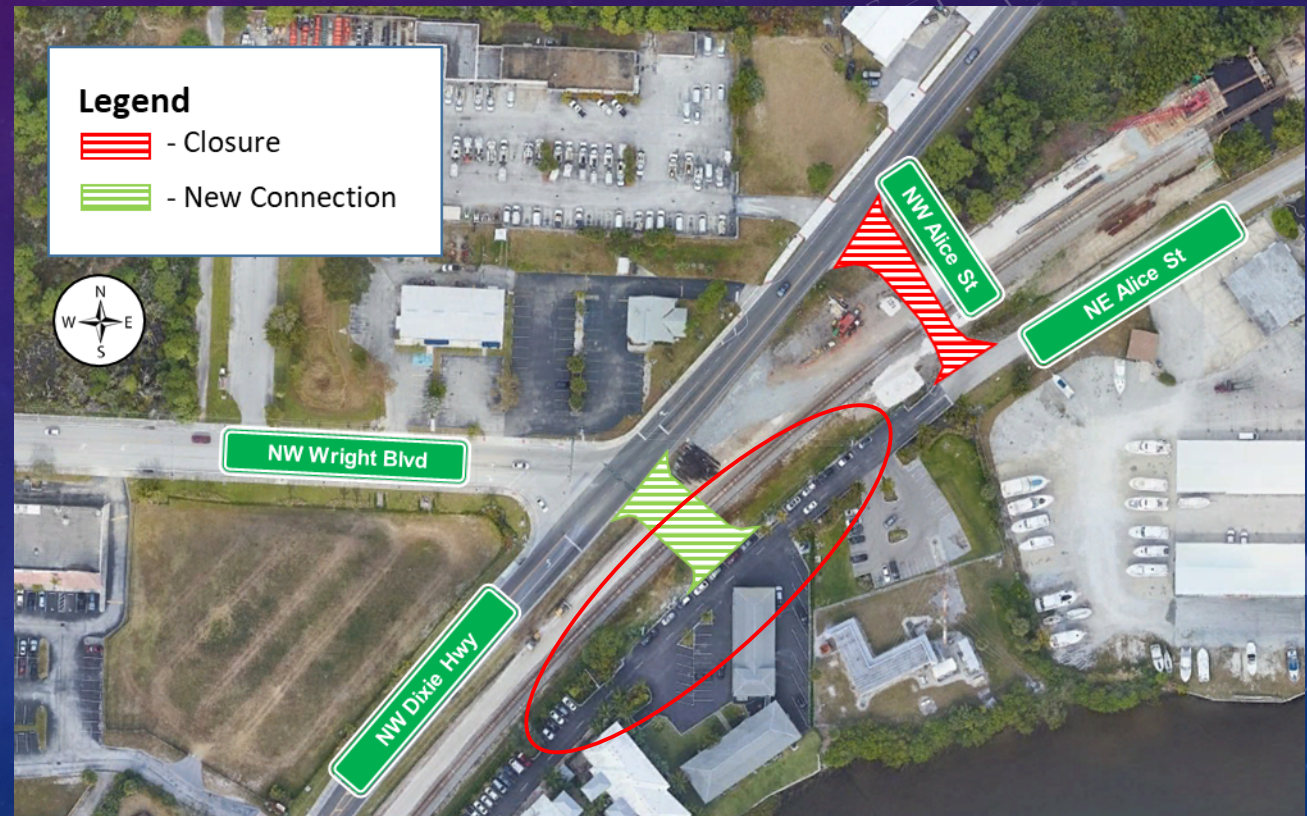
- Impact to existing drainage and new drainage analysis will need to be evaluated.
- This will require raising the intersection at NW Wright Boulevard and NW Dixie Highway, which will impact the business on the NW corner as well as the property at the SW corner of the intersection. This would require additional curb & gutter and sidewalk reconstruction as well.



CONCEPTUAL DESIGN ALTERNATIVES

MPO Alternative Drawbacks

- Impacts to existing utilities including the FPL power poles along east side of railroad.



CONSTRUCTION COST ESTIMATE

CONSTRUCTION COST ESTIMATE

- A construction cost estimate was developed for the original alternative's proposed sidewalk and crossing improvements. This estimate was based on FDOT unit cost information.
- Based on the estimated quantities and unit costs, the anticipated project construction cost is \$187,972.

		ALICE SIDEWALK IMPROVEMENTS		TOTAL	
ITEM NO.	ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
0102 1	MOBILIZATION	LS	1	\$20,885.83	\$20,885.83
0102 2	MAINTENANCE OF TRAFFIC	LS	1	\$27,847.77	\$27,847.77
0110 1 1	CLEANING & CONSTRUCTION	AC	0.14	50870.27	\$7,121.84
286 2	MATERIAL	TN	3	277.12	\$831.36
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	806	49.06	\$39,542.36
0520 2 4	CONCRETE CURB, TYPE D	LF	226	27.32	\$6,174.32
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	732	100.70	\$73,712.40
0527 2	DETECTABLE WARNINGS	SF	146	40.97	\$5,981.62
0570 1 2	PERFORMANCE TURF, SOD	SY	213	4.67	\$994.71
0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	259	8.29	\$2,147.11
0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	156	17.52	\$2,733.12
				TOTAL	\$187,972.43

Disclaimer: Any negotiation for sidewalk on FECR property must be negotiated by the interested parties directly with FECR.



**JOINT CITIZENS/TECHNICAL/BICYCLE AND PEDESTRIAN ADVISORY
COMMITTEE (CAC/TAC/BPAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: December 4, 2023	DUE DATE: November 27, 2023	UPWP#: 3
WORDING: URBAN BOUNDARY UPDATE PRESENTATION		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

Every ten years following the decennial Census, the Florida Department of Transportation (FDOT), in coordination with the Federal Highway Administration (FHWA) and local partners are required to update the Urban Boundary and Functional Classification system for the State of Florida. The Transportation Data and Analytics (TDA) Office acquires the U.S. Census population and urban boundary data for 2020 to develop maps with the appropriate projection and content for distribution. TDA compiles the boundaries into a statewide GIS layer, resolving data conflicts such as overlaps and gaps between District boundaries.

The Districts and local partners use this information for coordination purposes and to adjust the 2020 Urban Area boundaries around current land use conditions. These adjustments are reviewed by Central Office before they are submitted for approval by FHWA.

ISSUES

At the December Joint Advisory Committee meeting, FDOT staff and their consultant will present the update to the FHWA Urban Boundary.

RECOMMENDED ACTION

Provide comments

APPROVAL

MPO

ATTACHMENTS

Urban Boundary Update/PowerPoint presentation will be distributed when MPO staff receives it from FDOT.