



METROPOLITAN PLANNING ORGANIZATION

Commissioner Susan Adams
Commissioner Joseph E. Flescher
Commissioner Joe Earman
Commissioner Deryl Loar
Commissioner Laura Moss
Linda Moore – City of Vero Beach
Vacant – City of Vero Beach
Alternate – *Taylor Dingle*
David Dyer – IRC School Board
Alternate – *Jacqueline Rosario*

Ben Baker – City of Fellsmere
Alternate – *Jessica Salgado*
Bob Auwaerter – Town of Indian River Shores
Alternate – Brian Foley
Ed Dodd – City of Sebastian
Alternate – *Kelly Dixon*

Non-voting Ex-Officio-Member
Daniel McEvoy – Town of Orchid
FDOT District 4 Representative

Bob McPartlan, City of Sebastian - Chairman

AGENDA

The Metropolitan Planning Organization (MPO) will meet at 10:00 AM on Wednesday December 11, 2024 in Conference Room B1-501, County Administration Building B, 1800 27th Street, Vero Beach.

- 1) Call to Order**
- 2) Pledge of Allegiance**
- 3) Approval of Minutes**
September 11, 2024
Action Required
- 4) Status Report of MPO Advisory Committees**
No Action Required
- 5) Review of FDOT Draft Tentative Five-Year Work Program for Fiscal Years 2025/26 through 2029/30**
Action Required
- 6) Consideration of the Bicycle and Pedestrian Master Plan**
Action Required

7) Presentation on the 2050 Long Range Transportation Plan (LRTP)

No Action Required

8) Review of the MPO Annual Certification Statement

Action Required

**9) Consideration of an Amendment to the Unified Planning Work Program (UPWP)
for FY 2024/25 – 2025/26**

Action Required

10) Review of the Public Participation Plan Annual Evaluation for FY 2023/24

No Action Required

11) Other Business

12) Comments from the Public

13) Adjournment

Next Meeting: MPO – February 12, 2025 - 10:00 AM.

If you have any questions concerning the items on this agenda, please contact MPO staff at (772) 226-1455. Anyone who may wish to appeal any decision which may be made at this meeting will need to ensure that a verbatim record of the proceeding is made, which includes the testimony and evidence on which the appeal is based. Anyone who needs a special accommodation for this meeting must contact the County's Americans with Disabilities Act (ADA) Coordinator at 772 226-1223 at least 48 hours in advance of the meeting.

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the American with Disabilities Act, please contact MPO staff at (772) 226-1455 or mpo@indianriver.gov/mpo.

Except for those matters specifically exempted under State Statute and Local Ordinance, the Committee shall provide an opportunity for public comment prior to the undertaking by the Committee of any action on the agenda. Public comment shall also be heard on any proposition which the Committee is to take action which was either not on the agenda or distributed to the public prior to the commencement of the meeting. Public participation is solicited 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 translation services (free of charge) should contact MPO staff at (772) 226-1455 or mpo@indianriver.gov/mpo at least seven days prior to the meeting.

METROPOLITAN PLANNING ORGANIZATION

A meeting of the Indian River County (IRC) Metropolitan Planning Organization (MPO) was held at 10:03 AM on Wednesday, September 11, 2024, in County Administration Building "B", Room B1-501, 1800 27th Street, Vero Beach.

Note: Audio and video recordings of the meeting can be found at [https://indianriver.gov/government/boards_and_committees/metropolitan_planning_organization_\(mpo\)/index.php](https://indianriver.gov/government/boards_and_committees/metropolitan_planning_organization_(mpo)/index.php)

MPO Members in Attendance:

Commissioner Susan Adams, District 1
Commissioner Joseph E. Flescher, District 2
Commissioner Joe Earman, District 3
Commissioner Deryl Loar, District 4
Commissioner Laura Moss, District 5
Chairman, Bob McPartlan, City of Sebastian
Ed Dodd, Mayor, City of Sebastian
Lee Plourde, City of Sebastian (alternate)
Tracey Zudans, Council Member, City of Vero Beach
Kevin McDonald, IRC School Board
Ben Baker, City of Fellsmere
Mary Jane Benedetto, Town of Orchid

Members Absent:

Vice Chairman, Bob Auwaerter, Council Member, Indian River Shores (excused)
Linda Moore, Vice Mayor, City of Vero Beach (excused)

Staff in Attendance:

Brian Freeman, MPO Staff Director
Nancy Bunt, IRC Asst. County Administrator
Kirstin Leiendecker, IRC Public Works
Jim Mann, MPO Sr. Planner
Mark Vietze, MPO GIS Planner
Patti Johnson, MPO Staff Assistant III/Recording Secretary

Others Present:

FDOT: Victoria Peters, Kris Kehres, Marsha Taylor
City of Fellsmere: Noah Powers, Robert Loring
Caltran Group: Jeannelia Liu
Bike Walk Indian River County: Megan Bradford
Marlin Engineering: Jeff Weidner
St. Johns Improvement District: John F. Lang
Resident: Honey Minuse, Wes Samons

Others Present on TEAMS:

Caltran Group: Tina Thompson

Call to Order.

Chair McPartlan called the meeting to order at 10:00 AM. It was noted that an in-person quorum was present.

Approval of Minutes of the MPO Meeting June 12, 2024.

Action Required

Commissioner Flescher stepped out

Chair McPartlan asked if there were any additions or corrections to the MPO meeting minutes of June 12, 2024. There were none:

ON MOTION by Commissioner Loar and SECONDED by Commissioner Earman, the members voted (8-0) to approve the minutes of the Metropolitan Planning Organization June 12, 2024 meeting, as presented.

Status Report of MPO Advisory Committees.

No Action Required

Commissioner Flescher re-entered

Mr. Freeman reviewed his memorandum, dated September 3, 2024, included in the agenda packet and on file in the MPO Office. He also noted the next meeting dates for the MPO and its advisory committees.

Consideration of the Railroad Grade Separation Feasibility Study

Action Required

Commissioner Adams entered @ 10:08 AM

Mr. Freeman provided a summary on this item and introduced Mr. Jeff Weidner from Marlin Engineering who conducted the presentation. This study looked at all the crossings in Indian River County and evaluated the feasibility for grade separation crossings. A copy of this presentation is on file in the MPO office.

During this presentation Mr. Weidner explained the purpose of the study, as well as the methodology used for Tier 1 and Tier 2 analysis. The following crossings were evaluated as having the most need: Oslo Road, 4th Street, 53rd Street and 85th Street.

Oslo Road had the highest crash rating and congestion rating. The third highest crash rating was 4th Street. The crossing at 53rd Street had a lower crash rating and 85th Street had the highest crash rating within 300 feet.

After the presentation there was a discussion amongst the Board concerning electronic signage and which intersection would be a better option. It was also noted that CR 510 is an evacuation route and is currently being studied by FDOT for an overpass in conjunction with the widening project.

Chairman McPartlan opened the floor for comments from the Board.

There being none, the item was open for a motion.

Commissioner Moss stepped out

ON MOTION BY Commissioner Adams, and SECONDED by Commissioner Flescher, the members voted (9-0) to approve the Railroad Grade Separation Feasibility Study, as presented.

Commissioner Moss re-entered

Consdieration of the Updated Federal Functional Classification Map.

Action Required

Mr. Freeman opened this item by stating it is a once in a decade exercise. After each census there are several activities where we update the urban area boundary and functional classification of roadways. Also, FDOT coordinates with all 27 MPO's across the state updating the functional classification maps for the entire state. There is nothing that is being downgraded from federal aid eligibility, but there are several additions and upgrades in classifications.

Mr. Freeman introduced Ms. Victoria Peters from FDOT, who is the District 4 Transportation Planning Manager, continued this presentation along with Ms. Jeannelia Liu from the Caltran Group. A copy of this presentation is on file in the MPO office.

Mr. Freeman added the Aviation Blvd. extension was left off, but will be added in the future, at the point of construction.

Mr. Baker inquired as to how they may obtain funds to re-do CR 512 in Fellsmere. When I-95 is shut down, you have to detour through town the traffic really backs up. Mr. Freeman remarked the widening is in the 25-year plan.

Staff recommended that the MPO approve the agreement.

Chairman McPartlan opened the floor for any additional comments from the Board.

There being none, the item was open for a motion.

ON MOTION by Mayor Dodd and SECONDED by Commissioner Moss, the members voted (10-0) to approve the Updated Federal Functional Classification Map, as presented.

Consideration of the Transportation Improvement Program (TIP) Amendment.

Action Required

Mr. Freeman stated this is an administrative exercise which is done every year because the State's fiscal year starts July 1st, and the federal fiscal year starts October 1st. Projects which have funds left are rolled forward so that projects may be completed

Staff recommended the MPO approve the TIP.

Chairman McPartlan opened the floor for comments from the Board.

There being none, the item was open for a motion.

ON MOTION by Commissioner Loar and SECONDED by Commissioner Adams, the members voted (10-0) to approve the Transportation Improvement Program (TIP) Amendment, as presented.

Appointment of Transportation Disadvantaged Local Coordinating Board Member.

Action Required

Mr. Freeman gave a brief synopsis of what the Transportation Disadvantaged Local Coordinating Board is and what their duties are. As the Designated Official Planning Agency (DOPA), one of the responsibilities of the MPO is to appoint community representatives to the TDLCB. At this time, there are three vacancies on the TDLCB: Children at Risk Advocate, Senior Representative and Medical Community. An application has been submitted by Wil Cunningham to fill the Children at Risk vacancy. Mr. Cunningham is a current resident of Indian River County and previously worked for the School System and ARC.

Staff recommended the MPO approve Wil Cunningham as the Children at Risk Advocate.

Chairman McPartlan opened the floor for comments from the board.

There were none, the item was open for a motion.

ON MOTION by Commissioner Adams and SECONDED by Commissioner Flescher, the members voted (10-0) to approve the Appointment of Transportation Disadvantaged Local Coordinating Board Member - Wil Cunningham, as presented.

Other Business.

2025 MPO & MPO Advisory Committees Meeting Schedule.

Mr. Freeman presented the 2025 MPO & MPO Advisory Committees Meeting Schedule. As a cost saving measure there will be some TAC-CAC and TAC-CAC-BPAC joint meetings as the consultants will be presenting in person. Also, due to that and FDOT's project deadlines there are a couple of meetings that fall on days at different times of the month.

Chair McPartlan welcomed Mr. Baker to the Board as the representative from Fellsmere.

Comments from the Public.

There were none.

Adjournment

There being no further business, the meeting was adjourned at 10:51 AM.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Chris Balter
Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: December 3, 2024

SUBJECT: **Status Report of MPO Advisory Committees**

It is requested that the information presented herein be given formal consideration by the Indian River County Metropolitan Planning Organization (MPO) at its meeting of December 11, 2024.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

At its November 21, 2024 meeting, the TDLCB reviewed the Community Transportation Coordinator Status Report and approved the Annual Operating Report, TDLCB By-Laws, and Grievance Procedures.

Citizens Advisory Committee (CAC) / Bicycle Pedestrian Advisory Committee (BPAC)

The CAC and BPAC conducted a joint meeting on December 3, 2024. A quorum for the BPAC was present, but the CAC was one member short of a quorum. At the joint meeting, both committees considered FDOT's Draft Tentative Work Program and an amendment to the Unified Planning Work Program (UPWP). The BPAC recommended approval of both items (no action was taken by the CAC). The CAC and BPAC also received a presentation on the 2050 Long Range Transportation Plan (LRTP).

Technical Advisory Committee (TAC)

The TAC is scheduled to conduct a meeting on December 6, 2024. At the December 11 MPO meeting, staff will provide an update on the TAC meeting.

Upcoming Meetings

The MPO and its advisory committees will next meet as follows:

TAC Meeting: January 24, 2025 – 10:00 am
BPAC Meeting: January 28, 2025 – 2:00 pm
CAC Meeting: February 4, 2025 – 2:00 pm
MPO Meeting: February 12, 2025 – 10:00 am
TDLCB Meeting: February 27, 2025 – 10:00 am

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Chris Balter
Planning and Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Jim Mann, MPA
Senior Planner

DATE: December 3, 2024

SUBJECT: **Review of FDOT Draft Tentative Five-Year Work Program for Fiscal Years 2025/26 through 2029/30**

It is requested that the information presented herein be given formal consideration by the Indian River County Metropolitan Planning Organization (MPO) at its meeting of December 11, 2024.

DESCRIPTION AND CONDITIONS

At the December 11, 2024, MPO meeting, FDOT will present the FY 2025/26 – 2029/30 Draft Tentative Five-Year Work Program (Attachment #1). The work program, which is FDOT's project programming and financing schedule for transportation projects within the MPO area, must be developed with consideration of the MPO's 2024 highway, transportation alternatives, congestion management process, transit, and aviation priorities. Prior to FDOT transmitting the work program to the state legislature for ultimate approval later in the fiscal year, the MPO must approve the work program.

According to state and federal requirements, FDOT's work program must be developed cooperatively with the MPO and local governments. The MPO's input into FDOT's process of developing its FY 2025/26 – 2029/30 Tentative Five-Year Work Program actually began with the MPO's June submittal to FDOT of its 2024 Priority Projects Report. That report contains the MPO's 2024 priority lists for highway, transportation alternative, congestion management process, transit, and aviation projects. According to established procedures, FDOT had to consider the MPO's project priorities in developing a new fifth year of its Draft Tentative Five-Year Work Program.

In accordance with state law, MPOs must approve the work program prior to the District office sending it to Tallahassee for ultimate approval by the legislature at the upcoming legislative session.

ANALYSIS

FDOT's Draft Tentative Five-Year Work Program is both the basis for the Transportation Improvement Program (TIP) that the MPO must prepare annually and is also the FDOT's schedule for undertaking transportation projects in the area. After approval by the MPO, the Draft Work Program will be formally transmitted to FDOT for approval.

2024 Priority Highway Projects

FDOT has been able to add funding in Indian River County for several MPO priorities. The following table identifies MPO priority highway projects that were considered in the development of the work program.

MPO Roadway Priorities in the Draft Tentative Work Program

Priority	Roadway	Segment Limits	Improvement	Phase(s) Funded ¹
1	45th St	43rd Ave – 58th Ave	Complete Street Retrofit	PDE, PE
2	CR 510	58th Ave – CR 512	Widen to 4 lanes	ROW, CST
3	CR 510	US 1 – 58th Ave	Widen to 4 lanes	ROW
4	82nd Ave	26th St – 69th St	New road construction	ROW
6	US 1	@ Aviation Blvd	Intersection improvement	PE, ROW
7	Aviation Blvd	43 rd Ave – US 1	Widen to 4 lanes	PDE
8	US 1	69th St – CR 510	Widen to 6 lanes	ROW

¹Project phases: PDE – Project Development and Environmental study; PE – Preliminary Engineering; ROW – Right-of-Way Acquisition; CST – Construction. Note: Phases may be partially funded.

At its June 12th meeting, the MPO added the widening of Aviation Boulevard from 43rd Avenue to US 1 to the List of Priority Projects, which will tie into the Aviation Boulevard/US 1 intersection improvement. In developing the work program, FDOT has programmed funds for the Aviation Blvd. widening Project Development and Environmental (PD&E) study.

In addition, all segments of the CR 510 widening project will be funded for design, right-of-way, and/or construction. Two segments of CR 510 are funded for construction: CR 512 to 87th Street (FY 2024/25) and 87th Street to 82nd Avenue (FY 2029/30).

2024 Priority Transportation Alternatives Projects

The Transportation Alternatives Program includes on-road and off-road pedestrian and bicycle facilities that have a direct relationship to the intermodal transportation system. The MPO's top Transportation Alternatives Priority projects are:

- Trans-Florida Central Railroad Trail from the State Park to Broadway Street (construction funded in FY 2025/26).
- 43rd Avenue sidewalk project between 45th Street and 49th Street (construction funded in FY 2026/27).

Other Projects

In addition to the Highway and Transportation Alternatives projects described above, there are several other noteworthy projects reflected in the work program. Those include funding for the transit system and projects at the Vero Beach and Sebastian airports. Also, FDOT has provided additional funding for the resurfacing and/or reconstruction of several County and State Roads, including the widening/resurfacing CR 512 from East of I-95 to West of 106th Avenue and multiple resurfacing phases of SR 60 west of CR 512.

Finally, the Draft Tentative Work Program also includes the replacement of the SR A1A causeway over the Sebastian Inlet. At this time, the Project Development & Environmental (PD&E) and Preliminary Design (PD) phases of the project has been completed. All other phases of the bridge replacement project, including construction, are included in the Work Program. It should be noted that the new bridge will include barrier-separated lanes for pedestrians and bicyclists, which represents a significant upgrade in multimodal facilities compared to the current bridge. Construction of the new bridge is funded in FY 2025/26.

At the CAC/BPAC joint meeting on December 3, 2024, the BPAC recommended approval of FDOT's Draft Tentative Work Program (no action was taken by the CAC since a quorum was not present). At its December 6, 2024 meeting, the TAC also recommended approval of the Draft Tentative Work Program.

RECOMMENDATION

Staff recommends that the MPO review FDOT's Draft Tentative Work Program for Fiscal Years 2025/26 through 2029/30, consider the presentation, and approve the Draft Tentative Work Program.

ATTACHMENTS

1. FDOT Draft Tentative Work Program for 2025/26 – 2029/30

DISTRICT 4



TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2026 TO FISCAL YEAR 2030



INDIAN RIVER COUNTY DETAIL REPORT

AS OF **11/7/2024 8:22 AM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 4
PROJECTS FUNDED JULY 1, 2025 TO JUNE 30, 2030
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT4

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 7, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Four

INDIAN RIVER COUNTY**Freight Logistics And Passenger Operations Program: Aviation****448113-1 - SEBASTIAN MUNICIPAL AIRPORT**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO	\$790,080				
	LF	\$197,520				
Total for Project 448113-1		\$987,600				

449594-1 - SEBASTIAN MUNICIPAL AIRPORT CONSTRUCT AIRCRAFT WASH RACK

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO			\$100,000		
	LF			\$25,000		
Total for Project 449594-1				\$125,000		

451538-1 - VERO BEACH REGIONAL AIRPORT - REHABILITATE AIRPORT DRAINAGE SYSTEM

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO			\$100,000		
	FAA			\$1,800,000		
	LF			\$100,000		
				\$2,000,000		

451553-1 - VERO BEACH REGIONAL AIRPORT - REPLACE HANGAR ROOF

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO	\$800,000				
	LF	\$200,000				
		\$1,000,000				

451554-1 - VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO	\$10,000				
	FAA	\$180,000				
	LF	\$10,000				
		\$200,000				

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 7, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Four

INDIAN RIVER COUNTY**Freight Logistics And Passenger Operations Program: Aviation****451561-1 - SEBASTIAN MUNICIPAL AIRPORT-DESIGN ACCESS ROAD AND UTILITY**

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO	\$200,000				
	LF	\$50,000				
Total for Project 451561-1		\$250,000				

453365-1 - SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT TERMINAL APRON EXPANSION

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO	\$960,000				
	LF	\$240,000				
Total for Project 453365-1		\$1,200,000				

453366-1 - VERO BEACH REGIONAL AIRPORT - AIRFIELD ELECTRICAL UPGRADES

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO	\$1,440,000				
	LF	\$360,000				
Total for Project 453366-1		\$1,800,000				

453379-1 - SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT ACCESS ROAD AND UTILITIES WEST

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO		\$800,000	\$800,000		
	LF		\$200,000	\$200,000		
			\$1,000,000	\$1,000,000		

453383-1 - VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R -

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO		\$110,000			
	FAA		\$1,980,000			
	LF		\$110,000			

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 7, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Four

INDIAN RIVER COUNTY**Freight Logistics And Passenger Operations Program: Aviation****454818-1 - SEBASTIAN MUNICIPAL AIRPORT ENGINEER AND DESIGN GOLF APRON PHASE 1**

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO	\$12,500				
	FAA	\$225,000				
	LF	\$12,500				
Total for Project 454818-1		\$250,000				

454897-1 - VERO BEACH REGIONAL AIRPORT EXT/MARK/LIGHT TWY E WEST OF RWY 4

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO				\$1,300,000	
	FAA				\$3,400,000	
	LF				\$1,300,000	
					\$6,000,000	

454901-1 - VERO BEACH REGIONAL AIRPORT-EXTEND RWY 4/22, PHASE 1 ENVIRONMENTAL

Type of Work: AVIATION ENVIRONMENTAL PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO			\$20,000		
	FAA			\$360,000		
	LF			\$20,000		
				\$400,000		

454902-1 - VERO BEACH REGIONAL AIRPORT EXTEND/MARK/LIGHT TWY E WEST OF RWY 4

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO			\$1,120,000		
	LF			\$280,000		
				\$1,400,000		

454998-1 - SEBASTIAN MUNICIPAL AIRPORT UPDATE AIRPORT MASTERPLAN

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO			\$25,000		
	FAA			\$450,000		
	LF			\$25,000		

INDIAN RIVER COUNTY

Freight Logistics And Passenger Operations Program: Aviation

455010-1 - VERO BEACH REGIONAL AIRPORT - AWOS RELOCATION
Type of Work: AVIATION SAFETY PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO		\$280,000			
	LF		\$70,000			
	Total for Project 455010-1		\$350,000			

455011-1 - SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT GOLF APRON PHASE 1
Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	DPTO		\$75,000			
	FAA		\$1,350,000			
	LF		\$75,000			

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 7, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Four

INDIAN RIVER COUNTY**Freight Logistics And Passenger Operations Program: Transit****407182-4 - INDIAN RIVER COUNTY SECTION 5311 OPERATING RURAL FUNDS**

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Fund Code	2026	2027	2028	2029	2030
Operations	DU	\$106,122	\$110,375	\$114,455	\$121,801	\$126,673
	LF	\$106,122	\$110,375	\$114,455	\$121,801	\$126,673
Total for Project 407182-4		\$212,244	\$220,750	\$228,910	\$243,602	\$253,346

407190-2 - INDIAN RIVER SECTION 5307 CAPITAL ASSISTANCE

Type of Work: PURCHASE VEHICLES/EQUIPMENT

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	FTA	\$2,840,000	\$2,840,000	\$2,840,000	\$2,840,000	\$2,840,000
Total for Project 407190-2		\$2,840,000	\$2,840,000	\$2,840,000	\$2,840,000	\$2,840,000

407190-6 - INDIAN RIVER COUNTY BLOCK GRANT

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Fund Code	2026	2027	2028	2029	2030
Operations	DDR	\$773,856	\$795,220	\$819,077	\$819,077	
	DPTO					\$851,840
	LF	\$773,856	\$795,220	\$819,077	\$819,077	\$851,840

435846-1 - INDIAN RIVER TRANSIT CORRIDOR SE REGIONAL ROUTE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Fund Code	2026	2027	2028	2029	2030
Operations	DDR	\$19,327				
	DPTO	\$130,673				
		\$150,000				

445728-1 - INDIAN RIVER COUNTY - SECTION 5339 BUS AND BUS FACILITIES

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Fund Code	2026	2027	2028	2029	2030
Capital	FTA	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000
Total for Project 445728-1		\$240,000	\$240,000	\$240,000	\$240,000	\$240,000

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 7, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Four

INDIAN RIVER COUNTY**Highways****230879-3 - 82ND AVE FROM 26TH STREET TO 69TH STREET**

Type of Work: NEW ROAD CONSTRUCTION

Phase	Fund Code	2026	2027	2028	2029	2030
Right of Way	ACSM	\$100,000				
	CARL			\$350,523		
	CARM	\$65,708				
	SA	\$2,220,295	\$100,000	\$618,861		\$840,861
	SM	\$483,162	\$331,897		\$400,000	
	SN	\$67,594	\$697,652	\$663,680		
Total for Project 230879-3		\$2,936,759	\$1,129,549	\$1,633,064	\$400,000	\$840,861

405606-3 - CR-510/85TH ST FROM W OF 82ND AVE TO 58TH AVE

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2026	2027	2028	2029	2030
Right of Way	ACCM	\$1,710,192				
	CARL	\$350,523				
	CM		\$590,581			
	LF	\$291,600				
	SA	\$1,053,719				
	SL	\$1,047,479	\$1,025,429	\$2,371,766		
	SN	\$530,362				
Total for Project 405606-3		\$4,983,875	\$1,616,010	\$2,371,766		

405606-7 - CR-510/85TH ST FROM CR-512 TO 87TH ST

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2026	2027	2028	2029	2030
Construction	ACPR	\$302,385				
	SA	\$79,260				
	SL	\$788,559				
		\$1,170,204				

405606-8 - CR-510/85TH ST TO 87TH ST. TO WEST OF 82ND AVE

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2026	2027	2028	2029	2030
Railroad & Utilities	LF				\$38,046	\$2,772,404
Construction	CM					\$2,513,011
	SA					\$16,303,808
	SL					\$2,000,000
	SM					\$389,302
	SN					\$701,400

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 7, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Four

INDIAN RIVER COUNTY**Highways****413048-5 - I-95/SR-9 @ OSLO ROAD INTERCHANGE**

Type of Work: LANDSCAPING

Phase	Fund Code	2026	2027	2028	2029	2030
Preliminary Engineering	DIH			\$19,958		
	DS			\$249,480		
Construction	DDR					\$1,384,227
	DIH					\$58,304
Total for Project 413048-5				\$269,438		\$1,442,531

427804-4 - INDIAN RIVER CTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM

Type of Work: TRAFFIC SIGNALS

Phase	Fund Code	2026	2027	2028	2029	2030
Operations	DDR	\$187,495	\$243,054			
	DITS	\$247,240	\$217,766			
Total for Project 427804-4		\$434,735	\$460,820			

431521-1 - OSLO ROAD FROM SW 82ND AVE TO 58TH AVENUE

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2026	2027	2028	2029	2030
Right of Way	SA		\$316,063			
Total for Project 431521-1			\$316,063			

441692-1 - CR-510 FROM 58TH AVENUE TO E SR-5/US-1

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2026	2027	2028	2029	2030
Right of Way	CARL				\$350,523	
	SL				\$1,801,748	
	SN				\$565,400	
					\$2,717,671	

441693-1 - SR-5/US-1 AT AVIATION BOULEVARD

Type of Work: PD&E/EMO STUDY

Phase	Fund Code	2026	2027	2028	2029	2030
Preliminary Engineering	DDR	\$1,653,360				
	SL	\$300,000				
Right of Way	DDR	\$1,110,465				\$4,632,500
	DIH		\$83,000	\$25,000		
		\$3,063,825	\$83,000	\$25,000		

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 7, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Four

INDIAN RIVER COUNTY**Highways****444270-2 - 43RD AVENUE 6TH STREET TO 12TH STREET**

Type of Work: RESURFACING

Phase	Fund Code	2026	2027	2028	2029	2030
Construction	GRSC	\$1,415,525				
	LF	\$1,318,900				
	SCED	\$487,805				
	SCWR	\$496,670				
Total for Project 444270-2		\$3,718,900				

444270-3 - 43RD AVENUE 1ST STREET SW TO 6TH STREET

Type of Work: RESURFACING

Phase	Fund Code	2026	2027	2028	2029	2030
Construction	GRSC			\$1,650,000	\$1,553,550	
	LF			\$1,067,850		
				\$2,717,850	\$1,553,550	

445618-1 - SR-A1A OVER SEBASTIAN INLET- BRIDGE REPLACEMENT

Type of Work: BRIDGE REPLACEMENT

Phase	Fund Code	2026	2027	2028	2029	2030
Right of Way	ACBR	\$3,581,600				
Construction	ACBR	\$106,730,583				
	GFBP	\$14,224,281				
Contract Incentives	DDR					\$1,000,000
		\$124,536,464				

445618-2 - SR-A1A FROM SAND DOLLAR LANE TO S. OF SEBASTIAN INLET BRIDGE

Type of Work: RESURFACING

Phase	Fund Code	2026	2027	2028	2029	2030
Construction	ACNR	\$3,016,539				
	ACPR	\$310,340				
	DDR	\$993,597				
	DIH	\$79,779				
	DS	\$8,568,480				
	LF	\$37,296				
	SA	\$187,458				
		\$13,193,489				

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 7, 2024

July 1, 2025 through June 30, 2030
Florida Department of Transportation - District Four

INDIAN RIVER COUNTY Highways

448443-1 - SR-60 FROM 21 AVE TO INDIAN RIVER BLVD AND 11 AVE FROM SR-60 TO US-1
Type of Work: RESURFACING

Phase	Fund Code	2026	2027	2028	2029	2030
Railroad & Utilities	DS			\$200,000		
Construction	ACNR				\$2,517,962	
	DDR				\$4,560,215	
	DIH				\$84,967	
	LF				\$150,642	
Total for Project 448443-1				\$200,000	\$7,313,786	

448444-1 - SR-60 FROM EAST OF FORT DRUM WILDLIFE ENTRANCE TO WEST OF CR-512
Type of Work: RESURFACING

Phase	Fund Code	2026	2027	2028	2029	2030
Construction	ACNR					\$4,886,743
	DDR					\$2,131,084
	DIH					\$101,027
	DS					\$9,370,481
Total for Project 448444-1						\$16,489,335

449332-1 - CR-512 FROM EAST OF I-95 TO WEST OF 106TH AVENUE
Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Fund Code	2026	2027	2028	2029	2030
Construction	SA		\$2,567,464			
Total for Project 449332-1			\$2,567,464			

449700-1 - 43RD AVENUE FROM 5TH STREET SW TO 1ST STREET SW
Type of Work: RESURFACING

Phase	Fund Code	2026	2027	2028	2029	2030
Construction	GRSC					\$784,000
	LF					\$773,250
	SCED					\$512,821
	SCOP					\$518,974
	SCWR					\$503,955

449812-1 - SR-5/US-1/FEDERAL HWY FROM N OF 87 ST TO S OF SEBASTIAN BLVD
Type of Work: RESURFACING

Phase	Fund Code	2026	2027	2028	2029	2030
Construction	DDR		\$6,942,827			
	DIH		\$126,137			
	DS		\$3,766,473			

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 7, 2024

July 1, 2025 through June 30, 2030
Florida Department of Transportation - District Four

INDIAN RIVER COUNTY Highways

449818-1 - SR-A1A FROM INDIAN RIVER/ST. LUCIE COUNTYLINE TO JASMINE LANE

Type of Work: RESURFACING

Phase	Fund Code	2026	2027	2028	2029	2030
Construction	DDR		\$12,983,008			
	DIH		\$88,152			
Total for Project 449818-1			\$13,071,160			

451368-1 - AVIATION BOULEVARD FROM 43RD AVE TO SR-5/US-1

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2026	2027	2028	2029	2030
PD & E	CM			\$550,000		
	SA			\$250,000	\$2,805,000	
Total for Project 451368-1				\$800,000	\$2,805,000	

452995-1 - 43RD AVENUE FROM 45TH STREET TO 49TH STREET

Type of Work: SIDEWALK

Phase	Fund Code	2026	2027	2028	2029	2030
Construction	CARL		\$350,523			
	LF		\$42,000			
	TALL		\$361,305			
	TALT		\$761,474	\$53,880		
			\$1,515,302	\$53,880		

453327-1 - 45TH STREET/N GIFFORD RD FROM 58TH AVENUE TO 43RD AVENUE

Type of Work: BIKE LANE/SIDEWALK

Phase	Fund Code	2026	2027	2028	2029	2030
PD & E	CARB	\$300,000				
Preliminary Engineering	CARB		\$400,000			

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 7, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Four

INDIAN RIVER COUNTY**Maintenance****233666-1 - INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM-ROADWAY**

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2026	2027	2028	2029	2030
Bridge/Roadway/Contract Maintenance	D	\$220,000	\$220,000	\$220,000	\$220,000	

233666-2 - INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM BRIDGES

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2026	2027	2028	2029	2030
Bridge/Roadway/Contract Maintenance	D	\$40,000	\$40,000	\$40,000		
Total for Project 233666-2		\$40,000	\$40,000	\$40,000		

234242-1 - INDIAN RIVER INTERSTATE ROADWAY

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2026	2027	2028	2029	2030
Bridge/Roadway/Contract Maintenance	D	\$15,000	\$15,000	\$15,000	\$15,000	

234242-2 - INDIAN RIVER INTERSTATE BRIDGES

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2026	2027	2028	2029	2030
Bridge/Roadway/Contract Maintenance	D	\$25,000	\$25,000	\$25,000		
Total for Project 234242-2		\$25,000	\$25,000	\$25,000		

451293-2 - INDIAN RIVER COUNTY MOWING

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2026	2027	2028	2029	2030
Bridge/Roadway/Contract Maintenance	D	\$325,000	\$325,000	\$325,000		
Total for Project 451293-2		\$325,000	\$325,000	\$325,000		

451584-1 - INDIAN RIVER COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM

Type of Work: TRAFFIC SIGNALS

Phase	Fund Code	2026	2027	2028	2029	2030
Bridge/Roadway/Contract Maintenance	D			\$701,387	\$608,350	\$836,608
Total for Project 451584-1				\$701,387	\$608,350	\$836,608

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 7, 2024

July 1, 2025 through June 30, 2030
Florida Department of Transportation - District Four

INDIAN RIVER COUNTY **Miscellaneous**

448995-1 - RAIL TRAIL FROM BROADWAY STREET TO STATE PARK

Type of Work: BIKE PATH/TRAIL

Phase	Fund Code	2026	2027	2028	2029	2030
Construction	LF	\$87,952				
	TALL	\$165,945				
	TALT	\$97,583				
Total for Project 448995-1		\$351,480				

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 7, 2024

July 1, 2025 through June 30, 2030
Florida Department of Transportation - District Four

INDIAN RIVER COUNTY

Transportation Planning

439327-5 - INDIAN RIVER FY 2024/2025-2025/2026 UPWP
Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2026	2027	2028	2029	2030
Planning	PL	\$603,825				
Total for Project 439327-5		\$603,825				

439327-6 - INDIAN RIVER FY2026/2027-2027/2028 UPWP
Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2026	2027	2028	2029	2030
Planning	PL		\$603,825	\$603,825		
Total for Project 439327-6			\$603,825	\$603,825		

439327-7 - INDIAN RIVER FY2028/2029-2029/2030 UPWP
Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2026	2027	2028	2029	2030
Planning	PL				\$603,825	\$603,825
Total for Project 439327-7					\$603,825	\$603,825

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 7, 2024

July 1, 2025 through June 30, 2030

Florida Department of Transportation - District Four

Fund Codes

Federal	ACBR - ADVANCE CONSTRUCTION (BRT)	ACCM - ADVANCE CONSTRUCTION (CM)	ACNR - AC NAT HWY PERFORM RESURFACING
	ACPR - AC - PROTECT GRANT PGM	ACSM - STBG AREA POP. W/ 5K TO 49,999	CARB - CARBON REDUCTION GRANT PGM
	CARL - CARB FOR URB. LESS THAN 200K	CARM - CARB FOR SM. URB. 5K - 49,999	CM - CONGESTION MITIGATION - AQ
	DU - STATE PRIMARY/FEDERAL REIMB	FAA - FEDERAL AVIATION ADMIN	FTA - FEDERAL TRANSIT ADMINISTRATION
	GFBR - GEN FUND BRIDGE REPAIR/REPLACE	PL - METRO PLAN (85% FA; 15% OTHER)	SA - STP, ANY AREA
	SL - STP, AREAS <= 200K	SM - STBG AREA POP. W/ 5K TO 49,999	SN - STP, MANDATORY NON-URBAN <= 5K
	TALL - TRANSPORTATION ALTS- <200K	TALT - TRANSPORTATION ALTS- ANY AREA	
Local	LF - LOCAL FUNDS		
State	D - UNRESTRICTED STATE PRIMARY	DDR - DISTRICT DEDICATED REVENUE	DIH - STATE IN-HOUSE PRODUCT SUPPORT
	DITS - STATEWIDE ITS - STATE 100%.	DPTO - STATE - PTO	DS - STATE PRIMARY HIGHWAYS & PTO
	GRSC - GROWTH MANAGEMENT FOR SCOP	SCED - 2012 SB1998-SMALL CO OUTREACH	SCOP - SMALL COUNTY OUTREACH PROGRAM
	SCWR - 2015 SB2514A-SMALL CO OUTREACH		

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Chris Balter
Planning & Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Jim Mann, MPA
Senior Planner

DATE: December 3, 2024

SUBJECT: **Consideration of the Bicycle and Pedestrian Master Plan**

It is requested that the information presented herein be given formal consideration by the Indian River County Metropolitan Planning Organization (MPO) at its meeting of December 11, 2024.

DESCRIPTION AND CONDITIONS

The MPO's Bicycle and Pedestrian Master Plan is the primary document for identifying bicycle and pedestrian facility needs, recommending bicycle and pedestrian improvements, and providing a framework for programming new facilities. The MPO adopted its first Bicycle and Pedestrian Master Plan in 1997, with updates occurring in 2004 and 2015.

Last year, the MPO board approved a scope of services with one of the MPO's General Planning Consultants (S&ME) for an update to the Bicycle and Pedestrian Master Plan. Since then, the consultants have collected data on existing conditions, performed a Level of Traffic Stress analysis for bicyclists and pedestrians, conducted four public workshops, interviewed stakeholders in the community, and created a draft Existing Conditions report. Based on those efforts, the consultants then developed a Proposed Sidewalk Network and Proposed Bicycle Network (presented to the MPO on April 10) and compiled a draft priority list of bicycle and pedestrian projects (presented to the MPO on June 12).

Earlier this summer, the consultant prepared a draft Bicycle and Pedestrian Master Plan. In conformance with the MPO's Public Participation Plan, the draft plan was posted on the MPO website for public review and comment for at least 30 days. Attachment #1 is the updated Bicycle and Pedestrian Master Plan, which includes revisions based on the public comments received.

Significant projects identified in the Bicycle and Pedestrian Master Plan include the following (this is not a complete list):

- Sidewalk extension along North Willow Street in Fellsmere.
- Sidewalks in Vero Lake Estates along 79th Street, 83rd Street, and 101st Avenue.
- Extension of the Trans-FL Railroad Trail eastward along CR 512 (Sebastian Blvd) to US 1 to complete a multi-use path from downtown Fellsmere (Broadway Street) to the Sebastian riverfront.
- Sidewalk along Easy Street from CR 512 to Wimbrow Drive.
- Bike lanes and a sidewalk (north side) along 49th Street from 40th Avenue to Old Dixie Highway.
- Sidewalks and bike lanes along 45th Street between 43rd Avenue and 58th Avenue.
- Sidewalk along 41st Street (north side) from 38th Avenue to US 1.
- Multimodal improvements along the 26th Street/Aviation Boulevard corridor from 66th Avenue to 41st Street (north of the Cleveland Clinic) to include bike lanes and sidewalks.
- Proposed shared use paths along the Main Relief Canal and South Relief Canal.
- Sidewalk gaps along 27th Avenue from 14th Street to 17th Street SW.
- Bike lanes along 12th Street from Indian River Blvd. to 58th Avenue.
- Sidewalks and bike lanes along 4th Street from 66th Avenue to US 1.
- Wide sidewalk along 17th Lane SW in the Vero Beach Highlands.

At the December 11 MPO meeting, the consultant will provide a presentation on the Bicycle and Pedestrian Master Plan. All three of the MPO's advisory committees have recently considered the Bicycle and Pedestrian Master Plan update and voted to recommend approval (the BPAC on September 24, the TAC on September 27, and the CAC on October 1).

RECOMMENDATION

Staff recommends that the MPO approve the Bicycle and Pedestrian Master Plan.

ATTACHMENTS

1. Bicycle and Pedestrian Master Plan



INDIAN RIVER COUNTY

Bicycle & Pedestrian Master Plan | 2024



ACKNOWLEDGEMENTS

Indian River County Metropolitan Planning Organization (MPO) Board

Bob McPartlan, Chair
Bob Auwaerter, Vice Chair
Susan Adams
Joseph E. Flescher

Joe Earman
Deryl Loar
Laura Moss
Ed Dodd

Linda Moore
Tracey Zudans
Gerald "Jerry" Renick
Jacqueline Rosario

Indian River County MPO Technical Advisory Committee

Jason Jeffries, Chair
Mark Mathes, Vice Chair
Andrew Sobczak
Kirstin Leiendecker
Erik Ferguson
Kristin Daniels

Jennifer Idlette
Capt. Joseph Abollo
Cherry Stowe
Karen Deigl
Deputy Chief Mark Shaw
Matthew Mitts

William Howard
Alix Bernard
Jeff Sabo
Karen Miller

Indian River County MPO Citizens Advisory Committee

Juliana Young, Chair
Bruce Hoffman, Vice Chair
Mike Grim
Francine McElhenny
Erica Ogilvie

Chuck Mechling
Joan Edwards
Herb Whittall
Ben Baker
Amber Cerda

Nancy Auwaerter
Jeffrey Andros
Freddie Woolfork
William Lundy Parden

Indian River County MPO Bicycle and Pedestrian Advisory Committee

Frank Blaisdell, Chair
Chris McCarthy, Vice Chair
Solana Morris
Bill Kennedy
Robert Loring
Hal Lambert

Indian River County MPO Staff

Brian Freeman, MPO Staff Director
Jim Mann, MPO Senior Planner
Patti Johnson, MPO Staff Assistant III
Mark Vietze, MPO GIS Planner



This document was prepared for the Indian River County Metropolitan Planning Organization (MPO) by Patel, Greene and Associates with assistance from Volkert, Quest, and DDEC.

EXECUTIVE SUMMARY

The Indian River County Bicycle and Pedestrian Master Plan is a strategic approach to investing in a robust bicycle and pedestrian transportation network to serve residents and visitors. This plan is intended to guide community decisions in a balanced approach that considers the needs of different users as they relate to safety, accessibility, and equity.

The plan provides a baseline overview of existing conditions within the community including population trends; travel habits; roadway features; land use context; existing pedestrian and bicycle facility inventories; and measures of the level of safety, connectivity, and comfort for bicyclists and pedestrians within the existing network. In general, the review of existing conditions indicated that, while there are some noteworthy bicycle and pedestrian facilities in the community, there are remaining gaps in both the pedestrian and bicycling networks. Bicyclists and pedestrians account for a greater share of serious injuries and fatalities versus their overall share of crashes. The existing bicycle network is comprised primarily of paved shoulders and bicycle lanes but based on Bicycle Level of Traffic Stress analysis, these facilities do not provide low stress, comfortable environments for all bicyclists.

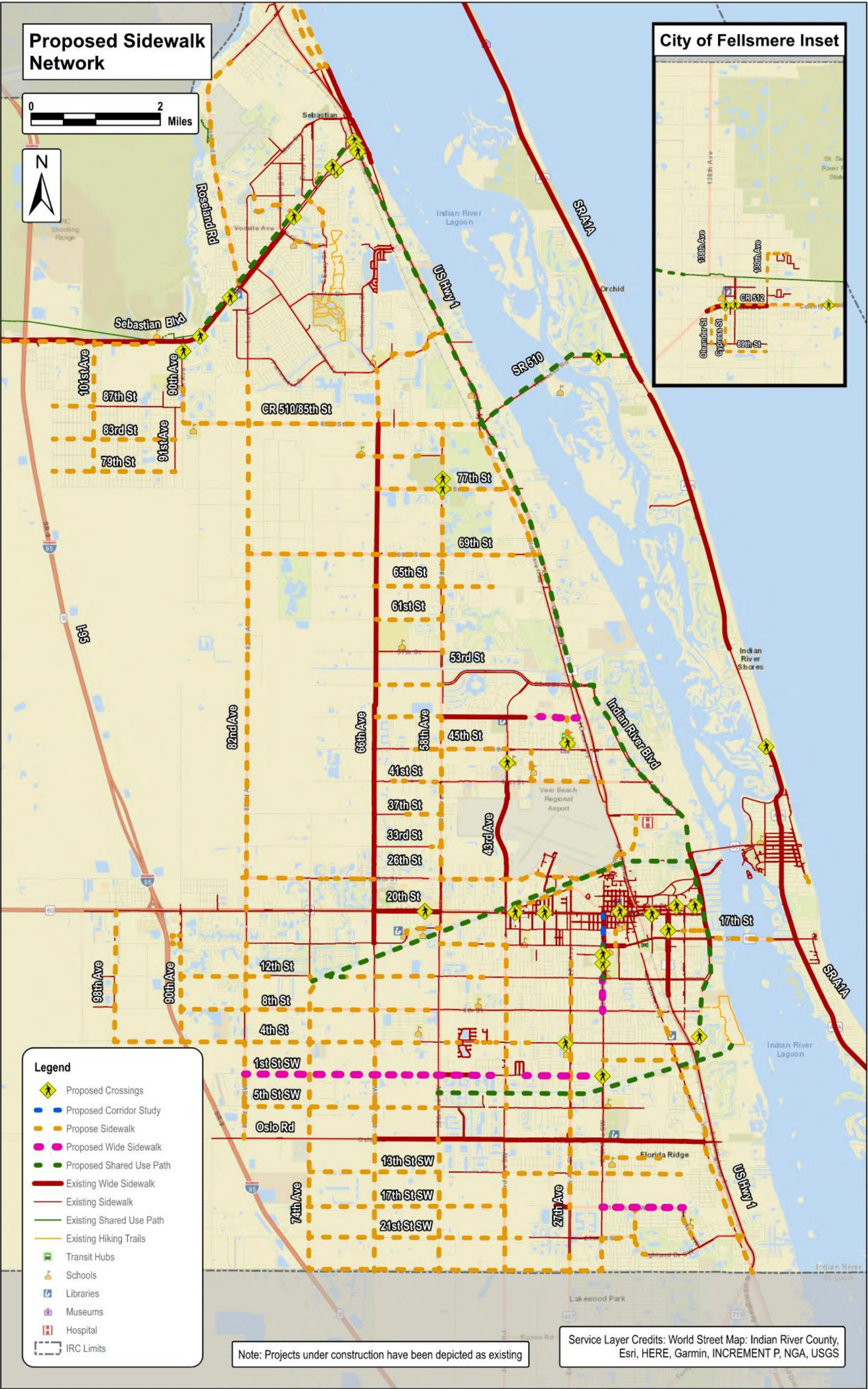
Input from the community was sought throughout the project and included:

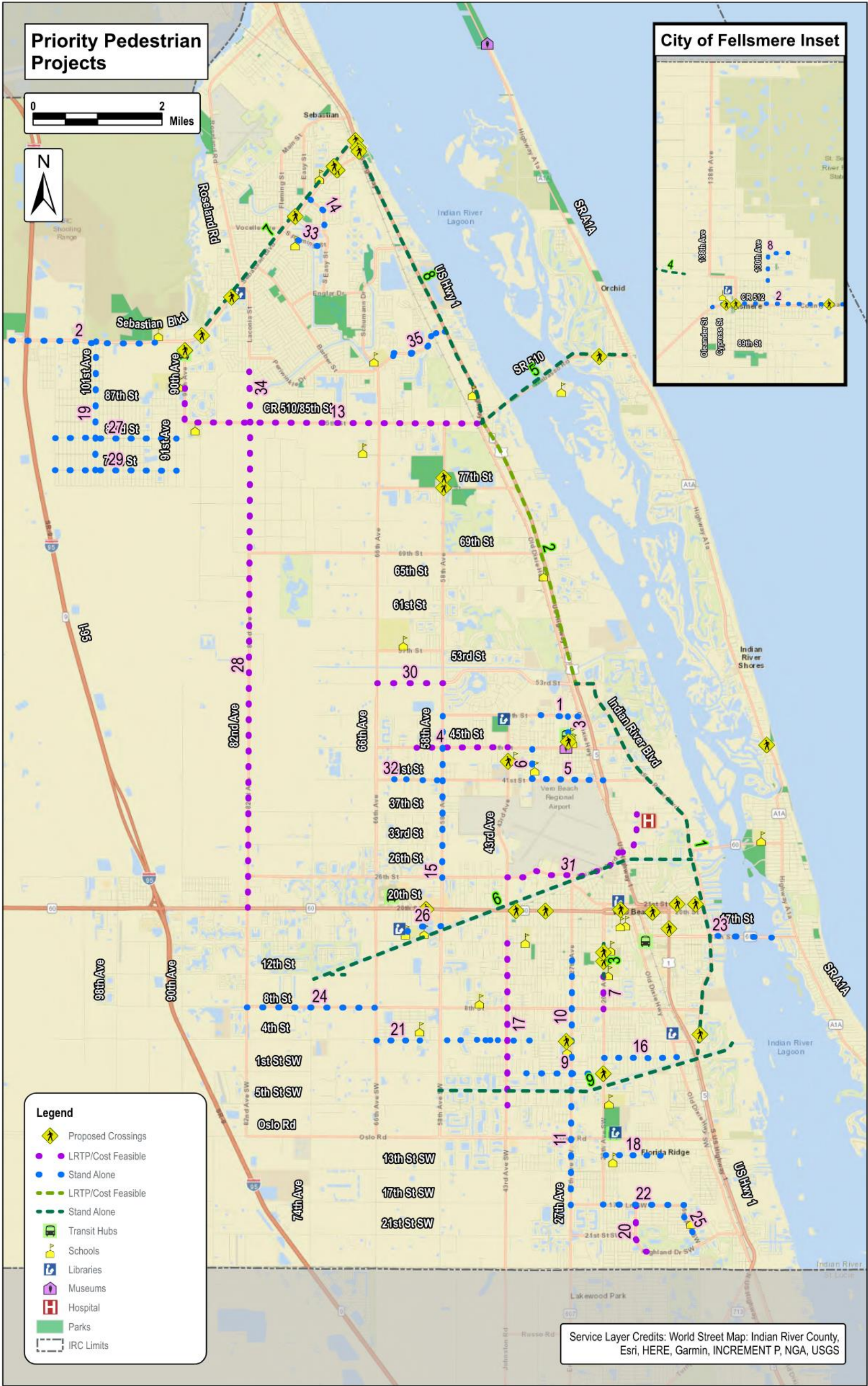
- Presentations to MPO Committees, including the MPO Board, the CAC, and the BPAC
- Public Workshops
- Stakeholder interviews
- Online form for submitting comments

A list of projects was developed based on an analysis of gaps within the existing network, feedback from the community, and input from MPO staff. Right-of-way and drainage concerns were also taken into account during the project development process as they relate to the feasibility of project delivery. The full project Vision Network is shown in Maps ES-1 and ES-2.

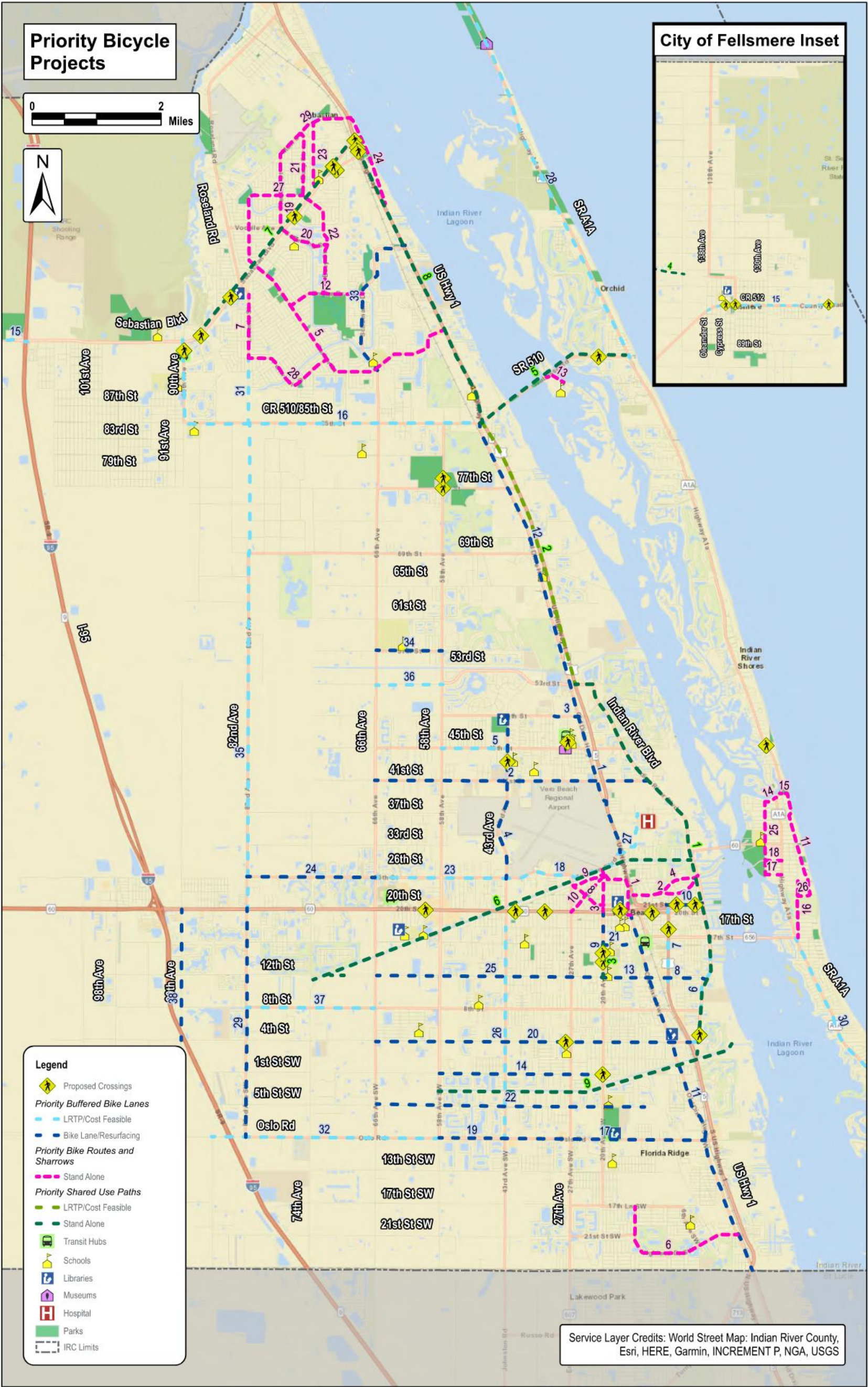
A set of evaluation criteria was developed and used to assign scores to each project. The criteria considered safety, comfort, equity, connectivity, and access. Projects were then ordered based on the scores and organized by project type. The scores were used to determine which projects should be included on the priority project lists. Planning level cost estimates were developed for each project; however, the costs were not considered during the prioritization process. Some projects that were assigned lower scores during the ranking process were added to the priority lists based on public input. The Priority Projects are presented in Maps ES-3 and ES-4.

Policies and project delivery processes were evaluated, and recommendations were made to further support the implementation of projects identified in this plan. Three primary project delivery mechanisms were identified for delivering projects: Stand Alone, Bike Lane/Resurfacing, and LRTP/Cost Feasible. A variety of resources for identifying best practices related to the implementation process were outlined to help guide design decisions.





Map ES-3 – Priority Pedestrian Projects



Map ES-4 – Priority Bicycle Projects

TABLE OF CONTENTS

ACKNOWLEDGEMENTS i

EXECUTIVE SUMMARY ii

CHAPTER 1 - INTRODUCTION..... 1

 Purpose of the Plan 2

 Strategic Planning Approaches.....2

CHAPTER 2 - EXISTING CONDITIONS..... 4

 Community Profile 5

 Population Trends.....5

 Age Distribution.....6

 Disabilities.....6

 Automobile Ownership and Availability.....7

 Means of Transportation to Work9

 Roadway Network 11

 Key Corridors11

 Freight Routes.....13

 Walking & Bicycling Network 17

 Network Highlights20

 Network Challenges.....21

 Public Transit 23

CHAPTER 3 - TRANSPORTATION METRICS 25

 Traffic Safety 26

 Network Quality and Connectivity 31

 Pedestrian Level of Traffic Stress31

 Bicycle Level of Traffic Stress32

 Latent Demand for Walking and Bicycling Activity 33

CHAPTER 4 - PUBLIC ENGAGEMENT 37

 Public Engagement..... 38

 Public Workshops.....38

 Youth Outreach40

 What We Heard..... 40

Stakeholder Feedback 43

 School-Related Feedback.....44

 Accessibility feedback.....44

CHAPTER 5 - PROJECTS 46

Project Identification 47

 Project Types.....47

 Prioritization Criteria.....50

 Cost Estimates51

Priority Projects 52

CHAPTER 6 - IMPLEMENTATION PLAN 60

Policies..... 61

 Existing Policy Framework.....61

 MPO Long Range Transportation Plan Policy Updates62

Project Delivery Updates..... 62

 Design Standards.....62

 Bicycle Facility Design63

Safety Improvements.....66

 Vision Zero.....66

 Target Design Speed66

 Pedestrian Safety Enhancements.....68

 Bicycle Safety Enhancements69

Resurfacing71

Accessibility71

Funding 72

Delivery Mechanisms.....72

 Stand Alone72

 Bike Lane/Resurfacing.....73

 LRTP/Cost Feasible Projects.....73

Programs..... 73

Maintenance & Operations73

Law Enforcement Activities73

Educational Efforts74

 Aging Road Users.....74

Youth Engagement	74
------------------------	----

CHAPTER 7 - PLAN MONITORING & EVALUATION..... 75

Evaluating Progress 76

TABLE OF FIGURES

Figure 1 - View of downtown Vero Beach	2
Figure 2 - A strategic planning approach to safety	3
Figure 3 - Safe System Approach graphic (source: US Department of Transportation).....	3
Figure 4 - Indian River County Population, 2016-2021	5
Figure 5 - Indian River County Age Distribution, 2021	6
Figure 6 - Indian River County Disabled Population by Age	7
Figure 7 - 2021 Household Vehicle Availability	7
Figure 8 - Means of Transportation to Work, 2021	9
Figure 9 - A pedestrian crosses SR 60 midblock just west of 58 th Avenue	11
Figure 10 - A pedestrian crossing on SR A1A near Greytwig Road	12
Figure 11 – Bike Route on Old Dixie Highway	17
Figure 12 – Sand and grass encroaching on bike lane, westbound on CR 512, near N Hickory Street in Fellsmere	17
Figure 13 – Fellsmere Trailhead Preserve Information Center and playground.....	20
Figure 14 - A view of the sidewalk along Indian River Drive	20
Figure 15 - Improved railroad crossing near Old Dixie Hwy and 45 th Street.....	21
Figure 16 - A canal along 20th Avenue looking north near 17th Street.....	21
Figure 17 - Aerial showing location of Vero Beach Airport.....	22
Figure 18 - A GoLine bus in operation	23
Figure 19 - Crash Trend Summary, 2017-2021	26
Figure 20 - Summary of Bicyclist and Pedestrian Fatalities and Serious Injuries, 2017-2021	27
Figure 21 - Pedestrian Level of Traffic Stress by user type.....	31
Figure 22 - Bicycle Level of Traffic Stress by user type	32
Figure 23 - Welcome Station for North Indian River County Library	38
Figure 24 - Poster Stations at IRC Intergenerational Recreational Center.....	38
Figure 25 – Discussions around map stations	39
Figure 26 - Comment forms and collection box.....	39
Figure 27 - Youth outreach at a local high school	40
Figure 28 - Walking & Biking Habits of Survey Respondents.....	40
Figure 29 - Walking & Biking Habits of High School Respondents	41
Figure 30 - High School Student Means of Transportation to Activities and Work	41
Figure 31 - Top Locations and Frequency of Mention.....	42
Figure 32 - A stakeholder interview session held at the Indian River County Administration Building	43
Figure 33 - A bicyclist using the Sebastian pathway along the riverfront	43
Figure 34 - Example of opportunity to update the Indian River County Typical Drawings for Pavement Markings, Signing & Geometrics to add the necessary pedestrian crosswalk details.....	63
Figure 35 – 2024 Florida Design Manual (FDM) Separated Bicycle Facility Example	64
Figure 36 - 2024 Florida Design Manual (FDM) Separated Bicycle Facility Example	64
Figure 37 – Florida Design Manual (FDM) Bicycle Design Examples	65
Figure 38 - Detail from FDOT Standard Plans Index 546-020	69

TABLE OF TABLES

Table 1 - Five-Year Crash Summary Comparison with 2015 Bicycle and Pedestrian Master Plan.....	28
Table 2 - Planning Level Costs by Project Type	51
Table 3 - Priority Sidewalk Projects.....	53

Table 4 - Priority Shared Use Path Projects.....54

Table 5 - Priority Bicycle Lane Projects.....55

Table 6 - Priority Bicycle Route Projects.....56

Table 7 - Priority Crossing Projects.....57

TABLE OF MAPS

Map 1 - Percent of Households with No Vehicle Available.....8

Map 2 - Percent of Households Walking or Biking to Work.....10

Map 3 - Roadway Functional Classification14

Map 4 - Land Use Context15

Map 5 - Freight Routes16

Map 6 - Sidewalk Inventory.....18

Map 7 - Bicycle Facilities Inventory19

Map 8 - Transit Network.....24

Map 9 - Vulnerable Roadway User Fatal and Serious Injury Crashes (2017-2021).....29

Map 10 - Posted Speed Limits30

Map 11 - Pedestrian Level of Traffic Stress (PLTS).....34

Map 12 - Bicyclist Level of Traffic Stress (BLTS).....35

Map 13 – Latent Demand for Walking and Bicycling.....36

Map 14 - Proposed Sidewalk Network48

Map 15 - Proposed Bicycle Network49

Map 16 - Priority Pedestrian Projects.....58

Map 17 - Priority Bicycle Projects.....59

- Appendix A: Existing Conditions Data Analysis
- Appendix B: Public Engagement Summary
- Appendix C: Projects + Priority Scoring
- Appendix D: Detailed Cost Estimates
- Appendix E: Funding Approaches



CHAPTER 1 - INTRODUCTION

Bicycle & Pedestrian Master Plan | 2024

PURPOSE OF THE PLAN

The Indian River County Bicycle & Pedestrian Master Plan guides decisions related to bicycle and pedestrian infrastructure and transportation within the local community. The first master plan was adopted in 1997, with updates implemented in 2004 and 2015. This update provides a snapshot of the transportation system and builds upon previous efforts by identifying opportunities to further enhance biking and walking in Indian River County. The purpose of this plan is to provide an overall vision for the bicycle and pedestrian network in Indian River County as well as a prioritized list of projects that can be implemented over the next decade.

Rather than focusing only on fixing problems, this plan's recommendations identify a positive vision for the streets in Indian River County. Correspondingly, this plan's project recommendations establish the vision of a core desired network and prioritizes projects to proactively complete the needed links. Supplementing the identification of infrastructure projects needed for specific corridors, this plan also provides recommendations for improved policies and project delivery processes. Updating design standards, embedding equity in decision-making, seeking efficiencies through the annual resurfacing program, and adopting contemporary tools to measure the quality of walking and bicycling environments as the metric to guide investments all move Indian River County further towards being a community that embraces and supports walking and bicycling at a systems level.



Figure 1 - View of downtown Vero Beach

Strategic Planning Approaches

Several guiding principles and strategic planning approaches inform the current best practices for transportation design specifically geared towards creating safe and comfortable places for people get around without driving. The implementing agencies within Indian River County are encouraged to embrace these principles and incorporate them into their own policies, projects, and operations.

Building a robust bicycle and pedestrian network goes beyond simply constructing bicycle lanes and sidewalks. Safety plays a critical role in the success of the overall network. If a facility feels safe, people are more likely to use it. When taking a safety-minded approach to planning and design, the fundamental principle is that traffic crashes are preventable. Crashes are viewed as resulting from a combination of human errors and roadway designs that foster higher vehicle speeds for the given land use context. For land uses where a mix of travel modes are expected, and desired, higher vehicle speeds can place bicyclists and

pedestrians at greater risk of death. Ultimately, the hope is that we can design transportation systems that are safe enough to prevent any traffic deaths.

Creating a safer transportation network for all users requires a deliberate approach, as outlined in Figure 2. Establishing a desired outcome of eliminating traffic deaths is called **Vision Zero**. The contemporary best strategy for achieving Vision Zero is known as the **Safe Systems Approach**, which presents a comprehensive set of roadway management strategies that accept and mitigate the inevitable mistakes that humans will make (see Figure 3). Finally, **Complete Streets** is the implementation toolbox through which all modes of travel are given equal consideration in the planning and design of roadways as fits the land use context.



Figure 2 - A strategic planning approach to safety



Figure 3 - Safe System Approach graphic (source: US Department of Transportation)



CHAPTER 2 - EXISTING CONDITIONS

Bicycle & Pedestrian Master Plan | 2024

COMMUNITY PROFILE

Indian River County is located on the Atlantic Coast in south-central Florida. The county has a total area of 617 square miles, of which 18 percent is comprised of bodies of water. The county has 23-miles of Atlantic coastline and, along with St. Lucie and Martin counties, forms the Treasure Coast. The western portion of Indian River County is comprised primarily of agricultural and wildlife management/conservation areas. Most of the urbanized areas are situated to the east of I-95 which passes through the county along a north-south alignment.

Indian River County includes the cities of Fellsmere, Sebastian, and Vero Beach as well as the towns of Indian River Shores and Orchid. Other notable communities include Florida Ridge, Gifford, Roseland, South Beach, Vero Beach South, Wabasso, Wabasso Beach, West Vero Corridor, Windsor, and Winter Beach. The eastern edge of the county includes the Indian River Lagoon and barrier islands with pristine beaches. The county is known for its small-town charm and variety of outdoor recreational activities.

Indian River County is home to an avid bicycling community with active cycling organizations. Bike Walk Indian River County is a non-profit organization managed by volunteers who advocate for bicycle and pedestrian safety, provide bicycle safety training, provide bicycles to community members who otherwise could not afford one, and support efforts to enhance active transportation infrastructure in the community. Vero Cycling is a social club that hosts group rides and other cycling events in the community.

POPULATION TRENDS

As of 2020, Indian River County had 159,788 residents. In the decade between 2010 and 2020 the county grew by approximately 15.8 percent, reflecting an increase of 21,760 residents. Future population estimates published by the Bureau of Economic and Business Research (BEBR) indicate that the community is expected to continue growing to a population of over 200,000 residents by the year 2045. Figure 4 presents the past population estimates in green along with future estimates through 2045 in blue.

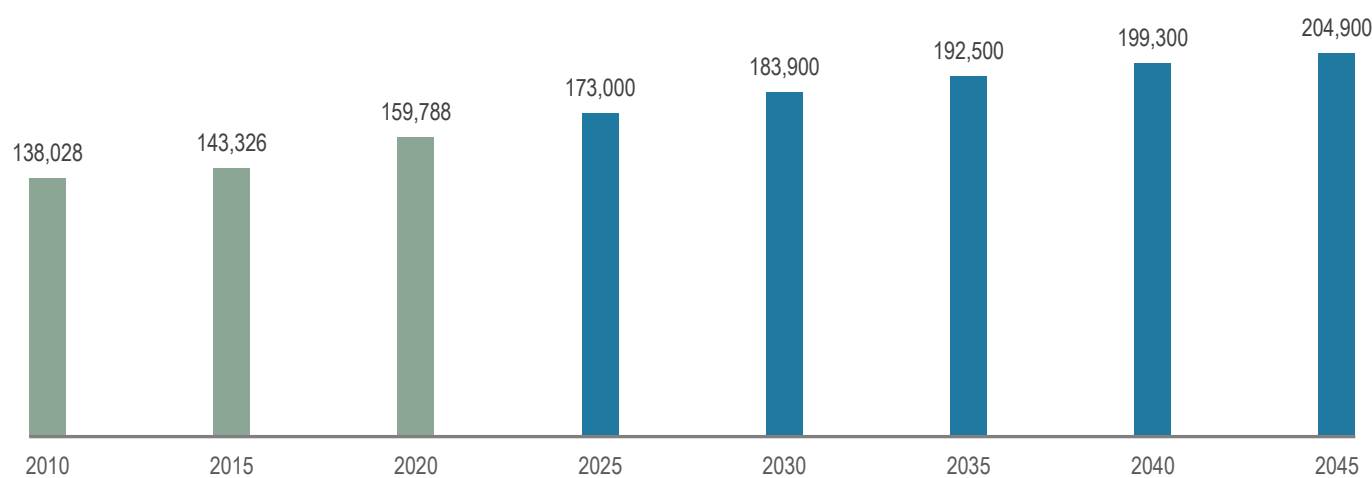


Figure 4 - Indian River County Population, 2016-2021
(Source: US Census (2010, 2020) & Bureau of Economic and Business Research, Florida Population Studies)

At present, the county’s residents are primarily concentrated in the eastern portion of the county, to the east of I-95; however, the Fellsmere community lies just west of I-95 at the north end of the county. The county’s Urban Service Area (USA), which is the area where urban services and facilities are provided, does not cover the entire county. Rather, much of the existing population resides within the USA. A Land Use Visioning Plan was completed in 2022 and provides guidance on how the County should facilitate future development.

Age Distribution

Figure 5 summarizes the distribution of the population based on age. Roughly half the population is between the ages of 20 and 64.

Approximately 18 percent of the local population is under the age of 20. This age range includes children who are typically dependent on an adult to help them meet their transportation needs. Some portions of this age group might use or desire to use active transportation modes such as walking, biking, or riding transit. Enhancing the safety of active transportation routes is particularly important for younger age groups.

About 28 percent of the Indian River County population is 65 years old or older. Statewide, only 22.5 percent of the population is above the age of 65 years old. As residents age, they can begin to face new challenges that affect their transportation decisions. In some cases, older residents might become unable to drive a personal vehicle, as a result of physical or cognitive disabilities, even if they have access to one. Older populations face additional concerns related to transportation that should be considered. First, they tend to be more susceptible to serious injuries or even fatalities when involved in a motor vehicle crash. Second, obstacles to mobility and accessibility can increase their risk to become socially isolated, which, in turn, can lead to greater risks of depression, morbidity, and mortality. Indian River County also has many retired residents who enjoy biking and walking. It is important that the county take the special needs of this portion of the population into consideration when designing and investing in active transportation facilities.

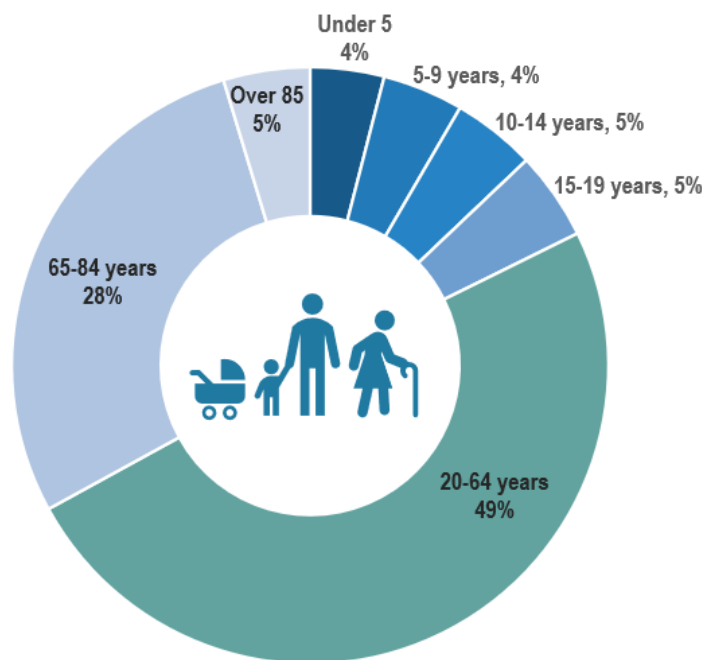


Figure 5 - Indian River County Age Distribution, 2021
(Source: US Census American Community Survey 5-year estimate)

Disabilities

Disabilities can have a considerable impact on how people travel within the community. In some cases, disabilities can hinder adults from operating a motor vehicle. Pedestrian facilities such as continuous sidewalks, crossing opportunities with curb cuts, and accessible connections to transit can be critical in ensuring that disabled persons can access basic needs such as groceries, healthcare, and social engagements. Figure 6 summarizes the disabled population within Indian River County based on age. Approximately 17 percent of the county reports having a disability, which can include hearing impairments, vision impairments, mobility impairments, or cognitive impairments. Older residents reflect a higher portion of disabilities with 29 percent of people 65 years and older reporting a disability.

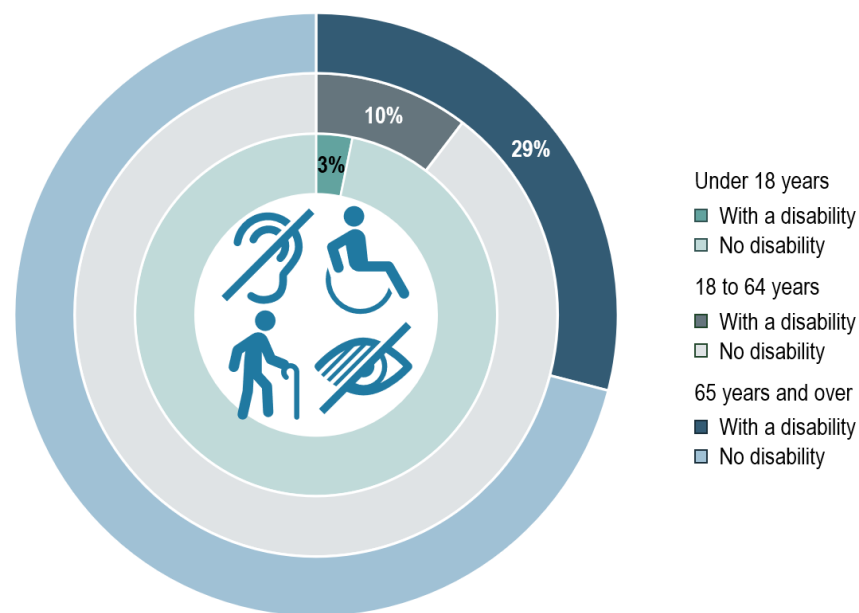


Figure 6 - Indian River County Disabled Population by Age
(Source: US Census American Community Survey 5-year estimate)

AUTOMOBILE OWNERSHIP AND AVAILABILITY

Lack of vehicle availability can play a critical role in determining an individual’s choice of mode when traveling. Figure 7 presents the number of vehicles available per household. The data indicates that approximately 4 percent of households in Indian River County do not have a vehicle available. More than half of all households have fewer than two vehicles available. Map 1 presents a map of Indian River County indicating the density of households with no vehicle available.

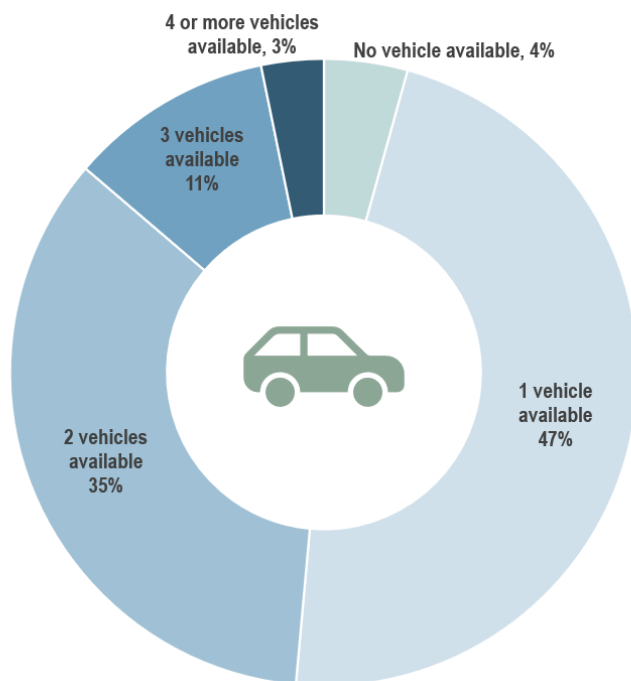
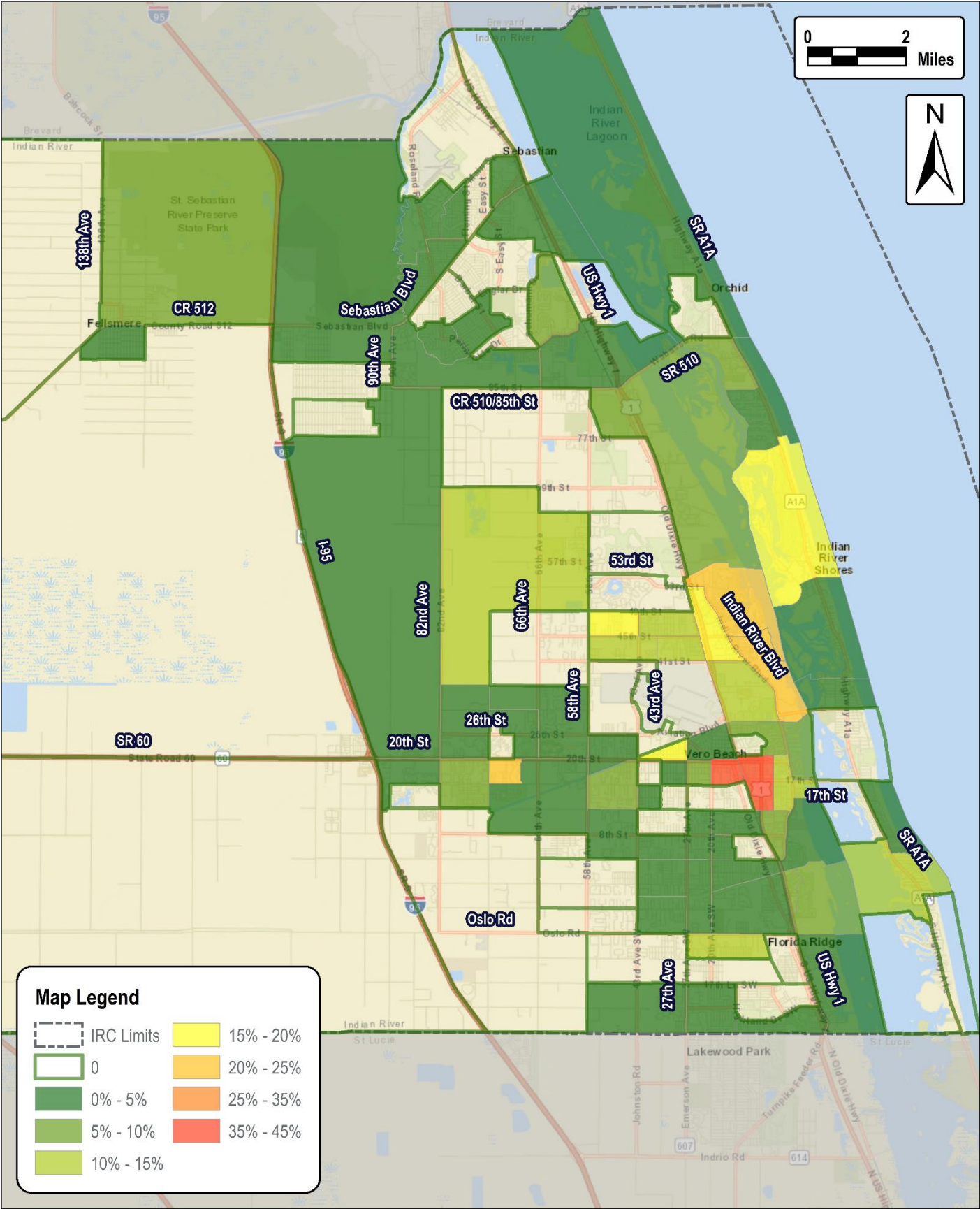


Figure 7 - 2021 Household Vehicle Availability
(Source: US Census American Community Survey 5-Year Estimates)



MEANS OF TRANSPORTATION TO WORK

Understanding how the community chooses to travel plays an important role in determining how to invest in the local transportation network. Unfortunately, there are limited data available that reflect the mode choices of people traveling in the community. The US Census Bureau American Community Survey provides estimates of how many people commute to work by specified modes of travel. While this data is helpful in building an understanding of how people travel, it is important to note that trips to work only account for a portion of all person miles traveled. In addition, Indian River County is home to a higher portion of people aged 65 and older, many of whom are retired and no longer travel to work. Additionally, commute to work trends do not reflect the desired mode of travel for commuters.

As presented in Figure 8, almost 80 percent of Indian River County residents drove alone to work in the year 2021, with an additional 7.9 percent carpooling to work in a motor vehicle. Less than half-a-percent of residents commuted to work by public transit, while 1.4 percent of the population either biked or walked to work. Just under 10 percent of residents worked from home. Map 2 presents a map showing the concentration of people walking and biking to work.

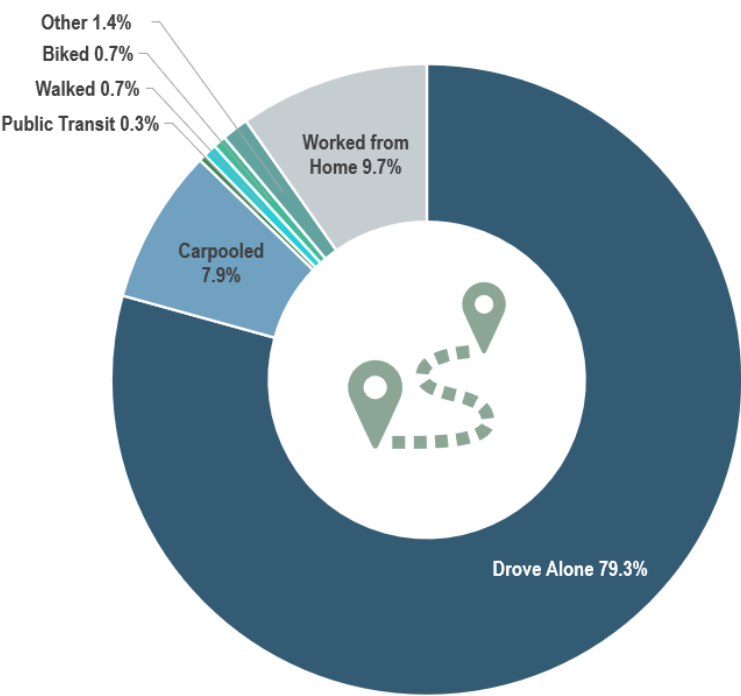
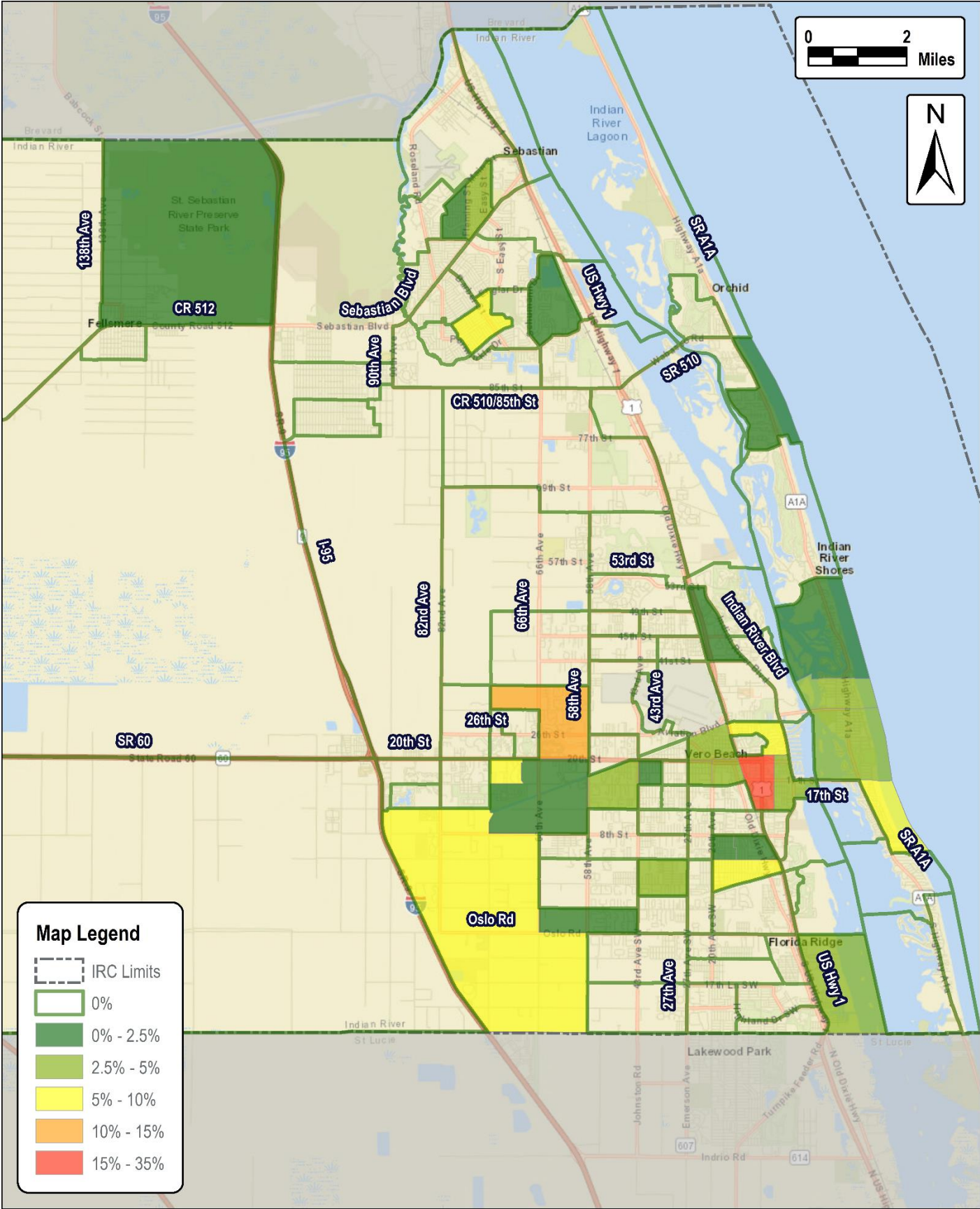


Figure 8 - Means of Transportation to Work, 2021
(Source: US Census American Community Survey 5-Year Estimates)



Map 2 - Percent of Households Walking or Biking to Work

ROADWAY NETWORK

Indian River County's roadway network plays a critical role in the daily movement of people and goods across the county. Functional Classifications offer a way to categorize streets based on the roles they serve and how they connect the network. Typical classes used to identify roadways include interstates, freeways/limited access roadways, arterials, collectors, and local streets. These classifications reflect roadway design characteristics, such as speed and capacity, and typically denote the relationship to existing and future land use development. Map 3 (shown at the end of this section) presents a map of the functional classifications of roadways in the eastern portion of Indian River County, where much of the existing development and resident population is concentrated. Land use context for the county is presented in Map 4 (shown at the end of this section), while the land uses adjacent to key corridors are discussed in more detail below.

Indian River County has one interstate facility, I-95, that runs along a north/south alignment. Most of the developed areas within the county lie to the east of I-95. A small segment of Florida's Turnpike passes through the southwestern corner of the county but does not have any access points within Indian River County. The nearest access point for the Turnpike is located on SR 60 just under two miles to the west of the Indian River County & Osceola County line.

KEY CORRIDORS

Key roadways are noted and described below:

SR 60 is a principal arterial that follows an east/west alignment near the lower third of the county. Within Indian River County, and east of I-95, SR 60 is a six-lane divided highway that splits into a one-way pair of parallel roadways running through downtown of the City of Vero Beach. SR 60 provides access to the Turnpike west of the county line, includes an interchange with I-95, and connects to US 1 and Indian River Boulevard at the eastern end of the county. SR 60 is primarily a commercial corridor to the east of I-95, with the western portion primarily passing through agricultural and wildlife management areas.



Figure 9 - A pedestrian crosses SR 60 midblock just west of 58th Avenue

CR 512/Sebastian Boulevard is an east-west arterial that connects Fellsmere to the City of Sebastian and US 1. West of I-95, the roadway includes two lanes with marked bike lanes. On the west side of Fellsmere, the roadway shifts to a northeast-southwest, and then a north-south alignment and connects to SR 60. To the east of I-95, CR 512 is a four-lane divided highway. The roadway splits into a one-way pair just over a half-mile before connecting to US 1. Land uses adjacent to CR 512 vary, including segments of agricultural lands and residential areas. Within the City of Sebastian, the adjacent land uses are primarily commercial with a canal running along the north side of the roadway.

CR 510/90th Avenue/85th Street is a principal arterial that extends south from CR 512 before turning east and connecting to US 1 in Wabasso. To the east of US 1, the roadway becomes SR 510 and provides one of three crossings over the Indian River, connecting to A1A in Wabasso Beach. CR 510 is currently a two-lane facility; however, FDOT is currently working on a project to widen CR 510 with plans for the state to take over maintenance of the roadway. Right-of-way acquisition is currently under way for the section of CR 510 between 58th Avenue and CR 512, with the first phase of construction programmed for

fiscal years 2024/25 and 2025/26. The portion of CR 510 between US 1 and 58th Avenue is programmed for preliminary engineering to begin in fiscal year 2023/24, with right-of-way acquisition programmed for fiscal year 2025/26. The land uses along the CR 510 corridor are primarily agricultural with some residential. Two schools are located on CR 510 and the North County transit hub is located on the west side of 90th Avenue, south of CR 512/Sebastian Boulevard.

53rd Street is an east-west arterial to the north of the Gifford community. Currently the roadway extends from Indian River Boulevard west to a terminus approximately 1 mile west of 66th Avenue. East of 58th Avenue, 53rd Street is a four-lane facility with a raised grass median, sidewalks and bicycle lanes. To the east of 58th Avenue, the roadway is unpaved and serves primarily agricultural land uses. The 2045 LRTP identifies the segment of 53rd Street between 58th Avenue and 66th Avenue as a committed project for a two-lane facility. The segment between 66th Avenue and 82nd Avenue is noted as a roadway need, and the route is identified as an aspirational roadway intended to extend west of I-95.

Oslo Road/9th Street SW is an east-west arterial approximately 3.5 miles south of SR 60. The roadway begins at a boat ramp on the Indian River and extends west of I-95 to the agricultural access roads. Between US 1 and 58th Avenue, Oslo Road is classified as a principal arterial and is a four-lane roadway with a center two way left turn lane. Between 58th Avenue and 82nd Avenue, Oslo Road is classified as a minor arterial and is a two-lane facility. There are currently two projects on Oslo Road that are listed as priorities in the Transportation Improvement Plan (TIP): a new interchange with I-95 and a project to widen the section between I-95 and 58th Avenue to four lanes. To the west of I-95, the existing land is primarily used for agricultural purposes. To the east of I-95, there is a mix of residential, agricultural, and commercial land uses, with most of the commercial uses located near the eastern end of the roadway.

US 1 is a principal arterial that runs north/south along the eastern coast of the United States. Within Indian River County, US 1 is a four-lane divided facility and runs parallel with the west bank of the Indian River. US 1 passes through the City of Sebastian at the north end of the county, the Wabasso community, the Gifford community, and through Vero Beach near the south end of the county. US 1 is primarily a commercial corridor, with some pockets of residential and undeveloped land uses.

SR A1A is a major state highway that runs along the Atlantic Coast from Miami north to the Georgia state line. The route is designated as a Scenic and Historic Coastal Byway and is famous for passing through many beach communities, including South Beach, Indian River Shores, Wabasso Beach, and North Beach in Indian River County. The roadway includes one lane of travel in each direction with paved shoulders. Some sections have sidewalk on one or both sides of the roadway. SR A1A is a popular route for bicyclists and includes bike lanes, with a portion of the roadway having buffered bike lanes. Adjacent land uses are primarily residential with minimal commercial businesses as well as parks and beach access points sprinkled along the route.



Figure 10 - A pedestrian crossing on SR A1A near Greytwig Road

CR 619/82nd Avenue is classified as a minor arterial to the south of SR 60 and as a major collector to the north of SR 60. 82nd Avenue is a north-south facility in the currently less developed area between I-95 and the urbanized area. The roadway provides one lane of travel in each direction and the northern end of the roadway is unpaved. There are currently plans to pave 82nd Avenue from 26th Street to 69th Street and to extend the roadway north of 69th Street to connect with CR 510. This would provide a parallel route to 66th Avenue which currently extends from CR 510 south to 25th Street, just north of the county line. Right-of-way acquisition for the portion of 82nd Avenue to be paved is programmed for fiscal year 2023/24 through fiscal year 2025/26, with construction to begin later. Adjacent land uses are primarily agricultural with some residential land uses noted to the south of SR 60.

66th Avenue runs parallel to 82nd Avenue and connects 85th Street in the north with Oslo Road in the south. The roadway is classified as a minor arterial north of SR 60 and as a major collector to the south of SR 60. 66th Avenue is a four-lane divided facility between SR 60 and 49th Street. The segment between 49th Street and CR 510 is currently being widened in phases. To the south of SR 60, 66th Avenue is a two-lane facility. South of Oslo Road, 66th Avenue is unpaved. Adjacent land uses include a mix of agricultural and residential.

58th Avenue is a north-south arterial beginning at CR 510/85th Street and extending south to the Indian River/St. Lucie County line. 58th Avenue is a two-lane facility; however, between 57th Street and 49th Street and between 26th Street and Oslo Road, 58th Avenue is a four-lane divided facility. To the south of Oslo Road, 58th Avenue is unpaved. Currently most of the developed land in Indian River County lies to the east of 58th Avenue, while land to the west is primarily agricultural.

Indian River Boulevard is a four-lane divided arterial that runs parallel to US 1 along the west side of the Indian River. The facility begins at 53rd Street north of the Gifford Community and loops back to US 1 by the McKee Botanical Garden in Vero Beach South. Adjacent land uses include a mix of residential, commercial, and undeveloped land. Indian River Boulevard connects to both the Merrill P Barber and the 17th Street bridges to the barrier islands.

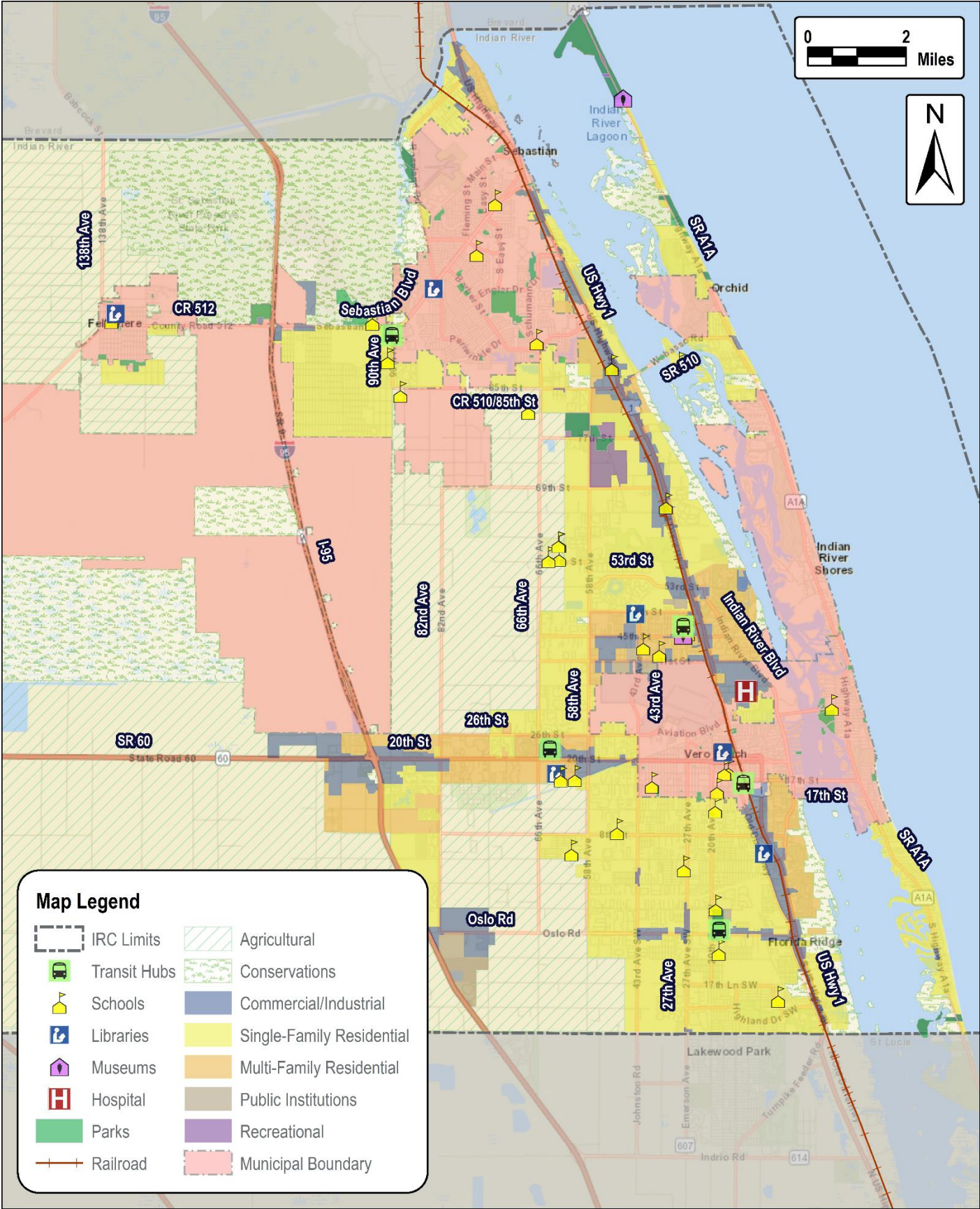
There are currently three points of connection between the mainland in Indian River County and the barrier island communities. As previously noted, the northernmost bridge is on SR 510/Wabasso Bridge Road and connects from US 1 in Wabasso to Wabasso Beach. The existing bridge has one lane of travel in each direction with bike lanes and barrier-separated pedestrian walkways on both sides. The Merrill P Barber bridge connects to Indian River Boulevard, north of SR 60, and Beachland Boulevard on the island. The bridge includes four lanes with a barrier separating the two directions of travel. There are buffered bike lanes on both sides of the bridge and barrier-separated pedestrian walkways. The southernmost bridge is located on 17th Street, to the south of SR 60. The bridge includes four travel lanes with a barrier separating the two directions of travel, and buffered bike lanes on either side of the bridge. There are no pedestrian walkways on the bridge.

FREIGHT ROUTES

An important element in developing the bicycle and pedestrian network is understanding where freight traffic is focused within the roadway network. Freight traffic is typically comprised of heavy trucks transporting goods within the community. Roadways that include a mix of heavy trucks, motor vehicles, bicyclists, and pedestrians present unique safety concerns. Heavy trucks present visibility concerns associated with vehicle blind spots. Large trucks also tend to have wider turning radii which can encroach on pedestrian facilities if not designed appropriately. Additionally, heavy trucks are not able to stop as quickly as smaller vehicles. Understanding which routes are more likely to serve higher volumes of heavy trucks can inform design decisions regarding bicycle and pedestrian facilities along those routes. The ideal design is to separate bicyclists and pedestrians from vehicular traffic wherever possible – particularly when there is a higher mix of heavy trucks in the motorized traffic.

Map 5 presents a map of the freight routes as well as roads with significant truck restrictions within Indian River County. I-95 serves as the primary north-south truck route. Other routes that serve as primary freight corridors include Oslo Road, US 1, 82nd Avenue, CR 510, and CR 512/Sebastian Boulevard.





Map 4 - Land Use Context



Map 5 - Freight Routes

WALKING & BICYCLING NETWORK

Indian River County's roadway network described above also forms the basis of the walking and bicycling network. The pedestrian network is comprised mainly of sidewalks, as indicated in Map 6. A number of roads have sidewalks on both sides of the roadway; however, some roads have physical constraints such as canals on one side which prevents sidewalks from being installed on both sides. In general, sidewalks are more concentrated in the denser municipal areas such as Vero Beach and Sebastian; however, the City of Fellsmere has few existing sidewalk facilities. The 2030 Indian River County Comprehensive Plan included policies that require sidewalks be installed on county roadways and on internal residential streets that met a minimum density threshold. Some neighborhoods, such as Vero Lakes Estates, which was constructed in



Figure 11 – Bike Route on Old Dixie Highway

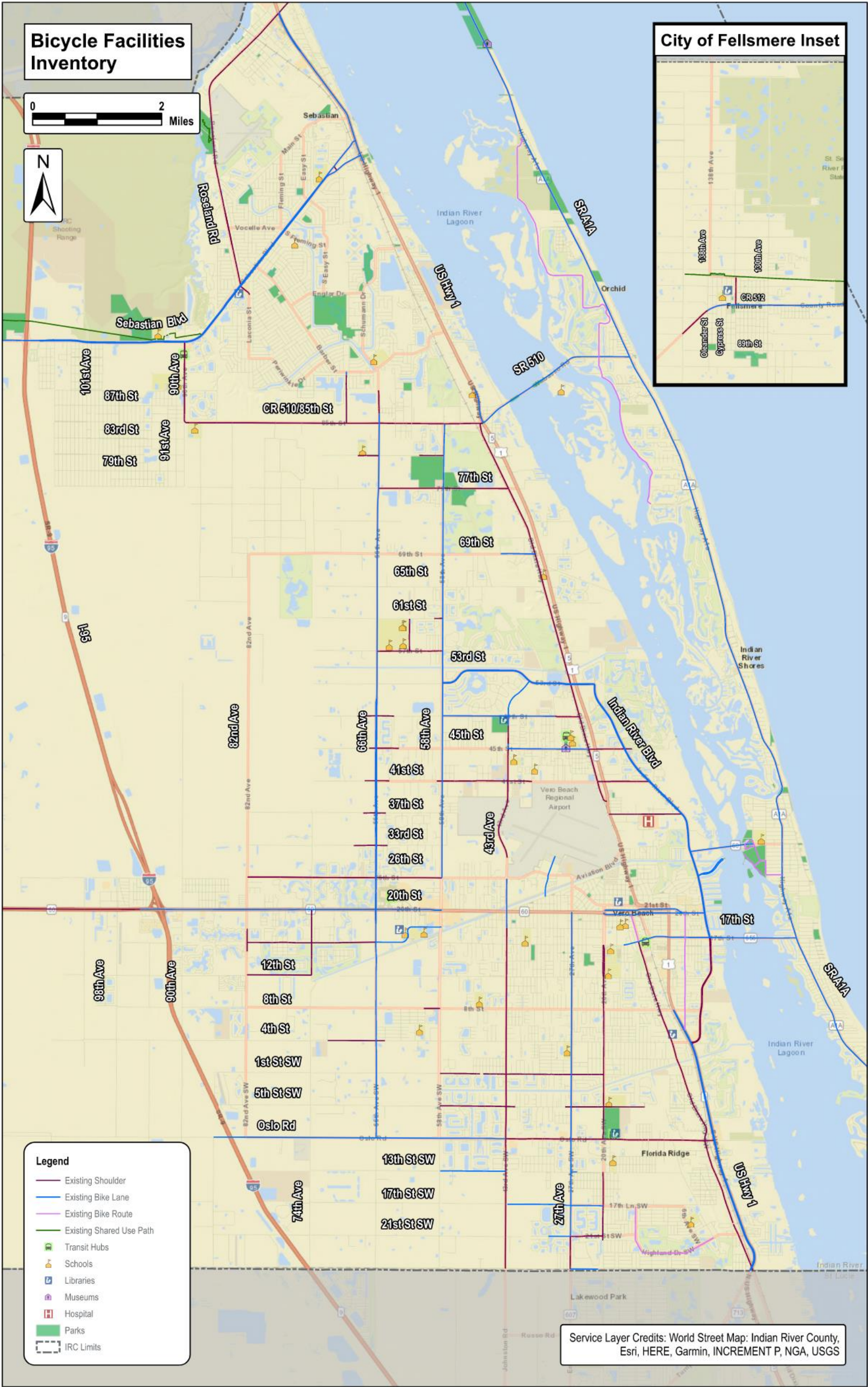
the early 2000s, were developed prior to the implementation of sidewalk requirements and have few sidewalk connections. The current sidewalk requirements have led to the construction of new sidewalks along a number of roadways; however, gaps remain along segments where no new development has taken place.

Indian River County has a mix of bicycle facilities, including paved shoulders; bike lanes, including some buffered facilities; bike routes, which are typically marked with a combination of signage and pavement markings (as shown in Figure 11), and shared use paths, as noted in Map 7. Paved shoulders, which are not a desirable type of facility, and marked bike lanes make up the majority of the existing bicycle network.

In some areas, although there are marked bike lanes, grass or other debris, such as sand or dirt, create obstructions within the bike lane, pushing bicyclists out into the travel lanes. Figure 12 shows an example of sand and grass encroaching on the bike lane on CR 512, as observed during a site visit in August 2023. Although there are some great shared use paths, the county lacks a cohesive trail system.



Figure 12 – Sand and grass encroaching on bike lane, westbound on CR 512, near N Hickory Street in Fellsmere



Map 7 - Bicycle Facilities Inventory

NETWORK HIGHLIGHTS

Indian River County features several remarkable facilities that attract bicycling enthusiasts and other active transportation users.

In addition to being a scenic route for motorists, **SR A1A** attracts many area bicyclists. Currently a segment of the roadway includes buffered bike lanes through Indian River Shores, beginning at Silver Shores Road and extending just north of SR 510. FDOT is recently completed a project that added 7-foot buffered bike lanes along SR A1A from just south of Jasmine Lane to just north of SR 60. In areas where there are sidewalks on both sides of SR A1A, pedestrian crossings have been installed in key locations. FDOT also has plans to resurface two SR A1A segments as well as a proposed bridge replacement over the Sebastian Inlet. These three projects will include a minimum of 7-foot buffered bike lanes and pedestrian upgrades.

Jungle Trail is an unpaved roadway on the west side of the barrier island in the northern end of Indian River County. Jungle Trail is a popular route for recreational cyclists and provides a scenic ride along the Indian River. The road begins at Old Winter Beach Road and extends north, ending in the Pelican Island National Wildlife Refuge.

The **Trans-Florida Central Rail Trail** follows the old rail line for the Fellsmere Railroad spur. The trail can be accessed from the Fellsmere Trailhead Preserve parking area on CR 512 via a gravel road that extends north and includes an information center and playground as shown in Figure 13. The trail extends east to a bridge over I-95 and the follows a southeasterly alignment. The trail crosses just south of the North County Pool and Sebastian River Middle School. The trail then jogs down a few low volume roads before passing through a section of woods and ending at a sidewalk on the north side of Sebastian Boulevard. Portions of the trail are paved and portions are gravel. The railroad line extends east of I-95 all the way to the City of Fellsmere; however, the pathway eventually becomes sandy and most bicyclists do not attempt to ride through the sand. There are plans to extend the trail all the way to the City of Fellsmere. This path is primarily used for recreation and during nicer months is very popular among all types of active transportation users.



Figure 13 – Fellsmere Trailhead Preserve Information Center and playground

To the east of US 1, **Indian River Drive** in Sebastian includes an 8-foot-wide sidewalk along the river front. The sidewalk provides a scenic path for active transportation users such as bicyclists, runners, or walkers. Riverview Park is located by the intersection of Sebastian Boulevard and US 1. Riverview Park serves as the primary event and gathering point for the City of Sebastian and hosts several major events and concerts on an annual basis. Figure 14 presents a view of the sidewalk along Indian River Drive, north of Riverside Park.



Figure 14 - A view of the sidewalk along Indian River Drive

NETWORK CHALLENGES

The roadway network in Indian River County primarily follows a grid pattern, with streets aligned east-west and avenues aligned north-south. Although this type of network typically creates added benefits for mobility by providing a variety of parallel routes, there are three major barriers within Indian River County that sometimes limit the availability of parallel routes.

The Florida East Coast **Railroad** (FEC), which began serving the local community in 1893, runs parallel to US 1 along the



Figure 15 - Improved railroad crossing near Old Dixie Hwy and 45th Street

east side of the county. The railroad helped many businesses, such as the citrus industry, to thrive and, at one time, there was a vibrant station located in the City of Vero Beach. The town of Fellsmere was developed around a link that extended west from the FEC in Sebastian. Recently, Brightline began operating high-speed passenger service along the FEC rail line. There are no stops in Indian River County; however, the company has improved railroad crossings, such as the one shown in Figure 15. Still, the railroad line creates a barrier to both motorized and non-motorized travel within the county. At present there are no grade-separated crossings within the county. As a result, portions of the community can be cut off from access to critical needs such as the hospital, when trains are running through the area. Additionally, the railroad limits the number of at-grade crossings allowed within the county, which, in turn, limits the level of east-west connectivity.

In 1912, Drainage Districts, including the Indian River Farms Company, were established. The Drainage Districts constructed the **canal system** that converted much of the land from wetlands into usable real estate. Over time, much of the county's existing road system was laid out along canal service roads. Figure 16 shows an example of one such canal that runs along 20th Avenue. The canals can act as barriers to travel. Where canals are present, a bridge is needed to allow crossings. At times there can also be long distances between canal crossings. Some roadways were constructed very close to a canal such that there is not adequate space to accommodate a sidewalk and maintain the open canal.



Figure 16 - A canal along 20th Avenue looking north near 17th Street

While the canals create physical barriers that can hinder travel within the grid network of roadways, there could also be some opportunities to enhance the non-motorized network. If local agencies can partner with the Drainage Districts, shared use paths could be constructed along some of the major canals. While this concept presents some political challenges, there could be great benefits. Not only would shared use paths along the major canals enhance connectivity for non-motorized users, there could also be measurable economic benefits to the community.

Also worth noting is the location of the Vero Beach Regional **Airport**, which is situated between US 1 and 43rd Avenue, between the City of Vero Beach and the Gifford Community. The airport occupies a large area of land, extending from 43rd Avenue in the west to the FEC rail line in the east, and from 26th Street in the south to 41st Street in the north. For security reasons as well as the physical limits of the runways, there are no east-west or north-south connections within the airport property. Figure 17 shows an aerial view of the Vero Beach Airport property, highlighting how it creates a barrier between the Gifford and Vero Beach communities. The walking distance between an origin on the north side of the airport and a destination on the south side of the airport can be 3 miles. While this equates to about a 7-minute drive for a motor vehicle, it could take over an hour for a traveler on foot.

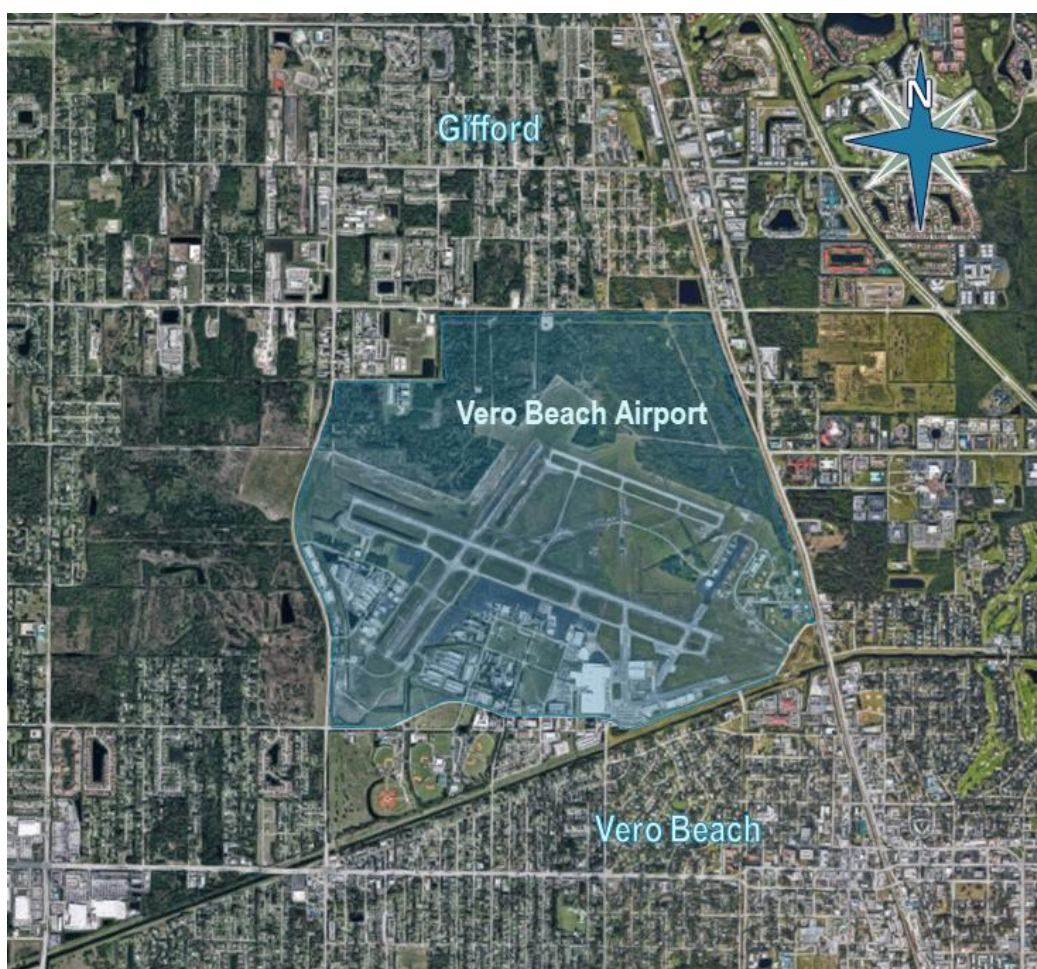


Figure 17 - Aerial showing location of Vero Beach Airport

PUBLIC TRANSIT

Public transit services have a symbiotic relationship with the bicycle and pedestrian network. In general, the first- and last-miles of trips made by transit involve either bicycling or walking. For individuals that are dependent on transit, the state of the bicycle and pedestrian network is critical to ensuring their safety and to providing a comfortable transportation experience. To that end, understanding how the transit network is laid out is key to developing a robust bicycling and pedestrian network.

GoLine has been providing fare-free public transportation services for Indian River County since 1994. The agency is operated by the Senior Resource Association and is funded by a combination of local, state, and federal sources. GoLine includes 14 fixed routes serving the urbanized portion of the county. The buses operate from 6:00 am to 7:00 pm on weekdays and from 8:00 am to 5:00 pm on Saturdays. An express service connection is provided from the IG Center Transit Hub to Indian River State College in the adjacent St. Lucie County. All routes operate at 60-minute headways on both weekdays and Saturdays. Map 8 presents the GoLine routes with the following major hubs noted:



Figure 18 - A GoLine bus in operation

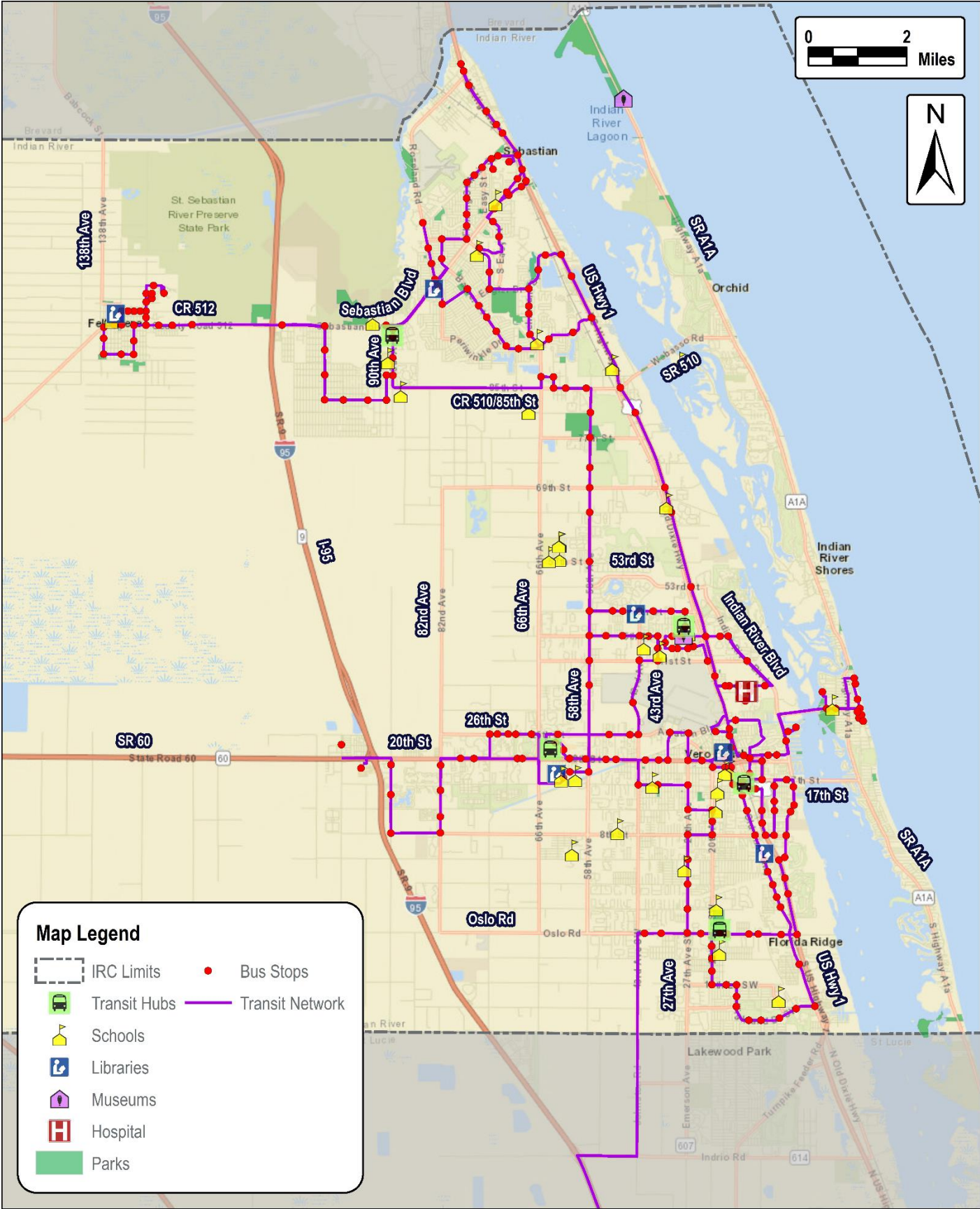
The **Main Transit Hub** (Vero Beach) is located on 16th Street adjacent to the railroad line. The facility includes a building with restrooms and covered waiting areas and walkways for passengers boarding and alighting buses. Transit riders can transfer between six different routes that stop at the hub. There is a sidewalk on the south side of 16th Street with a connection into the transit hub. Bicycle racks and a bicycle repair station are provided on site. Additionally, there is a parking available for personal vehicles. The site is fenced and there is a gate that closes off access during non-operating hours.

The **Indian River Mall Transit Hub** (Vero Beach) is located on the north side of the Indian River Mall on SR 60 by 66th Avenue. There are no sidewalk connections from the transit stops to external roadways. The buses stop at mall entrance #4 located on the north side of the mall. There are no bus shelters, however there are some benches located by the mall entrance. Signs indicating which routes stop at the hub are posted near the mall entrance. Passengers can transfer between five different routes at the stop.

The **IG Center Transit Hub** (Vero Beach) is located in the parking lot of the Intergenerational (IG) Recreation Center on Oslo Road. There is a sidewalk on the north side of Oslo Road adjacent to the site. A sidewalk connection is provided that passes through the parking lot and leads to the main entrance of the IG Center. The transit hub is located on the east side of the parking lot. There are no sidewalk connections along the parking lot to serve people walking to the transit hub. There are some transit shelters located along the east edge of the parking lot by the bus parking area. The hub serves four GoLine routes, including the express route to Indian River State College.

The **Gifford Health Center Transit Hub** (28th Ct, Gifford) is located at the north end of the parking lot for the Gifford Health Center. There is a sidewalk on the west side of 28th Court with a connection to the transit hub. The hub includes a single bus shelter and passengers can transfer between three different routes at the stop.

The **North County Transit Hub** (Sebastian) is located on CR 510/90th Avenue. The existing hub is located on the west side of the roadway, about 930 feet south of the intersection with Sebastian Road. The hub includes three bus shelters and two porta-potties. There is a sidewalk connecting the hub to Sebastian Road to the north and extending south to Sebastian River High School. The land surrounding the hub is agricultural; however, there are some commercial businesses on the east side of CR 510 by the intersection with Sebastian Boulevard, including a Publix shopping center. There are no marked pedestrian crossings on CR 510 adjacent to the transit hub. Indian River County has partnered with Florida Department of Transportation (FDOT) to construct a new transit hub as part of the CR 510 widening project. The new hub will include covered shelters and a restroom building. Construction on the new hub is expected to begin in 2025.





CHAPTER 3 - TRANSPORTATION METRICS

Bicycle & Pedestrian Master Plan | 2024

In addition to understanding what facilities are currently on the ground, certain performance measures can help reveal a picture of the health of the system. Additionally, these metrics can inform the identification and prioritization of projects. Performance measures considered as part of this evaluation include traffic safety, network quality, and network connectivity.

TRAFFIC SAFETY

The safety of transportation system users is a critical element of any transportation network. It is estimated that in the first half of life, more Americans die from motor vehicle crashes than any other cause, including cancer or the flu. In addition to the devastating loss of lives and impacts on the affected families, these injuries and fatalities often cause a shift in productivity and a disruption to social services, further breaking down the health of a community. Bicyclists and pedestrians are particularly vulnerable to fatalities and serious injuries when traveling on a network shared with motor vehicles.

A snapshot of bicycle and pedestrian crash trends was developed based on data available from Signal Four Analytics, which serves as the State of Florida's central database for crash data. Data available for the years 2017 through 2021 were reviewed. Over the five-year period, 535 crashes involving bicyclists or pedestrians were reported within Indian River County. These crashes resulted in 26 fatalities and 66 serious injuries. Figure 19 summarizes the proportion of all crashes, fatal crashes, and serious injury crashes that include bicyclists and pedestrians in Indian River County. Despite accounting for only 3 percent of the total crashes occurring over the five-year analysis period, **bicyclists and pedestrians account for 20 percent of all fatalities and 12 percent of all serious injuries.**

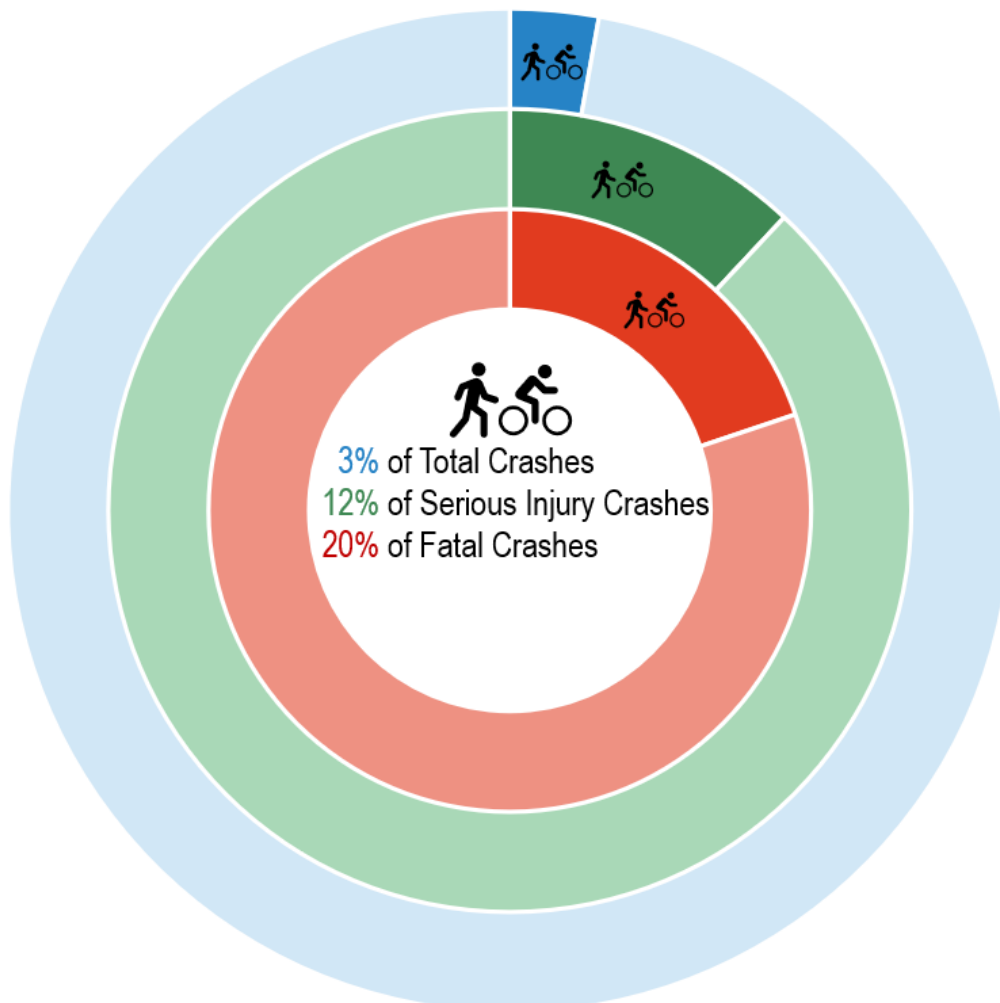


Figure 19 - Crash Trend Summary, 2017-2021

Indian River County Bicycle & Pedestrian Master Plan

Figure 20 summarizes bicyclist and pedestrian fatalities and serious injuries reported for the years 2017 through 2021. Overall, fatalities have remained relatively steady, with the exception of a drop in 2020. It should be noted that the COVID pandemic occurred during 2020 and resulted in atypical traffic patterns. Serious injuries also remained relatively steady with an increase in reported pedestrian serious injuries in the year 2021.



Figure 20 - Summary of Bicyclist and Pedestrian Fatalities and Serious Injuries, 2017-2021

Indian River County Bicycle & Pedestrian Master Plan

Table 1 provides a comparison of the recent crash analysis versus the summary of crash trends for the period evaluated in the previous bicycle and pedestrian master plan. While recent bicycle and pedestrian crash trends appear to be steady, the recent five-year period shows a dramatic increase in the number of crashes and fatalities versus the five-year period evaluated as part of the previous bicycle and pedestrian master plan study. The total number of bicycle and pedestrian crashes more than doubled, while the number of fatalities more than tripled. Meanwhile, serious injuries saw a considerable decrease versus the previous study.

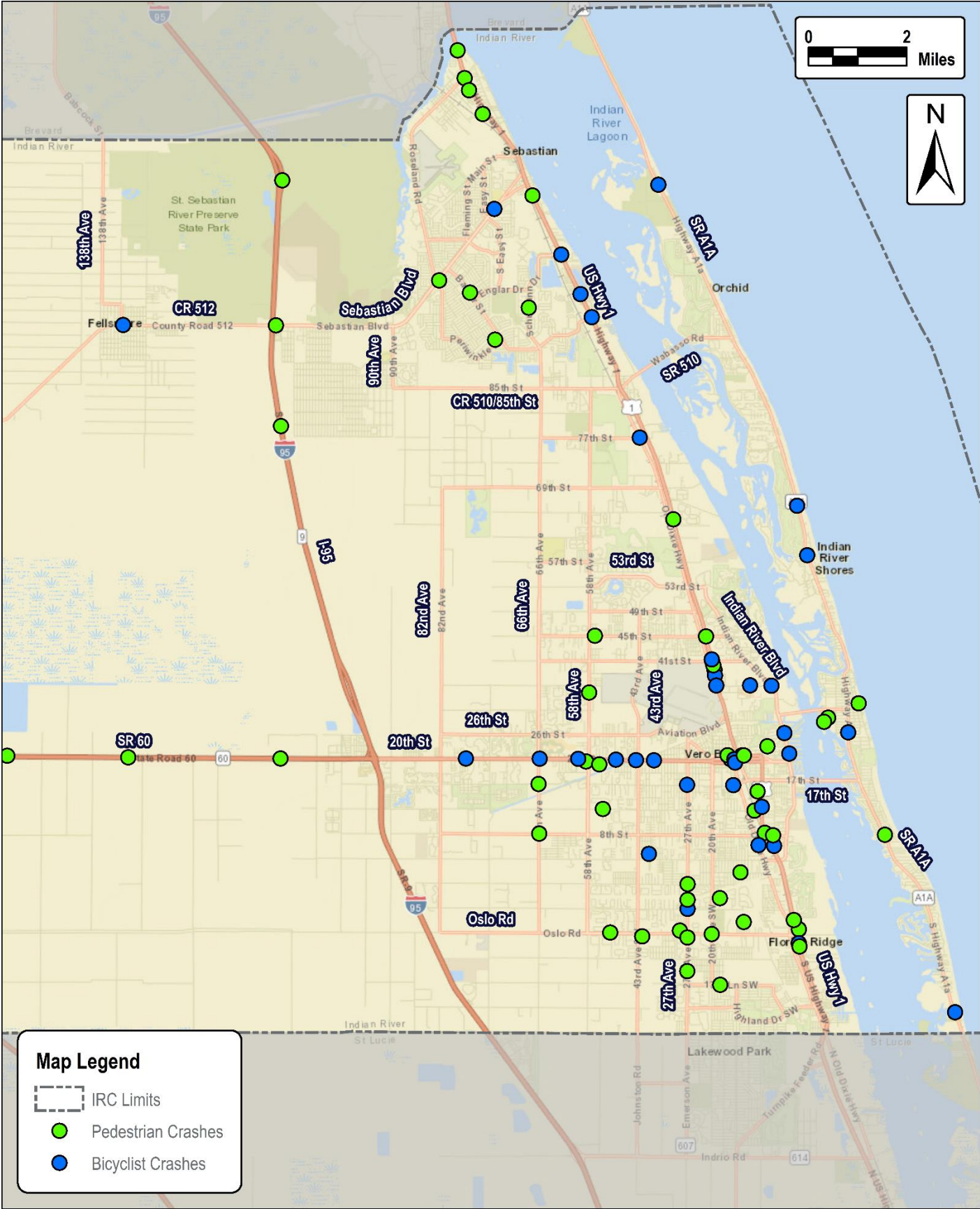
Table 1 - Five-Year Crash Summary Comparison with 2015 Bicycle and Pedestrian Master Plan

5-Year Period		Bike/Ped Crashes	Serious Injuries	Fatalities
2008-2012	Total	221	161	8
	Average	44.2	32.2	1.6
2017-2021	Total	546	66	26
	Average	109.2	13.2	5.2

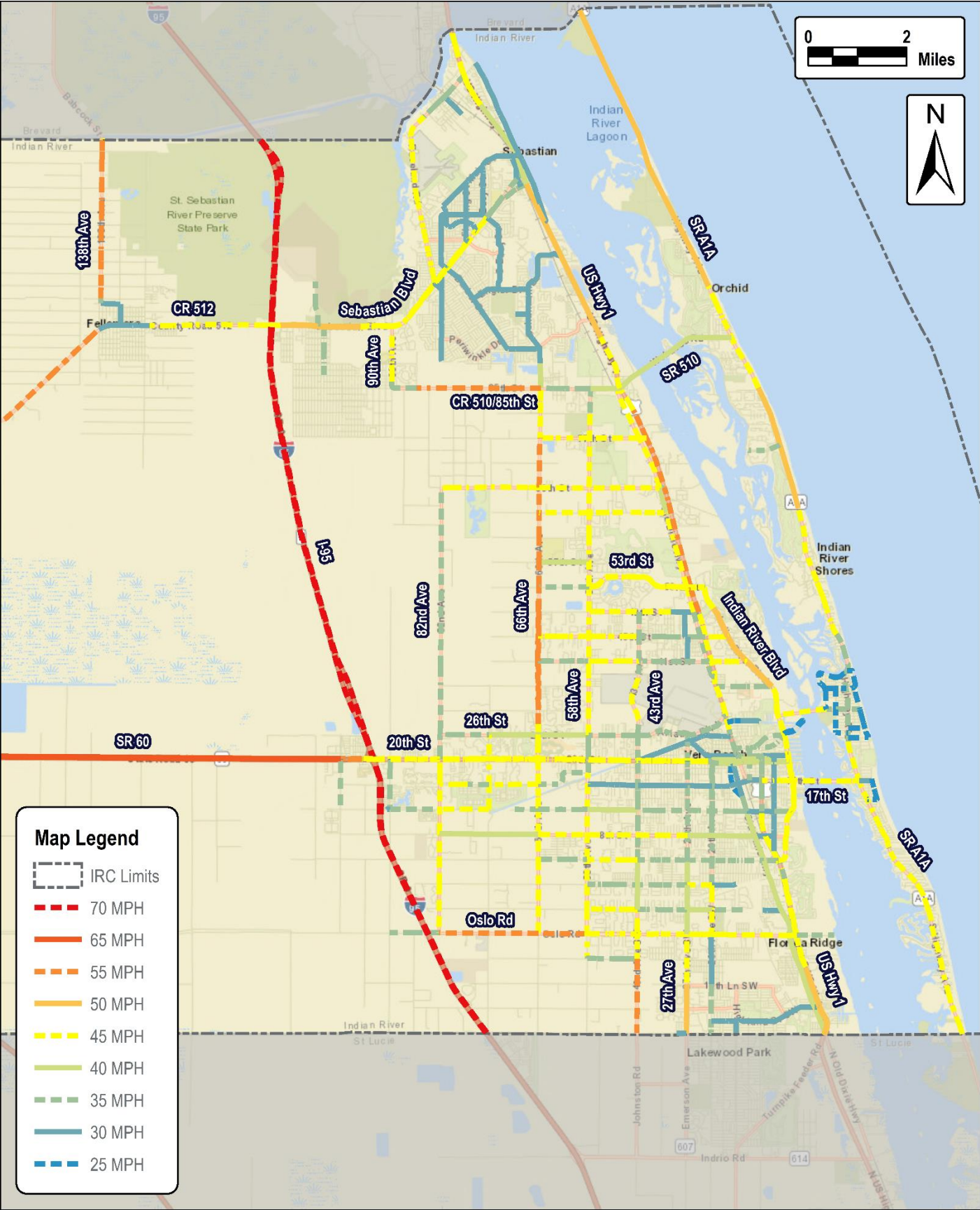
Map 9 shows the locations of bicycle and pedestrian fatal and serious injury crashes for the years 2017 through 2021. The map indicates that most of the reported fatal and serious injury bicycle crashes occurred along major arterials, including SR 60 and US 1. Pedestrian crashes were reported primarily in the municipalities and other developed areas. The locations with higher frequencies of fatal and serious injury crashes also experienced the highest frequencies of pedestrian and bicycle crashes in general.

Vehicle speeds play a critical role in determining the outcome of crashes involving pedestrians and bicyclists. If hit by a vehicle traveling at 20 mph, a pedestrian has a 90 percent chance of surviving the crash. However, that statistic reverses as speeds increase, with a pedestrian struck by a vehicle traveling at 40 mph having only a 10 percent chance of surviving the crash. Map 10 presents a map of the existing speed limits on roadways in Indian River County. Many of the roadways currently have posted speed limits of 45 mph, with 55 mph posted speed limits on some arterials. Within the municipalities and other developed areas, existing posted speed limits tend to be lower, falling in the 30 to 35 mph range.

Indian River County Bicycle & Pedestrian Master Plan



Map 9 - Vulnerable Roadway User Fatal and Serious Injury Crashes (2017-2021)



NETWORK QUALITY AND CONNECTIVITY

Connectivity refers to the presence of appropriate facilities needed to travel within the transportation system. Regardless of mode choice, it is essential to have an uninterrupted path of travel between your starting point and your destination. A truly robust transportation network provides continuous, comfortable routes for all forms of transportation, including motor vehicles, transit systems, bicycles, and pedestrians. Unfortunately, we do not live in an ideal environment; therefore, it is important that connectivity be evaluated to identify gaps within the network.

The 2015 Bicycle and Pedestrian Master Plan considered pedestrian and bicycle facility Level of Service (LOS) as a measure of users' perceived level of safety and comfort with respect to nearby motor vehicle traffic. Overall, the study found that the Indian River County roadway network had an average pedestrian rating of LOS D and an average bicyclist rating of LOS C. In early 2023, FDOT shifted away from using the LOS method to evaluate the bicyclist and pedestrian environment in favor of a newer method called Level of Traffic Stress.

Level of Traffic Stress (LTS) recognizes that different users have different tolerance levels for roadway conditions when traveling by foot or bicycle. Connectivity for pedestrians and bicyclists is more dependent on personal experience and the relative comfort of the environment provided. Whereas the roadway network for motorists is measured in miles, the connectivity of the transportation system for people in a wheelchair is measured in inches and a missing curb ramp or section of sidewalk can prevent travel entirely. Alternatively, the lack of a marked crossing at a particular location could discourage able-bodied people from crossing simply because they feel it is unsafe to do so, while other pedestrians will put themselves at risk to cross at an unmarked midblock location because it is the shortest path to their destination.

LTS is measured separately for pedestrians and bicyclists as detailed in the following sub-sections. For the purposes of this study, LTS analysis focused on roadways classified as either arterials or collectors. Most local streets provide an acceptable level of comfort regardless of facility presence given the lower vehicular speeds and volumes. The goal of the LTS analysis is to further enhance our understanding of the existing network. Mapping the LTS for both pedestrians and bicyclists helps identify gaps in the network. LTS measurements can also serve a useful role in prioritizing projects. It is important to note that LTS analysis is based on available GIS data. At times other factors could be present that would shift the LTS higher or lower in the mind of the user. Ultimately, LTS is just one measurement that helps complete the full picture of the transportation network – much like how taking a person's temperature is just one measurement in assessing their overall health.

PEDESTRIAN LEVEL OF TRAFFIC STRESS

A leading contemporary method used to evaluate conditions for people walking is **Pedestrian Level of Traffic Stress (PLTS)**. Based on empirical research over the past decade, the PLTS for a given street spans from conditions that are comfortable and appealing to all users to conditions that may be impassable for some people and used only due to limited route options. Figure 21 graphically shows the decreasing types of pedestrians that feel comfortable as the PLTS worsens.

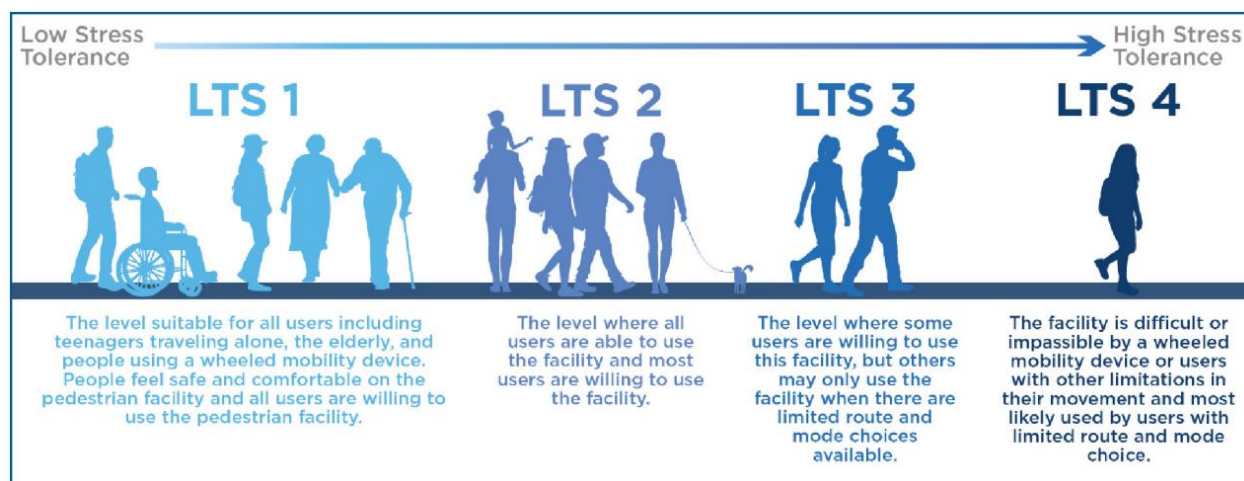


Figure 21 - Pedestrian Level of Traffic Stress by user type
(Source: FDOT 2023 Multimodal Quality/Level of Service Handbook)

Most residential streets generally provide comfortable conditions for walking because of the low traffic volumes and speeds. Data for roadways functionally classified as collectors and arterials was used to evaluate the LTS for roadways in Indian River County, with the results shown in Map 11. Notes regarding how the PLTS analysis was performed are provided in Appendix A. In accordance with the latest guidance published by FDOT in 2023, the following factors were incorporated in the analysis:

- Posted speed limit
- Presence and width of sidewalk on one or both sides
- Presence of lateral and/or vertical separation between the roadway edge and sidewalk

In general, the PLTS analysis indicates that there are some neighborhoods with lower PLTS scores; however, the major north-south routes exhibit PLTS 3 and 4. Additionally there is a lack of major east-west routes with lower PLTS scores. In particular, CR 512/Sebastian Boulevard, which connects Fellsmere with Sebastian, is a higher stress facility. There is also poor east-west connectivity in the southern portion of the county.

BICYCLE LEVEL OF TRAFFIC STRESS

Different people have different levels of comfort bicycling in traffic. Industry practice has identified four generalized types of bicyclists based on skill and experience level:

- Children and elderly
- Interested but concerned
- Enthused and confident
- Strong and fearless

The small proportion of the population who consider themselves strong and fearless bicyclists can navigate even the most stressful streets. Most bicyclists do not feel comfortable riding on high stress routes, which often deters many would-be cyclists from riding even short distances. An evaluation of the relative comfort of a given street for bicycling by these defined user groups is accomplished by mapping the Bicycle Level of Traffic Stress (BLTS). Figure 22 shows the decreasing range of bicyclists that feel comfortable on a given roadway as the BLTS worsens.

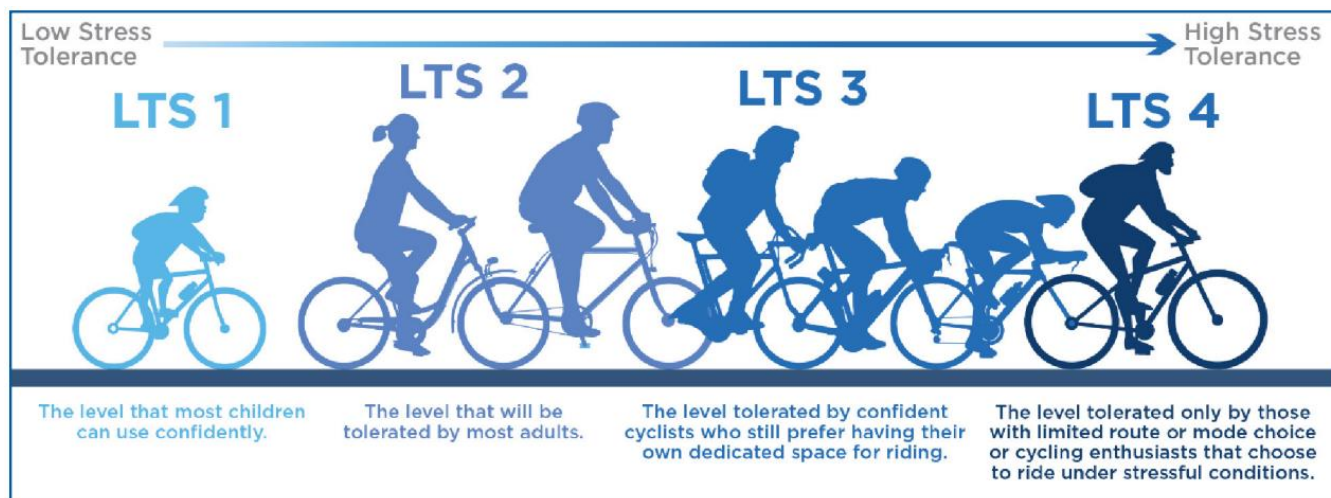


Figure 22 - Bicycle Level of Traffic Stress by user type
(Source: FDOT 2023 Multimodal Quality/Level of Service Handbook)

Bicycle LTS is calculated based on data for the roadways functionally classified as collectors and arterials as summarized earlier in this chapter. Local streets tend to have lower volumes and lower vehicular speed and are, therefore, perceived as more comfortable regardless of the presence of bicycle facilities. Map 12 presents the results of the BLTS analysis for Indian River County. Details regarding how the BLTS analysis was performed are provided in Appendix A. Following the latest guidance published by FDOT in 2023, several factors are considered when determining the BLTS of a specific bicycle facility:

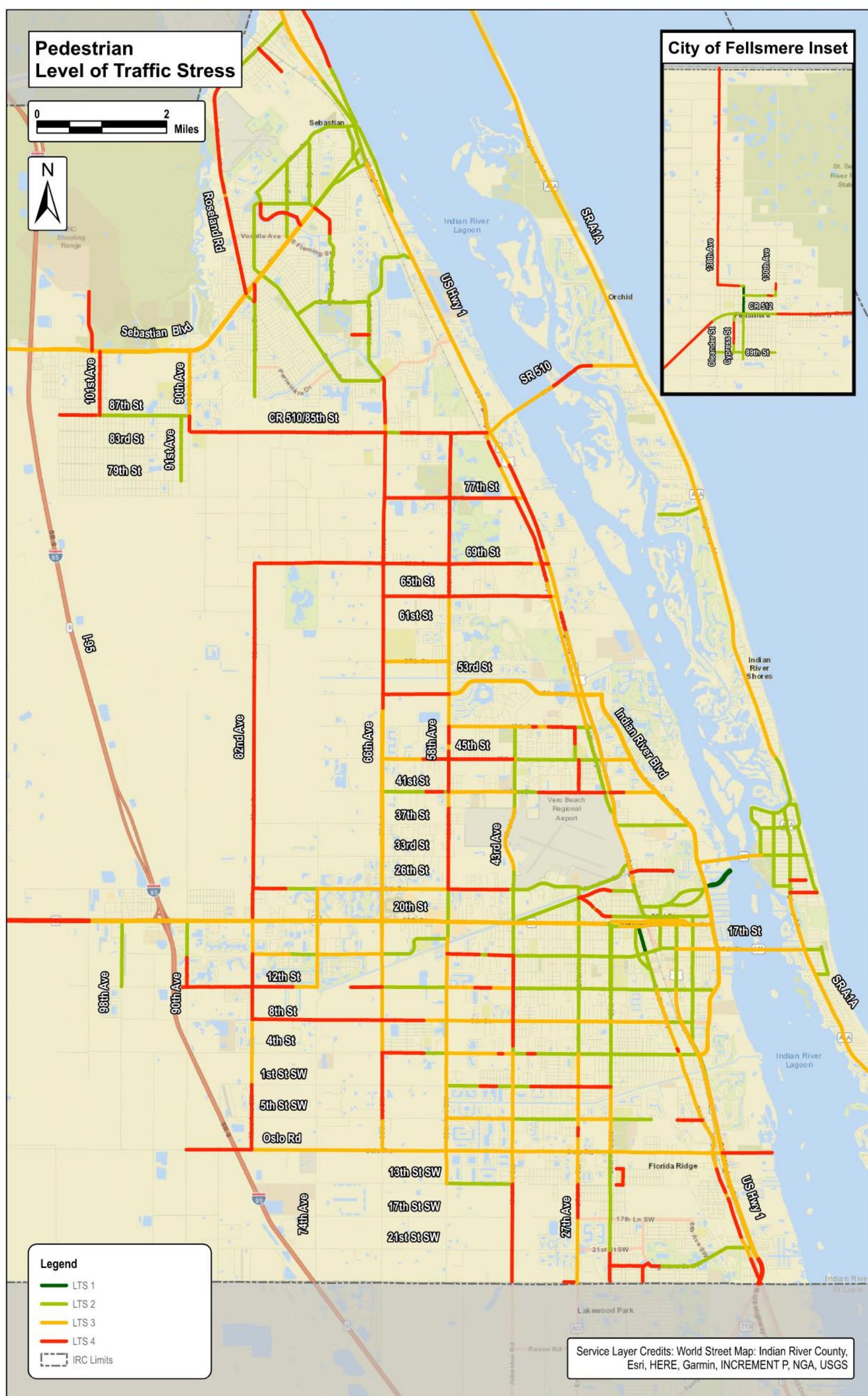
- Bicycle facility type
- Bicycle facility width
- Posted speed
- Separation from traffic
- Vehicular volumes

The BLTS analysis was based on GIS data, which is dependent on what information has been input into the database. Detailed refinements based on data collected in the field were not performed as part of this study; therefore, there could be segments that are considered more or less stressful by users.

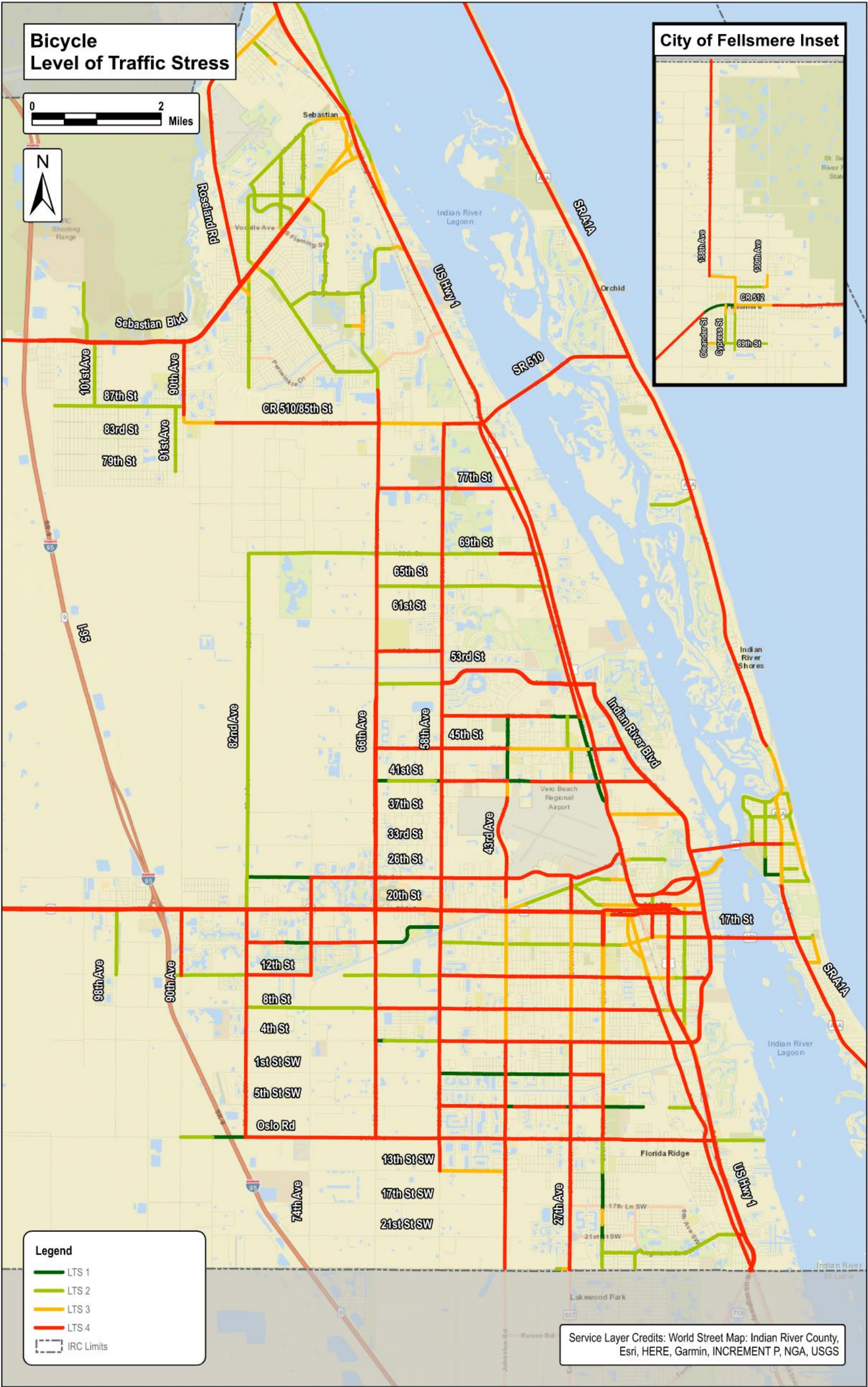
In general, much of Indian River County's arterials and collectors are considered BLTS 4. As noted in the existing conditions summary, the existing bicycle network is primarily comprised of paved shoulders and bicycle lanes. In most cases, the existing bicycle lanes are not buffered. The BLTS analysis results indicate that many of the existing facilities are not adequate to provide the desired level of comfort given adjacent roadway volumes and speeds. The BLTS analysis also indicates the need for a better connection between Fellsmere and Sebastian. Additionally, there is a need for both north-south and east-west connections with lower BLTS scores.

LATENT DEMAND FOR WALKING AND BICYCLING ACTIVITY

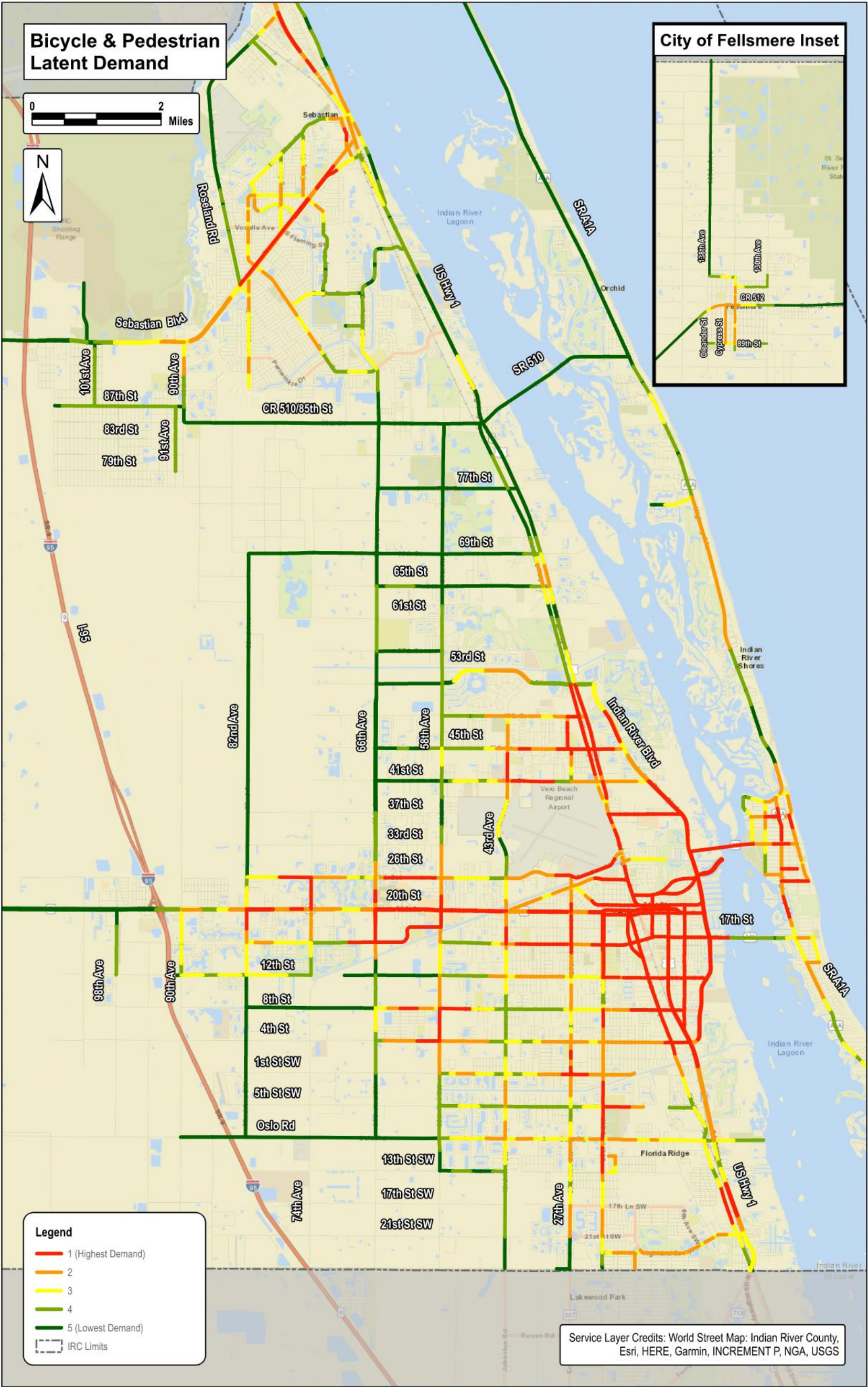
While determining LTS provides a measure of the existing comfort of a roadway segment, it is equally important to identify where there is a high propensity for walking and biking based on proximity to trip origins and destinations. Latent Demand for walking and bicycling activity serves as a useful way to visualize the county's land use mix and potential demand for non-motorized travel. The methodology employed for this study is a variation on the FHWA Latent Demand Score method that was also used in the 2015 plan. Map 13 presents latent demand for activity based on an aggregate score of future projected data for employment, school enrollment, and population near road segments. Details regarding how the analysis was performed are included in Appendix A. The map indicates that there is likely high demand for walking and biking in the municipal areas within Indian River County. While some of the less developed roadways, such as 82nd Avenue, CR 510, and portions of Oslo Road currently indicate lower levels of pedestrian demand, it is important that the needs of pedestrians and bicyclists be considered as these areas develop in the future. It should also be noted that the latent demand analysis places emphasis on land uses in close proximity to the roadways; however, Indian River County has an active cycling community, including many recreational cyclists. These members might desire to bicycle on a roadway because of scenic views or because it provides a connection to another route, and not only based on nearby land uses.



Map 11 - Pedestrian Level of Traffic Stress (PLTS)



Map 12 - Bicyclist Level of Traffic Stress (BLTS)



Map 13 – Latent Demand for Walking and Bicycling



CHAPTER 4 - PUBLIC ENGAGEMENT

Bicycle & Pedestrian Master Plan | 2024

PUBLIC ENGAGEMENT

While existing infrastructure maps and crash data provide a snapshot into the current state of the bicycle and pedestrian network, they are only part of the full picture. Through public engagement activities, local knowledge and experiences can be incorporated into the development of the plan. To this end, a series of public workshops was hosted at geographically distributed sites around the county. Public workshop materials were also made available online and a public comment form was posted on the MPO website. Additionally, MPO and consultant staff hosted a workshop at a local high school to educate students about the plan and gather their feedback regarding bicycle and pedestrian facilities within the community. A summary of the public workshop events is provided in Appendix A.

PUBLIC WORKSHOPS

Four public workshops were held in person over a two-day period in the fall of 2023. The workshops were hosted at the following locations and times:



Figure 23 - Welcome Station for North Indian River County Library

- Gifford Youth Achievement Center
10:00 AM, September 19, 2023
- IRC Intergenerational Recreational Center
5:30 PM, September 19, 2023
- Vero Beach Community Center
10:00 AM, September 20, 2023
- North Indian River County Library
2:00 PM, September 20, 2023

The workshops were conducted in an open house format with seven poster stations, as shown in Figure 24. Large format maps were set out on tables and attendees were invited to place post-it notes with comments on the maps, as shown in Figure 25. MPO and consultant staff were present at each meeting to answer questions and facilitate discussions regarding the bicycle and pedestrian network in Indian River County. Following the workshops, map comments were photographed and documented.



Figure 24 - Poster Stations at IRC Intergenerational Recreational Center



Figure 25 – Discussions around map stations

Comment forms were made available during the workshops, as shown in Figure 26. The forms included two survey questions about the respondent's walking and biking habits. One open ended question asked the respondent to note any locations where they see either issues or opportunities to improve safety or add facilities for bicycling or walking. Additional space was provided for any further comments.

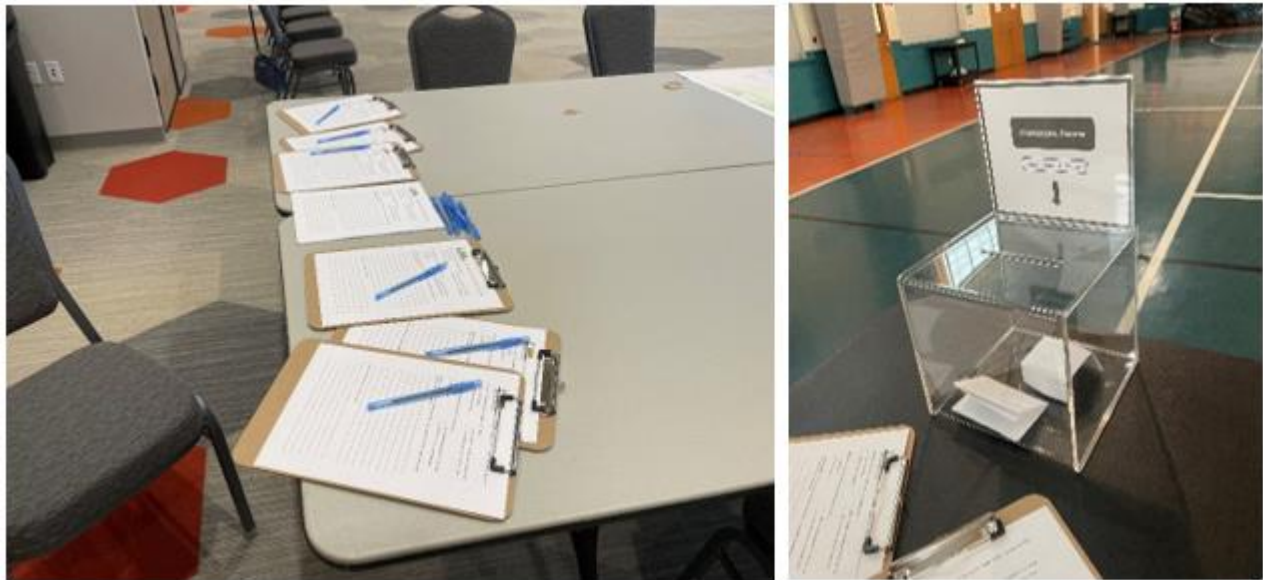


Figure 26 - Comment forms and collection box

Following the public workshops, the poster station materials were made available on the MPO website and an online form version of the survey was posted. Some community members also chose to submit comments to the MPO via email.

YOUTH OUTREACH

Younger community members can be too young to legally drive a vehicle or don't always have unlimited access to a personal vehicle. As a result, biking and walking can be far more important to younger community members such as middle and high schoolers. To ensure that youth were engaged in the planning process, the project team spent a day at a local high school teaching students about the planning process and listening to their thoughts on biking and walking in Indian River County.

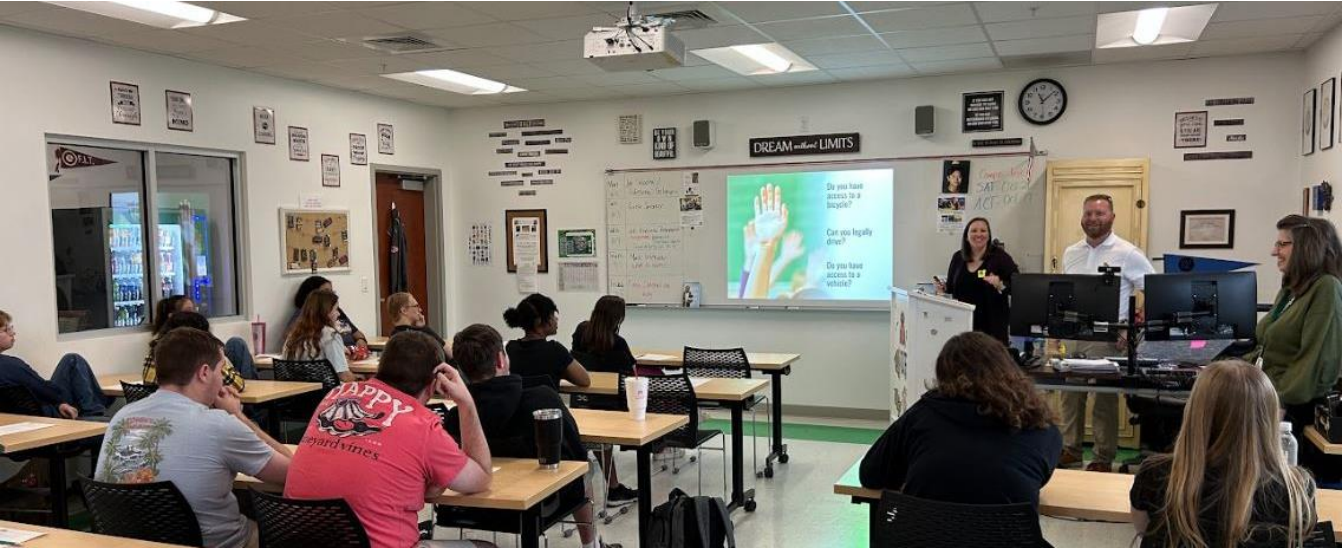


Figure 27 - Youth outreach at a local high school

WHAT WE HEARD

The majority of survey respondents walk or ride bicycles recreationally. No respondents self-identified as commuting to work by foot or by bicycle. Figure 28 summarizes the walking and bicycling habits reported by the survey respondents.

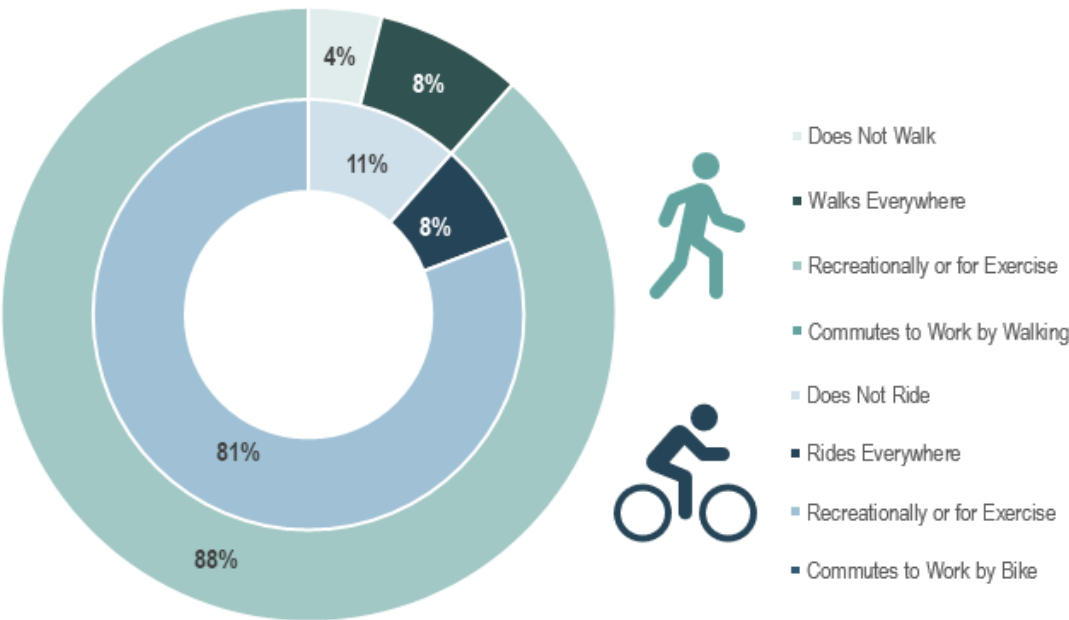


Figure 28 - Walking & Biking Habits of Survey Respondents

Figure 29 presents just the walking and biking habits reported by high school students. For the students surveyed, a larger portion reported that they do not walk, with more than half reporting that they do not ride a bicycle. The majority of student responses indicated that they walk for recreation or exercise, while just under a third ride bikes recreationally or for exercise.

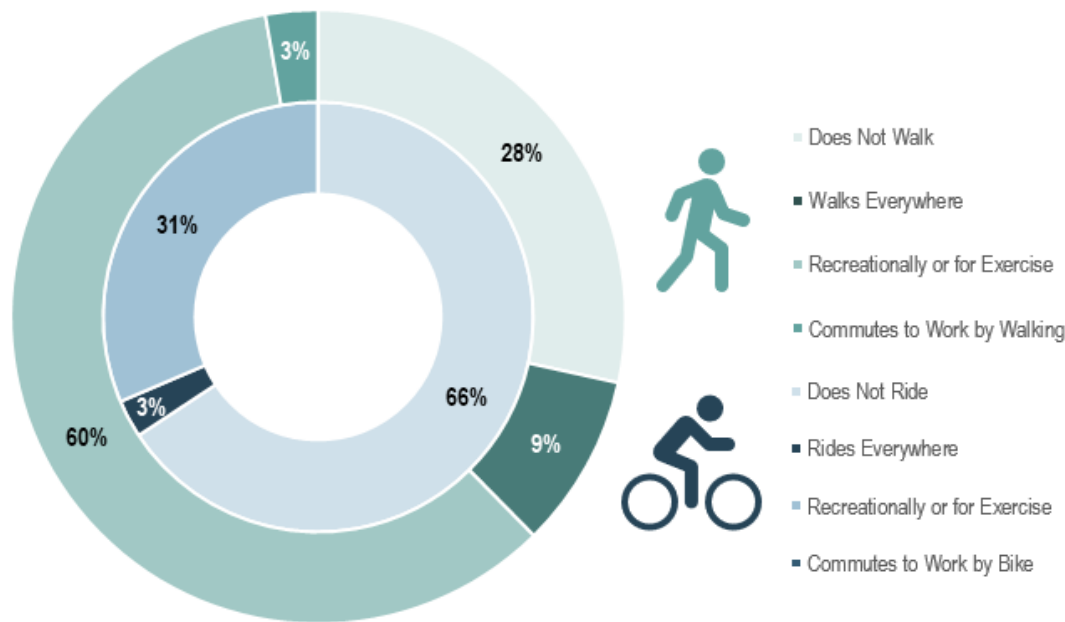


Figure 29 - Walking & Biking Habits of High School Respondents

High school students were also asked how they travel to jobs and extracurricular activities. Responses indicated that most students who had jobs or extracurricular activities either drove themselves or relied on someone else to drive them to the place of employment or the activity. Figure 30 summarizes the responses.

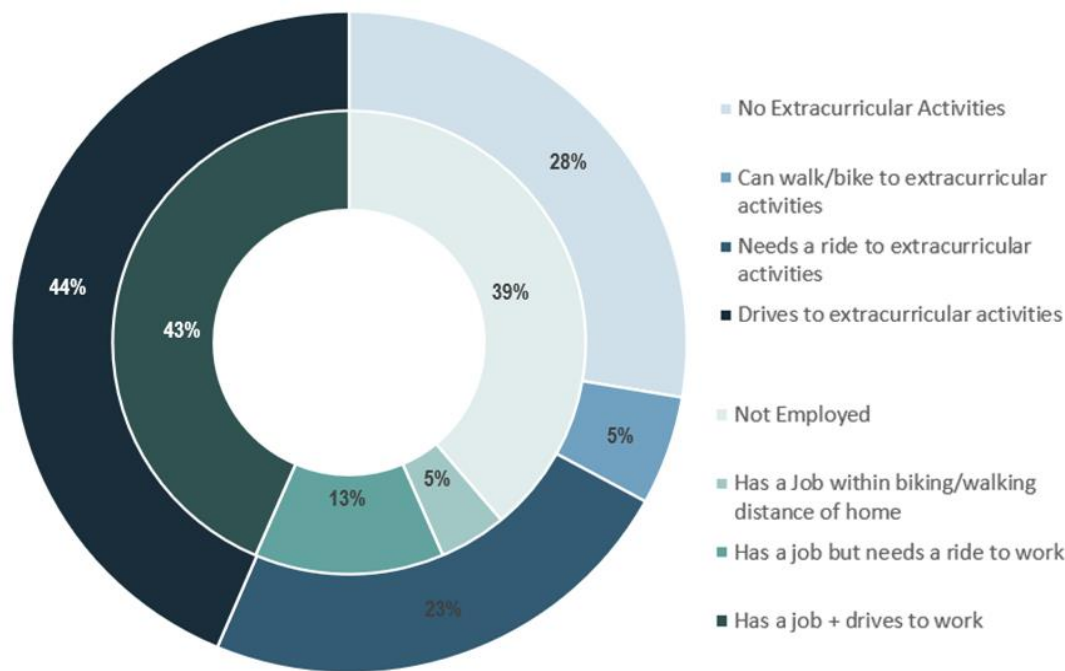


Figure 30 - High School Student Means of Transportation to Activities and Work

When asked open ended questions about locations that work well or places where there are opportunities for improvement, participants provided a mix of responses. Figure 31 presents the locations that were mentioned more than once (whether positive or negative) and the frequency of comments that noted each location. The figure reflects comments received through public surveys, map notes, online comments, emails, and high school surveys.

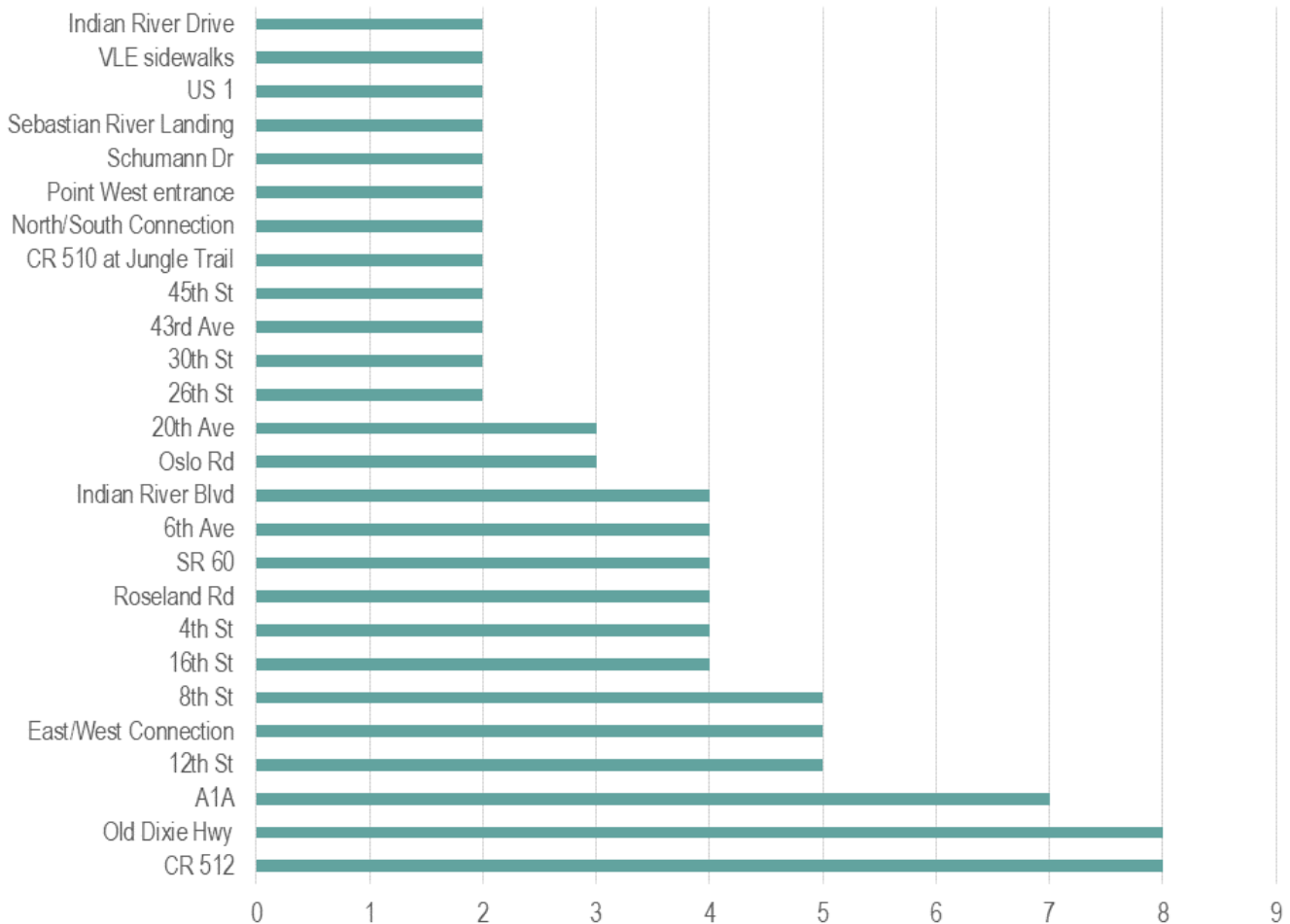


Figure 31 - Top Locations and Frequency of Mention

A key element that came up in many conversations and comments during the public engagement was safety. Some participants noted that they would like to walk or bike more but do not feel safe doing so. Safety concerns included the speeds of vehicles traveling on roadways, limited or no crossings, and the lack of facilities in some locations. Some participants mentioned that existing bicycle facilities can feel narrow and there were also requests for enhancements to bicycle buffers, such as physical barriers or Audible Vibratory Treatments that alert drivers when their vehicle begins to cross into a bicycle lane. One respondent mentioned safety concerns associated with parked cars, delivery trucks, trash bins, and sand or other debris blocking bicycle lanes. Other participants voiced concerns for the safety of vulnerable users, including people with mobility aids currently travelling to destinations on corridors with no sidewalks, as well as children walking and biking to school in areas where there were gaps in facilities.

STAKEHOLDER FEEDBACK

The project team held interviews with agency staff, institutional partners, and local advocates to gain a better understanding of how the existing policies have been functioning and where improvements are needed. The interviews also addressed where the processes in place to deliver projects and programs could be improved. This feedback received during the interviews is summarized below and provides the basis for the plan's corresponding recommendations to revise policies and improve project delivery.



Figure 32 - A stakeholder interview session held at the Indian River County Administration Building

Key policy and project delivery takeaways from stakeholder interviews:

- **The places people seek out and find desirable to walk and bicycle in Indian River County are those that are safe, comfortable, and feature the natural environment.** There is a need to highlight, connect to, and expand facilities along and within streets and parks that front the Atlantic Ocean and Indian River. Examples include Jungle Trail, sidewalks and bike lanes along Highway A1A, the Fellsmere rail trail, and the Lagoon Greenway.



Figure 33 - A bicyclist using the Sebastian pathway along the riverfront

- In addition to recreation, there is **a need for enhanced pedestrian safety and access**. There are many residents who are unable or choose not to drive, and the perception is that more needs to be done so all residents can get where they need to go with or without a car. The issues include the need for **more dedicated pedestrian crossings** of major streets, **filling gaps in the sidewalk network**, and **moderating traffic speeds** in community hubs where people want to access destinations such as local businesses and schools.
- Roadway projects are often catalyzed by adjacent land development, which results in piecemeal modifications and roadway corridors that have fluctuating configurations and discontinuous sidewalks.
- The existing design guidance provided by state standards and land development regulations is generally sufficient, but the majority of projects are modifying existing roadways rather than building entirely new roadways. Ultimately **there is a disconnect between ideal roadway configurations and what is achievable** in typical projects that start with existing roadways.
- The focus of public requests has been on increasing paved roadway widths during resurfacing to add bike lanes. However, the reconstruction of the roadway base and drainage modifications required for widening is often beyond the scope and budget for resurfacing projects, particularly where the available right of way is limited and sidewalks are also needed. As a result, **there is the need for clear guidance on what can be addressed during resurfacing**.
- While much of the discussion has focused on bike lanes, there is also a demand for dedicated facilities for walking and bicycling, such as shared use paths, along corridors where more people prefer to be separated from motor vehicle traffic. As a result, **there is the need for clear guidance on the conditions where shared use paths would be preferred** over traditional striped bike lanes.
- The 2015 Bicycle and Pedestrian Master Plan's policies content included extensive goals, objectives, and policies that were comprehensive but ultimately not routinely referenced or applied by agency partners in managing transportation projects and decisions.

SCHOOL-RELATED FEEDBACK

Discussions with the Transportation Director for the Indian River County School District revealed that there is a need to fill in sidewalk gaps around schools. The school district is required to provide school bus transportation services for students outside a two-mile radius around each school; however, the school district is currently expending resources to bus students within the two-mile radius because of walking hazards. These hazards typically include a gap in the sidewalk network that creates unsafe conditions for students walking to school. The district's transportation director indicated that some buses are being filled by students from just one or two communities that are within two miles of an elementary school. Filling in existing sidewalk gaps around schools would not only enhance the pedestrian infrastructure for the neighborhoods but would also allow the school district to focus their resources on providing transportation services for students who are beyond the two-mile radius for each school.

ACCESSIBILITY FEEDBACK

As part of the stakeholder engagement an Orientation and Mobility (OM) Specialist for Lighthouse for the Blind was interviewed. OM Specialists are highly trained experts who work with vision impaired individuals to help them learn techniques for navigating their communities. Because of their training and experience, OM Specialists can provide unique insight into the needs of vision impaired travelers in the community. These needs are particularly important to consider as part of a bicycle and pedestrian plan because vision impairments prohibit a person from operating a motor vehicle. As a result, vision impaired individuals must rely on walking, public transit, and/or other drivers for their travel needs.

Key insights gleaned from the OM Specialist include:

- There can be lots of inconsistency in where curb cuts, detectable warning strips, and pedestrian push button detectors are located. This can create confusion for vision impaired pedestrians. It is helpful when push buttons provide directional information and that the buttons are lined up with the curb ramp.
- Faded crosswalks can be very confusing for pedestrians with low vision.

- In some places it can be very challenging for a vision impaired resident to get an audible signal installed at a traffic signal or a crossing location. Having a system in place for addressing these needs can streamline the process and get assistive devices installed more quickly. For example, Broward County has an easy process that simply requires residents to submit a request via email to the county engineer. Audible signals are then installed within three to four weeks.
- Maintaining landscaping along sidewalks is important to help reduce tripping hazards. This is particularly important in locations with trees along the sidewalk.
- One key challenge for using public transit can be the absence of pedestrian crossings near bus stops. This is particularly difficult when the stops are along a wide arterial.
- Tactile devices are incredibly helpful for navigating with a vision impairment. Tactile Direction Indicators (TDIs) can be used by vision impaired persons to navigate open spaces, to identify the location of a crosswalk, and to align themselves with a crosswalk. TDIs can be particularly helpful at roundabouts.



CHAPTER 5 - PROJECTS

Bicycle & Pedestrian Master Plan | 2024

PROJECT IDENTIFICATION

The project identification process began by using the existing conditions analysis to identify gaps in the existing pedestrian and bicycle networks. MPO staff gave added input regarding planned projects that are currently listed in the Long Range Transportation Plan (LRTP). Comments received during the public engagement process were also taken into consideration when determining project types and locations. Throughout the process, MPO staff provided input to supplement existing data and public input. Ultimately, a Bicycle and Pedestrian Vision Network was created that shows the desired network regardless of budget and/or construction constraints. The proposed network of pedestrian facilities is shown in Map 14 and the proposed network of bicycle facilities is shown in Map 15. A full project list is included in Appendix C.

The project identification process also took into consideration right-of-way (ROW) constraints and other potential issues that would make a project infeasible. For example, when looking to enhance east-west bicycle connectivity, ROW limitations and drainage concerns were identified on 16th Street and 8th Street between 58th Avenue and 20th Avenue. In some sections of 16th Street, the ROW is as narrow as 35 feet, which considerably limits what can be incorporated into the space. Although it would be desirable to have bicycle facilities along these corridors, the installation of adequate bicycle facilities is not considered feasible. Instead, alternative corridors such as 12th Street and 4th Street were identified as more viable east-west bicycle connectors.

In general, a primary goal of the Vision Network is to enhance connectivity both within localized neighborhoods in the county, and between communities. The plan seeks to provide connections between Vero Beach, Sebastian, Fellsmere, and the barrier island communities. Additionally, facilities were identified that would create a loop around the urbanized areas in the southern portion of the county. Connectivity can be better achieved by enhancing north-south and east-west corridors within the county.

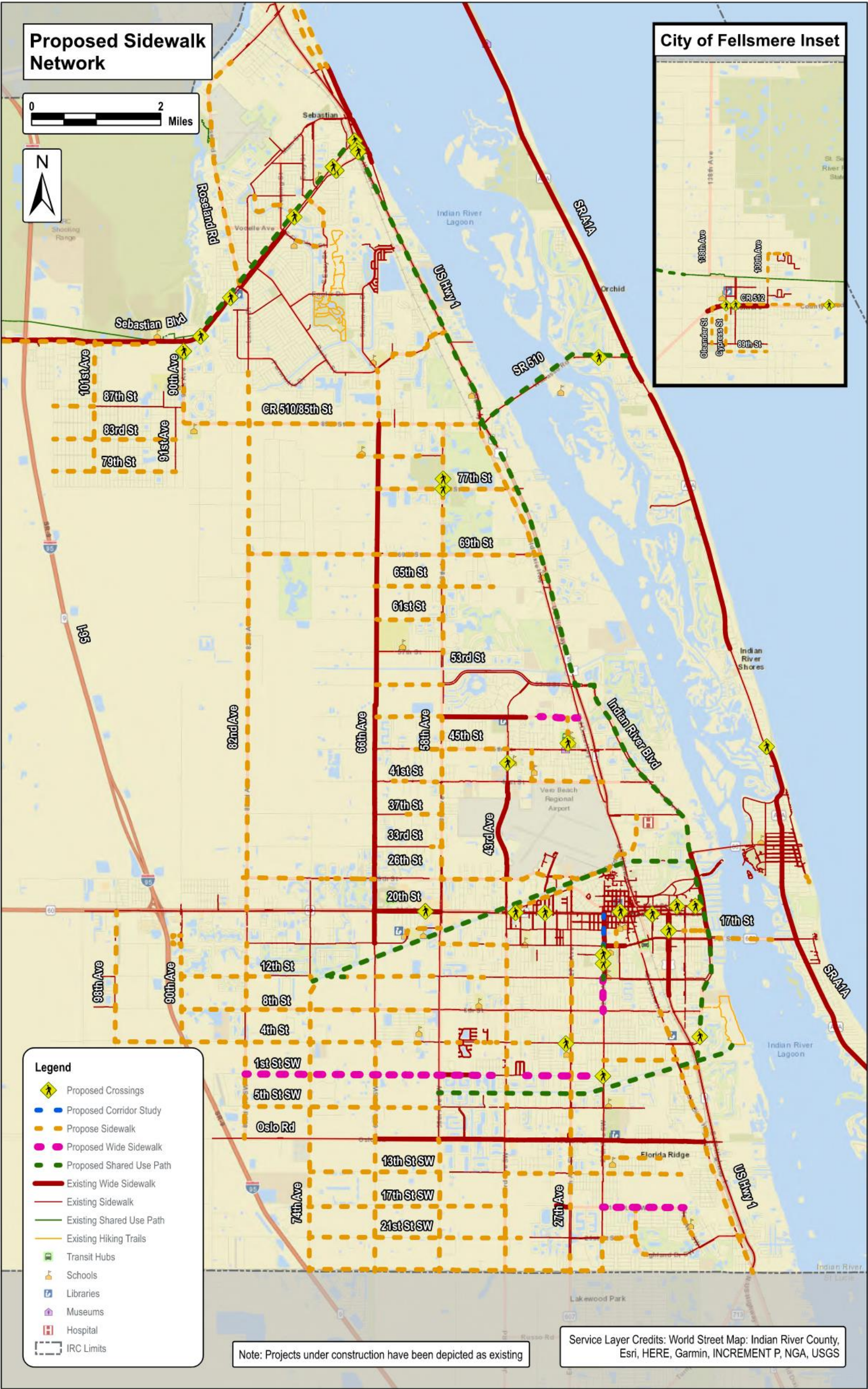
Safety is another key goal for the plan. The Vision Network seeks to address safety concerns for pedestrians and bicyclists. In addition to designating proposed linear facilities, such as sidewalks and bicycle lanes, the plan also identifies crossing locations. These crossing locations would include enhanced features like Rectangular Rapid Flashing Beacons (RRFBs) or pedestrian signals to help pedestrians and bicyclists cross vehicular paths more safely.

Plans such as this serve both proactive and reactive functions. By establishing a Vision Network that identifies how the community would like the future bicycling and pedestrian network to look, decisions regarding proposed land development projects, routine maintenance activities, and larger roadway capacity projects can look for ways to further advance projects in the Vision Network. Additionally, local agencies can look for opportunities to implement stand alone projects that fit within the overall plan for the bicycle and pedestrian Vision Network.

PROJECT TYPES

Projects developed as part of this plan were categorized into project types as follows:

- **Sidewalk** – A 5-foot-wide concrete sidewalk
- **Wide Sidewalk** – An 8-foot-wide concrete sidewalk
- **Shared Use Path** – A 12-foot-wide asphalt path that serves both pedestrians and bicyclists
- **Bike Route** – A roadway marked by signs and shared lane (sharrow) pavement markings. This facility type is recommended for low speed, low volume roadways where motor vehicles and bicycles would share the travel lane.
- **Buffered Bike Lane** – An exclusive travel lane for bicycles adjacent to motor vehicle travel lanes. This facility would ideally be buffered, with additional lateral or physical separation provided as motor vehicle speeds and volumes increase. Specific design details could vary based on elements specific to each corridor.
- **Crosswalk** – A crossing location marked with pavement markings
- **Rectangular Rapid Flashing Beacons (RRFBs)** – A marked crossing with signs. Pedestrian push buttons are used to turn flashing lights on to notify drivers that a pedestrian is crossing or intending to cross. This crossing type is limited to roadways with posted speed limits equal to or less than 35 mph.
- **Enhanced Crossing** - For facilities with posted speed limits equal to or greater than 35 mph, enhanced crossing designs such as pedestrian signals with refuge islands should be considered based on a site-specific evaluation.



Map 14 - Proposed Sidewalk Network

PRIORITIZATION CRITERIA

The Vision Network presents a picture of the future desired bicycle and pedestrian network; however, funding sources are limited and the cost of constructing the full network is beyond what can be reasonably funded over the next decade. By prioritizing the projects in the Vision Network, a set of prioritized projects was developed that will allow the county to strategically focus resources and proactively advance pedestrian and bicycle projects.

The previous bicycle and pedestrian plan update used benefit-cost ratios to prioritize projects for implementation. The formula used to develop the ratios incorporated Level of Service (LOS) measures, latent demand, and public input to estimate project benefits and the costs considered estimates for the different facility construction costs. Today there are a variety of funding opportunities that consider additional factors that were not reflected in the previous update's benefit-cost ratio analysis, such as safety and equity impacts.

The Federal Bipartisan Infrastructure Law (BIL) was passed in November 2021 and provides \$550 billion over fiscal years 2022 through 2026. The BIL continues the Transportation Alternatives program which has been used to fund pedestrian and bicycle infrastructure projects in Indian River County in the past. In previous years the MPO has received approximately \$460,000 from the Transportation Alternatives program; however, in 2024, FDOT District Four will allocate approximately \$1.4 million to the Indian River County MPO. Additional funding opportunities are available through the BIL, which places a special emphasis on safety and equity. With this in mind, prioritization criteria were established based on elements that fit with BIL criteria in an effort to strengthen Indian River County's opportunities to pursue additional funding.

The priority scoring system is outlined as follows:

Safety	Serves a high injury corridor = 1 point <i>Based on fatal and injury crashes for bicyclists and pedestrians for the years 2017 through 2023*</i>
Comfort	Existing corridor is LTS 3 or 4 = 1 point <i>Based on the assumption that the proposed facility would reduce the Level of Traffic Stress for pedestrians and/or bicyclists</i>
Equity	Serves a historically disadvantaged community = 1 point <i>Based on the Climate and Economic Justice Screening Tool</i> Serves an Area of Persistent Poverty = 1 point <i>Based on USDOT Equitable Transportation Community Tool</i>
Connectivity	Fills a facility gap = 1 point <i>Based on existing pedestrian and bicycle facilities inventory</i>
Access	Located near school = 1 point <i>Based on a 1-mile radius for pedestrian facilities and a 2-mile radius for bicycle facilities</i> Located near a civic destination = 1 point <i>Based on a ¼ mile radius for pedestrian facilities and a 1-mile radius for bicycle facilities</i> Located near a transit stop = 1 point <i>Based on a ¼-mile radius for pedestrian projects and a 1-mile radius for bicycle facilities</i>

**Note – Although existing conditions looked at crashes through 2021, more recent crash data was incorporated into the prioritization process.*

COST ESTIMATES

Cost estimates were developed for each project type based on typical FDOT pay items and historic unit costs for local projects, with the exception of proposed bicycle lane projects. The plan calls for buffered bicycle lanes that would be striped on the roadway. These types of facilities are not typically installed on a stand-alone basis. Rather, it is anticipated that bicycle lane projects would be delivered as part of roadway resurfacing or widening projects. Because of the nature of this delivery mechanism, the costs associated with installing bicycle lanes would be incorporated into the roadway paving costs.

Table 2 summarizes the unit costs developed for each project type. Detailed cost estimates are included in Appendix B. The cost estimates account for construction, mobilization, maintenance of traffic, design and engineering, construction engineering inspection (CEI), and a contingency of 25 percent to account for unknowns that could arise during the implementation process. The detailed cost estimates provided in the appendix also include future costs adjusted for inflation.

Table 2 - Planning Level Costs by Project Type

Project Type	Implementation Notes	Unit Cost
Wide Sidewalk	Elements include 8-ft wide concrete sidewalk with grassed buffer. Assumes a rural road section with no curb and gutter.	\$810,000 per mile
Sidewalk	Elements include 5-ft wide concrete sidewalk on one side of roadway with sod and detectable warning strips at intersections. Assumes no curb and gutter and 5 intersections per mile.	\$575,000 per mile
Shared Use Path	Elements include 12-ft wide asphalt path on one side of roadway, sod, and detectable warnings at intersections. Assumes 5 intersections per mile.	\$1,055,000 per mile
Bike Route	Elements include the installation of bike route signage and shared pavement markings (Sharrows). Assumes 8 signs and 8 markings per mile.	\$25,000 per mile
Rectangular Rapid Flashing Beacon (RRFB)	For installations on two-lane facilities with posted speed limits of 35 mph or less. Elements include RRFB equipment, concrete sidewalk, detectable warning strips, sod, and pavement markings.	\$70,000 per installation
RRFB with Refuge	For installations on three-lane facilities with posted speed limits of 35 mph or less. Installation will include a median refuge. Elements include RRFB equipment, concrete sidewalk, detectable warning strips, sod, raised median island, and pavement markings.	\$175,000 per installation
Enhanced Crossing	For installations on multi-lane facilities and/or facilities with posted speed limits greater than 35 mph. Cost estimate assumes a signalized crossing. Elements include pedestrian signal equipment, concrete sidewalk, curb and gutter, sod, crosswalk ramps, and pavement markings.	\$760,000 per installation

PRIORITY PROJECTS

Based on the scoring criteria established for the plan, points were assigned to each project. The cumulative points assigned to each project were used to establish initial rankings for each project type. Priority lists were determined through an iterative process. First, projects with high prioritization scores were selected for inclusion in the priority projects list. Next, any programmed projects that were below the high score threshold were added to the lists. Additional projects with scores below the threshold were added based on proximity to school, public comments, or, in the case of bicycle projects, to fill in a gap to create a more robust bicycle network. For the crossing projects, the crossing at SR 510/Wabasso Beach Road and Jungle Trail was given the highest priority because of public requests for a crossing at this location.

The priority sidewalk projects are identified in Table 3. The projects are listed based on the assigned rankings with each project type specified and a planning level cost provided. Details regarding the scores assigned to each project are provided in Appendix C.

The priority shared use paths are listed in Table 4 along with anticipated project costs. The larger projects can be broken up into phases as needed based on the availability of funds or other potential construction factors.

Priority bicycle lane projects are noted in Table 5. The buffered bicycle lane projects are expected to be delivered as part of roadway resurfacing projects; therefore, stand-alone cost estimates were not developed. Table 6 presents the priority bicycle routes and associated costs.

Priority crossing projects and costs are listed in Table 7. Crossing types were determined based on the number of lanes to be crossed and the posted speed limit of the roadway. RRFBs are not recommended for roadways with speeds greater than 35 mph in accordance with FDOT *Traffic Engineering Manual (TEM)* guidelines. Enhanced Crossings were noted for locations with multilane crossings or where the existing posted speed limit is greater than 35 mph. For the purposes of developing cost estimates, it was assumed that the crossing would be signalized. For each crossing location identified, further analysis should be performed to evaluate site-specific details and the appropriate crossing type that should be installed. The list includes four projects that should be considered in conjunction with proposed sidewalk projects.

Map 16 presents the priority pedestrian projects and Map 17 shows the priority bicycle projects. The maps depict the intended delivery mechanisms for each project in addition to the project type. The delivery mechanisms are outlined in greater detail in Chapter 6 of this document.

Table 3 - Priority Sidewalk Projects

Priority	Project	Road	From	To	Side	Total Length (miles)	Cost
1	Wide Sidewalk	49th Street	40th Avenue	US 1	North Side	1.00	\$ 810,000
2	Sidewalk	Sebastian Boulevard/CR 512	Willow Street	Sebastian River Middle School	South Side	5.43	\$ 3,120,000
3	Sidewalk	28th Court	49th Street	47th Street	Both Sides	0.51	\$ 290,000
4	Sidewalk	45th Street	61st Court	43rd Avenue	Both Sides	1.52	\$ 870,000
5	Sidewalk	41st Street	38th Avenue	US 1	North Side	1.84	\$ 1,060,000
6	Sidewalk	38th Avenue	43rd Street	41st Street	Both Sides	0.42	\$ 240,000
7	Wide Sidewalk	20th Avenue	12th Street	8th Street	East Side	0.51	\$ 410,000
8	Sidewalk	130th Ave/North Willow Street	Wyoming Avenue	Grace Avenue	East Side	0.74	\$ 430,000
9	Sidewalk	1st Street Southwest	37th Drive Southwest	20th Avenue Southwest	North Side	1.20	\$ 690,000
10	Sidewalk	27th Avenue	14th Street	1st Street Southwest	East Side	1.76	\$ 1,010,000
11	Sidewalk	27th Avenue	1st Street Southwest	17th Street SW	East Side	2.04	\$ 1,170,000
12	Sidewalk	58th Avenue	85th Street	57th Street	Both Sides	7.08	\$ 4,070,000
13	Sidewalk	90th Avenue/CR 510/85th Street	Shark Boulevard	US 1	Both Sides	10.12	\$ 5,820,000
14	Sidewalk	South Easy Street	Sebastian Boulevard	South Wimbrow Drive	One Side	0.50	\$ 280,000
15	Sidewalk	58th Avenue (Gaps)	49th Street	26th Street	One Side	3.79	\$ 2,180,000
16	Sidewalk	2nd Street	20th Avenue	Old Dixie Highway	Both Sides	2.27	\$ 1,300,000
17	Sidewalk	43rd Avenue	16th Street	5th Street SW	Both Sides	5.04	\$ 2,900,000
18	Sidewalk	11th Street SW	18th Avenue SW	9th Court SW	Both Sides	1.71	\$ 980,000
19	Sidewalk	101st Avenue	Sebastian Boulevard	79th Street	One Side	2.00	\$ 1,150,000
20	Sidewalk	Highland Drive Southwest	17th Lane Southwest	East of 12th Avenue Southwest	One Side	0.80	\$ 460,000
21	Sidewalk	4th Street (Gaps)	66th Avenue	37th Avenue	North Side	1.20	\$ 690,000
22	Wide Sidewalk	17th Lane SW	20th Avenue	6th Avenue SW	North Side	1.25	\$ 1,020,000
23	Sidewalk	17th Street Bridge	Indian River Boulevard	Indian Bay Drive	Both Sides	1.69	TBD*
24	Sidewalk	8th Street	82nd Avenue	66th Avenue	One Side	1.99	\$ 1,140,000
25	Sidewalk	6th Avenue SW	High Hawk Circle	19th Place	East Side	0.20	\$ 120,000
26	Sidewalk	College Lane	Indian River State College	58th Avenue	Both Sides	1.14	\$ 660,000
27	Sidewalk	83rd Street	106th Avenue	90th Avenue	One Side	2.00	\$ 1,150,000
28	Sidewalk	82nd Avenue	CR 510/85th Street	SR 60	One Side	7.54	\$ 4,330,000
29	Sidewalk	79th Street	106th Avenue	90th Avenue	One Side	2.00	\$ 1,150,000
30	Sidewalk	53rd Street	66th Avenue	58th Avenue	Both Sides	2.05	\$ 1,180,000
31	Sidewalk	Aviation Boulevard/Extension	43rd Avenue	37th Street	One Side	2.64	\$ 1,520,000
32	Sidewalk	41st Street (Gaps)	66th Avenue	58th Avenue	North Side	0.50	\$ 290,000
33	Sidewalk	South Fleming Street	Wave Street	West of Arega Street	South Side	0.32	\$ 180,000
34	Sidewalk	Laconia Street	Gladiola Avenue	CR 510/85th Street	Both Sides	1.58	\$ 910,000
35	Sidewalk	Barber Street	Empire Terrace	Bristol Street	One Side	1.39	\$ 800,000

* Note – The cost of adding a pedestrian pathway to the bridge should be determined based on further analysis of the bridge

Table 4 - Priority Shared Use Path Projects

Priority	Project	Road	From	To	Side	Total Length (miles)	Cost
1	Shared Use Path	Indian River Boulevard	US 1	US 1	Both	6.77	\$ 7,140,000
2	Shared Use Path	US 1	53rd Street	CR 510/Wabasso Road	Both	8.62	\$ 9,090,000
3	Shared Use Path	20th Avenue	16th Street	12th Street	Next to Canal	0.52	\$ 550,000
4	Shared Use Path	Relief Canal/99th Street	County Line	141st Avenue	One Side	5.92	\$ 6,240,000
5	Shared Use Path	CR 510	A1A	US 1	Both	5.25	\$ 5,540,000
6	Shared Use Path	Main Relief Canal	74th Avenue	US 1	North Side	5.21	\$ 5,490,000
7	Shared Use Path	Sebastian Boulevard	US 1	Trans Florida Railroad Trail	North Side	3.87	\$ 4,090,000
8	Shared Use Path	US 1	CR 510	Sebastian Boulevard	One Side	4.85	\$ 5,120,000
9	Shared Use Path	South Relief Canal	58th Avenue	East of US 1	One Side	4.70	\$ 4,960,000

Table 5 - Priority Bicycle Lane Projects

Priority	Project	Road	From	To	Side	Total Length (Miles)	Cost
1	Buffered Bike Lanes	US 1/Old Dixie Highway	53rd Street	Aviation Boulevard	Both	5.49	Included in resurfacing
2	Buffered Bike Lanes	41st Street	Indian River Boulevard	66th Avenue	Both	8.44	Included in resurfacing
3	Buffered Bike Lanes	49th Street	31st Avenue	US 1	Both	0.77	Included in resurfacing
4	Buffered Bike Lanes	43rd Avenue	26th Street	49th Street	Both	4.16	Included in resurfacing
5	Buffered Bike Lanes	45th Street	58th Avenue	43rd Avenue	Both	2.05	Included in resurfacing
6	Buffered Bike Lanes	Indian River Boulevard	17th Street	US 1	Both	3.42	Included in resurfacing
7	Buffered Bike Lanes	US 1	SR 60	12th Street	Both	2.22	Included in resurfacing
8	Buffered Bike Lanes	12th Street	Indian River Boulevard	Old Dixie Highway	Both	1.79	Included in resurfacing
9	Buffered Bike Lanes	20th Avenue	20th Street	12th Street	Both	0.46	Included in resurfacing
10	Buffered Bike Lanes	21st Street	US 1	Indian River Boulevard	Both	1.13	Included in resurfacing
11	Buffered Bike Lanes	Old Dixie Highway	St. Lucie/Indian River County Line	SR 60	Both	11.71	Included in resurfacing
12	Buffered Bike Lanes	Old Dixie Highway	CR 510/85th Street	53rd Street	Both	8.59	Included in resurfacing
13	Buffered Bike Lanes	12th Street	20th Avenue	Old Dixie Highway	Both	1.41	Included in resurfacing
14	Buffered Bike Lanes	1st Street SW	58th Avenue	20th Avenue	Both	5.07	Included in resurfacing
15	Buffered Bike Lanes	County Road 512	Myrtle Street	I-95	Both	7.09	Included in resurfacing
16	Buffered Bike Lanes	CR 510	US 1	CR 512	Both	11.91	Included in resurfacing
17	Buffered Bike Lanes	Oslo Road	43rd Avenue	US 1	Both	6.23	Included in resurfacing
18	Buffered Bike Lanes	Aviation Boulevard	43rd Avenue	US 1	Both	3.89	Included in resurfacing
19	Buffered Bike Lanes	Oslo Road	58th Avenue	43rd Avenue	Both	2.02	Included in resurfacing
20	Buffered Bike Lanes	4th Street	66th Avenue	US 1	Both	0.58	Included in resurfacing
21	Buffered Bike Lanes	16th Street	14th Court	20th Avenue	Both	0.73	Included in resurfacing
22	Buffered Bike Lanes	5th Street SW	66th Avenue	East of 20th Avenue	Both	6.84	Included in resurfacing
23	Buffered Bike Lanes	26th Street	66th Avenue	43rd Avenue	Both	4.08	Included in resurfacing
24	Buffered Bike Lanes	26th Street	82nd Avenue	66th Avenue	Both	3.97	Included in resurfacing
25	Buffered Bike Lanes	12th Street	66th Avenue	20th Avenue	Both	7.04	Included in resurfacing
26	Buffered Bike Lanes	43rd Avenue	Oslo Road	18th Street	Both	6.54	Included in resurfacing
27	Buffered Bike Lanes	Aviation Boulevard Extension	US 1	41st Street	Both	1.57	Included in resurfacing
28	Buffered Bike Lanes	Highway A1A	Brevard/Indian River County Line	CR 510/Wabasso	Both	14.70	Included in resurfacing
29	Buffered Bike Lanes	82nd Avenue	20th Street	Oslo Road	Both	7.10	Included in resurfacing
30	Buffered Bike Lanes	A1A	17th Street/CR 656	St. Lucie/Indian River County Line	Both	11.28	Included in resurfacing
31	Buffered Bike Lanes	Laconia Street	Periwinkle Drive	CR 510/85th Street	Both	2.01	Included in resurfacing
32	Buffered Bike Lanes	Oslo Road	86th Avenue	58th Avenue	Both	6.99	Included in resurfacing
33	Buffered Bike Lanes	Schumann Drive	Barber Street	US 1	Both	5.00	Included in resurfacing
34	Buffered Bike Lanes	57th Street	58th Avenue	66th Avenue	Both	2.04	Included in resurfacing
35	Buffered Bike Lanes	82nd Avenue	CR 510/85th Street	20th Street	Both	15.11	Included in resurfacing
36	Buffered Bike Lanes	53rd Street	66th Avenue	58th Avenue	Both	2.08	Included in resurfacing
37	Buffered Bike Lanes	8th Street	82nd Avenue	66th Avenue	Both	3.96	Included in resurfacing
38	Buffered Bike Lanes	90th Avenue	SR 60	4th Street	Both	4.06	Included in resurfacing

Table 6 - Priority Bicycle Route Projects

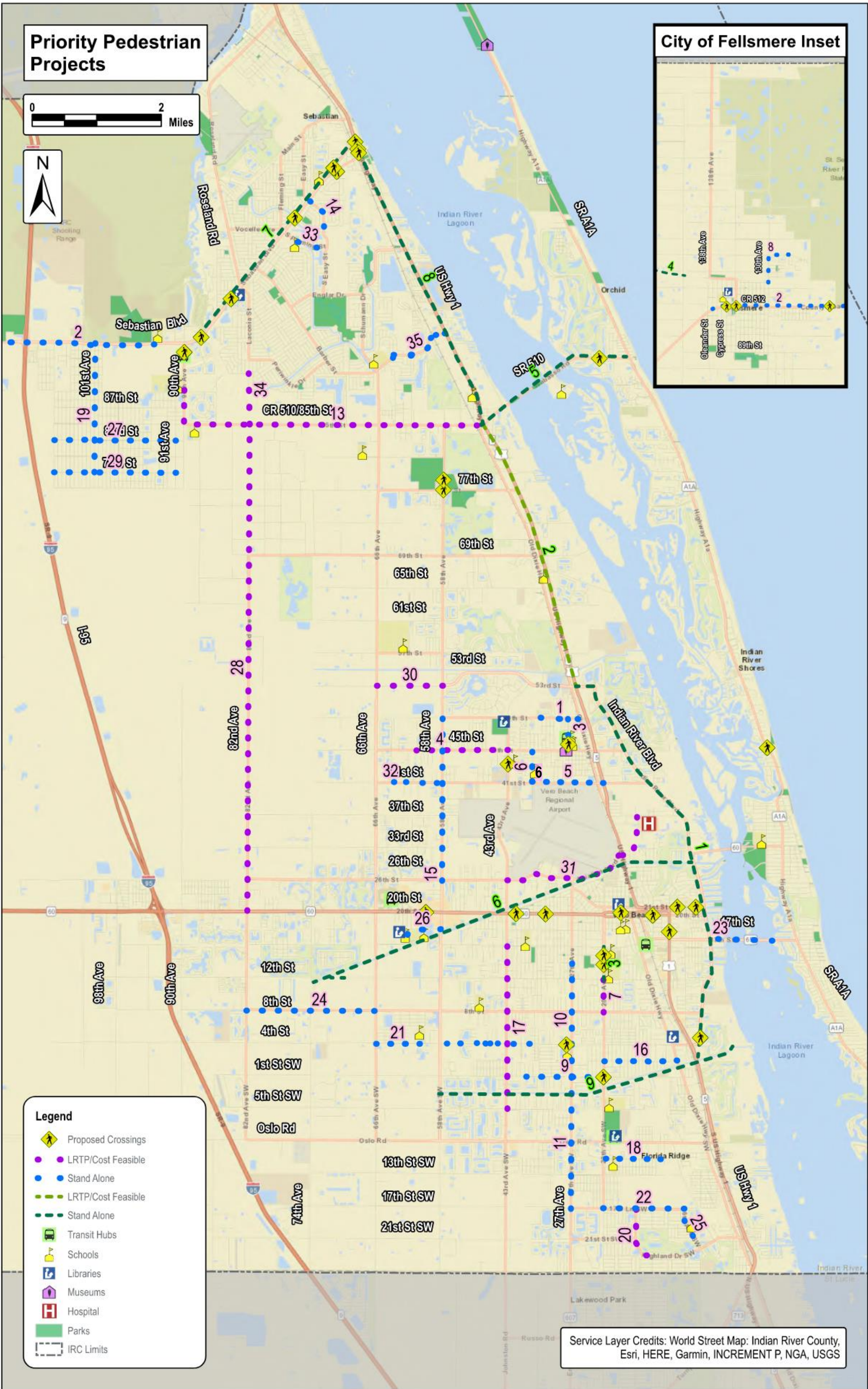
Priority	Project	Road	From	To	Side	Total Length (miles)	Cost
1	Bike Route/Sharrows	27th St/St. Lucie Ave/14th Ave/19th Street	Aviation Boulevard	Old Dixie Highway	Both	2.18	\$ 54,400
2	Bike Route/Sharrows	Royal Palm Boulevard	Indian River Boulevard	US 1	Both	2.20	\$ 55,000
3	Bike Route/Sharrows	20th Avenue	20th Street	Atlantic Boulevard	Both	1.15	\$ 28,800
4	Bike Route/Sharrows	Royal Palm Place	Indian River Boulevard	Royal Palm Boulevard	Both	1.40	\$ 35,000
5	Bike Route/Sharrows	Barber Street	Wimbrow Drive	US 1	Both	10.50	\$ 262,500
6	Bike Route/Sharrows	Highland Drive SW	17th Street SW	US 1	Both	4.60	\$ 115,100
7	Bike Route/Sharrows	Laconia Street	Sebastian Boulevard	Periwinkle	Both	1.96	\$ 49,100
8	Bike Route/Sharrows	Victory Boulevard	30th Avenue	Atlantic Boulevard	Both	1.16	\$ 29,000
9	Bike Route/Sharrows	Atlantic Boulevard	20th Avenue	27th Avenue	Both	1.02	\$ 25,500
10	Bike Route/Sharrows	Buena Vista Boulevard	26th Street	20th Street	Both	1.39	\$ 34,800
11	Bike Route/Sharrows	Ocean Drive	Jaycee Park	Bay Oak Lane	Both	3.24	\$ 81,000
12	Bike Route/Sharrows	Englar Drive	Barber Street	Schumann Drive	Both	2.34	\$ 58,400
13	Bike Route/Sharrows	Seacrest Drive/Live Oak Drive	Dead end	Wabasso Island Lane	Both	0.63	\$ 15,700
14	Bike Route/Sharrows	Live Oak Road	A1A	Mockingbird Drive	Both	0.37	\$ 9,300
15	Bike Route/Sharrows	Mango Road	A1A	Ocean Drive	Both	0.19	\$ 4,700
16	Bike Route/Sharrows	Club Drive	Riomar Drive	East Causeway Boulevard	Both	1.76	\$ 43,900
17	Bike Route/Sharrows	Iris Lane	A1A	Mockingbird Drive	Both	0.49	\$ 12,200
18	Bike Route/Sharrows	Dahlia Lane	Ocean Drive	Mockingbird Drive	Both	1.10	\$ 27,500
19	Bike Route/Sharrows	Fleming Street	Main Street	CR 512/Sebastian Boulevard	Both	2.40	\$ 60,000
20	Bike Route/Sharrows	S Fleming Street	CR 512/Sebastian Boulevard	S Easy Street	Both	1.46	\$ 36,600
21	Bike Route/Sharrows	Easy Street	CR 512/Sebastian Boulevard	Main Street	Both	2.00	\$ 50,000
22	Bike Route/Sharrows	S Easy Street	Englar Drive	CR 512/Sebastian Boulevard	Both	3.20	\$ 80,000
23	Bike Route/Sharrows	Powerline Road	CR 512/Sebastian Boulevard	Main Street	Both	2.00	\$ 50,000
24	Bike Route/Sharrows	Indian River Drive	Sebastian Boulevard EB	US 1	Both	6.50	\$ 162,500
25	Bike Route/Sharrows	Mockingbird Drive	Live Oak Road	Iris Lane	Both	2.26	\$ 56,500
26	Bike Route/Sharrows	Bay Oak Lane	Ocean Drive	Club Drive	Both	0.39	\$ 9,800
27	Bike Route/Sharrows	Lake Drive	Wimbrow Drive	Easy Street	Both	1.50	\$ 37,500
28	Bike Route/Sharrows	Periwinkle Drive	Barber Street	Laconia Street	Both	3.00	\$ 75,000
29	Bike Route/Sharrows	Main Street	Fleming Street	Indian River Drive	Both	2.50	\$ 62,500

Table 7 - Priority Crossing Projects

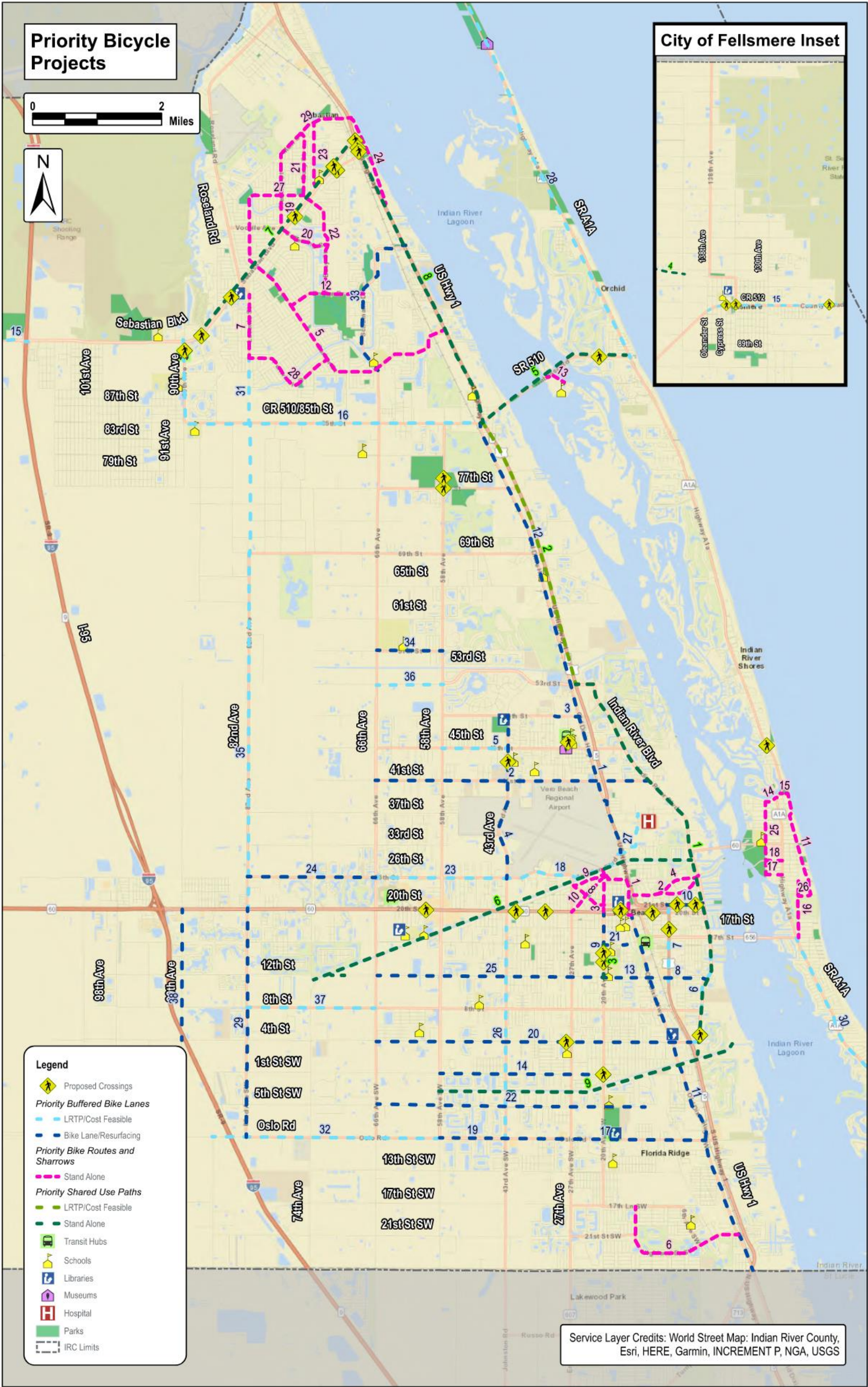
Priority	Project	Roadway	Location	Cost†
1	Enhanced Crossing	SR 510/Wabasso Beach Rd	at Jungle Trail	\$ 760,000
2	RRFB	45th Street	east of 28th Ave at end of sidewalk	\$ 175,000
3	Enhanced Crossing	20th Street	at 16th Avenue	\$ 760,000
4	RRFB	CR 512	at Broadway Street	\$ 175,000
5	Enhanced Crossing	SR 60	at 41st Avenue	\$ 760,000
6	Enhanced Crossing	SR 60	at 34th Avenue	\$ 760,000
7	RRFB	20th Avenue	at 1st Street SW	\$ 70,000
8	Upgrade to RRFB	CR 512	at Cypress Street	\$ 70,000
9	RRFB	43rd Avenue	at Dodgertown Elementary School	\$ 175,000
10	Enhanced Crossing	SR 60	at Elon Lane	\$ 760,000
11	Upgrade to RRFB	20th Avenue	at 14th Street	\$ 70,000
12	RRFB	20th Avenue	at 15th Street	\$ 70,000
13	Upgrade to RRFB	20th Street	at 10th Court	\$ 760,000
14	Enhanced Crossing	CR 512/Sebastian Boulevard	at Sebastian River Lane	\$ 760,000
15	Enhanced Crossing	CR 512/Sebastian Boulevard	at Sebastian Lakes Drive	\$ 760,000
16	RRFB	21st Street	at Treasure Coast Plaza	\$ 175,000
17	Crosswalk	21st Street	at 7th Avenue	\$ 70,000
18	Enhanced Crossing	CR 510/90th Avenue	at Stony Point Drive	\$ 760,000
19	Upgrade to RRFB	4th Street	at Citrus Elementary's entrance.	\$ 70,000
20	Enhanced Crossing	US 1	at 16th Street	\$ 760,000
21	Enhanced Crossing	CR 512/Sebastian Boulevard	at S Wimbrow Drive	\$ 760,000
22	Enhanced Crossing	US 1	at Cleveland Street	\$ 760,000
23	Enhanced Crossing	US 1	at Coolidge Street	\$ 760,000
24	Traffic Signal Upgrade	US 1	at CR 512/Sebastian Blvd WB, at existing signal	TBD*
25	RRFB	CR 512/Sebastian Boulevard (EB)	at S Wimbrow Drive	\$ 70,000
26	RRFB	CR 512/Sebastian Boulevard (WB)	at Ashbury Blvd/S Wimbrow Drive	\$ 70,000
27	Enhanced Crossing	SR A1A	at 46th Place	\$ 760,000
Projects to be installed in conjunction with sidewalk projects:				
28	RRFB	Indian River Boulevard	north of 4th Court	\$ 760,000
29	RRFB	CR 512	1800 ft east of 125th Street - at transit stops	\$ 760,000
30	RRFB	58th Avenue	north of 77th Street, at transit stop	\$ 760,000
31	Crosswalk	77th Street	at 58th Avenue, east side of intersection	\$ 2,000

* The cost of a crossing upgrade can be incorporated into a signal upgrade or resurfacing project.

† The cost for Enhanced Crossings assumes a pedestrian signal would be installed (based on an existing speed limit above 35 mph)



Map 16 - Priority Pedestrian Projects



Map 17 - Priority Bicycle Projects



CHAPTER 6 - IMPLEMENTATION PLAN

Bicycle & Pedestrian Master Plan | 2024

POLICIES

EXISTING POLICY FRAMEWORK

Several adopted documents lay out the planning and regulatory framework under which transportation decisions are made by government agencies and partners in Indian River County. The recommendations of this Bicycle and Pedestrian Master Plan are intended to be incorporated into the policies, projects, programs, and funding strategies in those applicable documents.

The MPO is responsible for transportation planning in the urbanized area of Indian River County, which they accomplish through a series of formalized planning processes and documents:



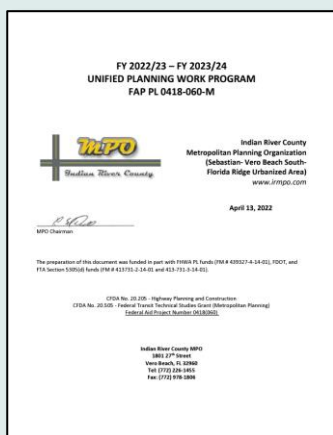
Long Range Transportation Plan (L RTP)

The L RTP identifies needs and prioritizes a multimodal, fiscally-constrained cost feasible plan to enhance the area's transportation network over the following 25 years.



Transportation Improvement Program (TIP)

The TIP identifies the transportation projects programmed for funding within the next 5 fiscal years.



Unified Planning Work Program (UPWP)

The UPWP identifies the planning priorities and activities to be carried out over the following 2 years. In addition to guiding the data collection and public outreach completed as a part of developing the L RTP and TIP, the UPWP details the MPO's efforts to coordinate major projects and perform topical system plans such as the Transit Development Plan (TDP), creation of this Bicycle and Pedestrian Master Plan, and implementing the recommendations herein.

The local jurisdictions within the MPO planning area each create and follow their own plans and guidance for land use, transportation, development review, and infrastructure investments. These local plans include County and City Comprehensive Plans, Capital Improvements Plans (CIP), and Land Development Regulations.

MPO LONG RANGE TRANSPORTATION PLAN POLICY UPDATES

Previous iterations of the MPO Bicycle and Pedestrian Master Plan document included a list of comprehensive policies unique to the Bicycle and Pedestrian Master Plan. Instead, based on the feedback provided by stakeholders, this plan references and builds upon the goals outlined in the overarching Long Range Transportation Plan (LRTP) document with the following recommended modifications to be incorporated during the next LRTP update. The local implementing jurisdictions may therefore also want to address the following topics within their own policy documents.

- Revise Goal 2/Objective 2.04¹ and associated policies to reflect the Level of Traffic Stress measurement tool following the latest FDOT guidance. Establish the target that all facility improvements be safe and comfortable for most people with a Level of Traffic Stress of 1 or 2.
- Revise Goal 3/Objective 3.02² and associated policies to reflect the need for separated walking and bicycling facilities along roadways with multiple lanes, higher traffic volumes, and higher traffic speeds.
- Revise Goal 4³ to add an Objective that incorporates the goals of Vision Zero, the approaches of Complete Streets, and the tools of the Safe Systems Approach into all transportation projects.

PROJECT DELIVERY UPDATES

DESIGN STANDARDS

There are actions the local implementing agencies can take to address the issues raised by stakeholders and adopt best practices. Making real progress towards improving roadway safety demands that decisions consciously weigh the tradeoffs between safety for all roadway users and motor vehicle speed. This requires addressing and updating the design standards and approaches that created the safety issues in addition to implementing countermeasures in spot locations. The approach involves de-coupling traffic volume and design speed, instead focusing on the land use context to set the appropriate design speed and roadway configuration. In other words, the roadway design elements and scale should reflect the context and desired community character independent of the traffic volume. The latest design references and guidance from FDOT all support this context-based approach to selecting design criteria.

The local design standard graphics, typical sections, and Land Development Regulations may also be updated as necessary to incorporate the latest best practices for the safety and operations of all modes. Among the local agency documents to be reviewed, the intersection geometries and typical sections within the 'Indian River County Typical Drawings for Pavement Markings, Signing & Geometrics' should be updated to incorporate the following design elements:

- Update all typical sections and intersection configuration graphics to include design details for buffered bike lanes. FDOT's Florida Design Manual (FDM), the latest Manual of Uniform Traffic Control Devices (MUTCD), and the various guidance documents from the National Association of City Transportation Officials (NACTO) reflect the current state of practice for bicycle facility design.
- Specify the county-preferred design details and materials for buffered bike lanes and other quick-build safety countermeasures, including raised buffers for installation within striped buffer and the type and spacing of delineator posts.
- Update applicable development regulations and roadway typical sections to specify the county's preference for minimum 6-foot wide landscaped buffers between sidewalks or pathways and the curb or edge of pavement.

¹ "Goal 2: Enhancing mobility for people and freight and provide travel alternatives; Objective 2.04 – Maintain Bike/Ped LOS "D" on 80% percent of roadways in Indian River County through 2045" (Source: *2045 Long Range Transportation Plan*)

² "Goal 3: Protecting the natural and social environment; Objective 3.02 – Ensure that all collector roadways are less than six lanes through the year 2045" (Source: *2045 Long Range Transportation Plan*)

³ "Goal 4: Maintaining a safe transportation system for all users" (Source: *2045 Long Range Transportation Plan*)

- Establish 50 mph as the posted speed threshold where the desired facility becomes physical separation provided by shared use pathways instead of striped bicycle lanes. Shoulders may still be provided.
- Where required for larger design vehicles, right turn “pork chop” splitter islands should include pedestrian cut outs, curb ramps, and crosswalks (see Figure 34).
- Minimum corner radii have numerous benefits for pedestrian safety and comfort. The primary safety benefit is the moderation of motor vehicle turning speeds at the point of conflict with crossing pedestrians. Smaller radius corners also enable the use of separate directional curb ramps that shorten the overall pedestrian crossing distances and minimize the time of exposure. Separate directional ramps also provide a better experience for people with visual impairments by squaring and orienting the ramps to the direction of crossing.
- Paired with minimum corner radii, moving the curb line and ramp to the edge of the travel lane via “bulb outs” at intersection corners and pedestrian crossings can further reduce pedestrian crossing distances and exposure.
- Specify tapered-edge, sinusoidal ground-in rumble strips as the preferred configuration for audible and vibratory treatments.

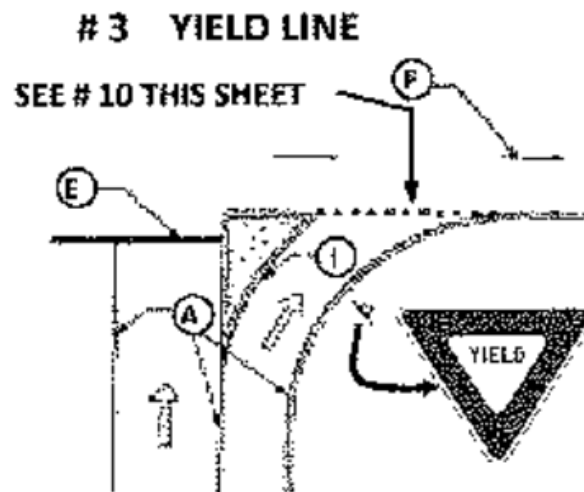


Figure 34 - Example of opportunity to update the Indian River County Typical Drawings for Pavement Markings, Signing & Geometrics to add the necessary pedestrian crosswalk details.

Additional best practice design elements that may be incorporated through updates to the applicable local agency Land Development Regulations include:

- Establishing minimum quantities, location criteria, and acceptable rack equipment for bicycle parking for commercial, institutional, and multi-family residential developments. The latest version of the Bicycle Parking Guidelines published by the Association of Pedestrian and Bicycle Professionals (APBP) represent the industry standard best practices and provide model code language that may be adopted by the local implementing agencies.
- Establishing guidance and criteria for locations to include traffic calming and placemaking elements such as raised intersections, decorative painted intersections, planters, and chicanes.

Bicycle Facility Design

Bicycle facilities can include a variety of measures, including bicycle lanes, buffered bicycle lanes, separated bicycle lanes, and shared use paths. Additionally, intersection treatments include a diverse range of measures, from keyhole lanes to intersection bicycle boxes and protected intersections. This plan provides a high level overview of where bicycle facilities should be installed to enhance bicycle safety and connectivity within the Indian River County transportation network. Specific measures and design details should be determined on a per-project level based on context details. The ultimate goal for any project is to create the most comfortable bicycle facility that is feasible within the given project context. As vehicular speeds and volumes increase more separation between motor vehicles and bicycles is desirable.

Bicycle facilities can often be implemented as part of resurfacing projects by adjusting the widths of existing vehicular travel lanes while maintaining the existing edges of pavement. Where traffic studies show that a lane repurposing is acceptable, the number of vehicular travel lanes could even be reduced. Feedback received from the community as part of the development of this plan indicated that 7-foot wide buffered bicycle lanes are preferred when installed adjacent to vehicular travel lanes.

The following examples (shown in Figure 35, Figure 36, and Figure 37) are taken from the *Florida Design Manual (FDM)* published by the FDOT. These examples serve as starting points for developing bicycle facility projects.

Figure 223.2.3 On-Street Parking Minimal Separation

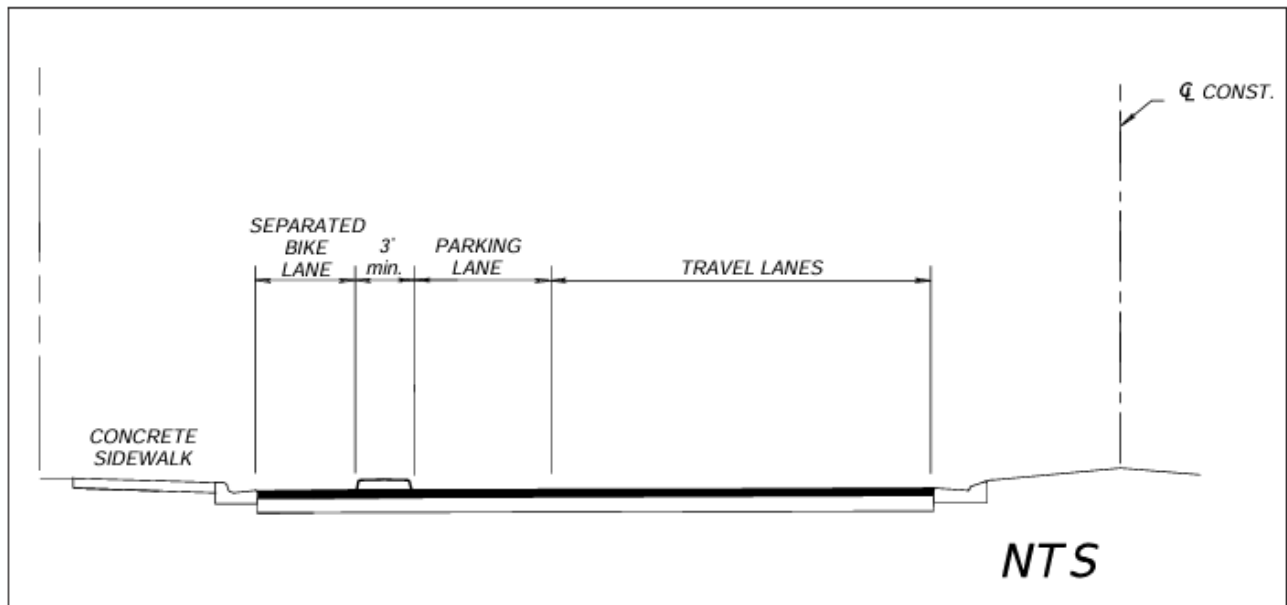


Figure 35 – 2024 Florida Design Manual (FDM) Separated Bicycle Facility Example

Figure 223.2.2 Example of Sidewalk Level Bicycle Lane

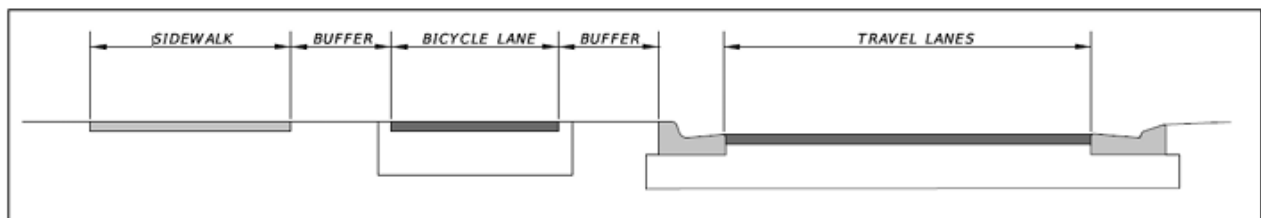
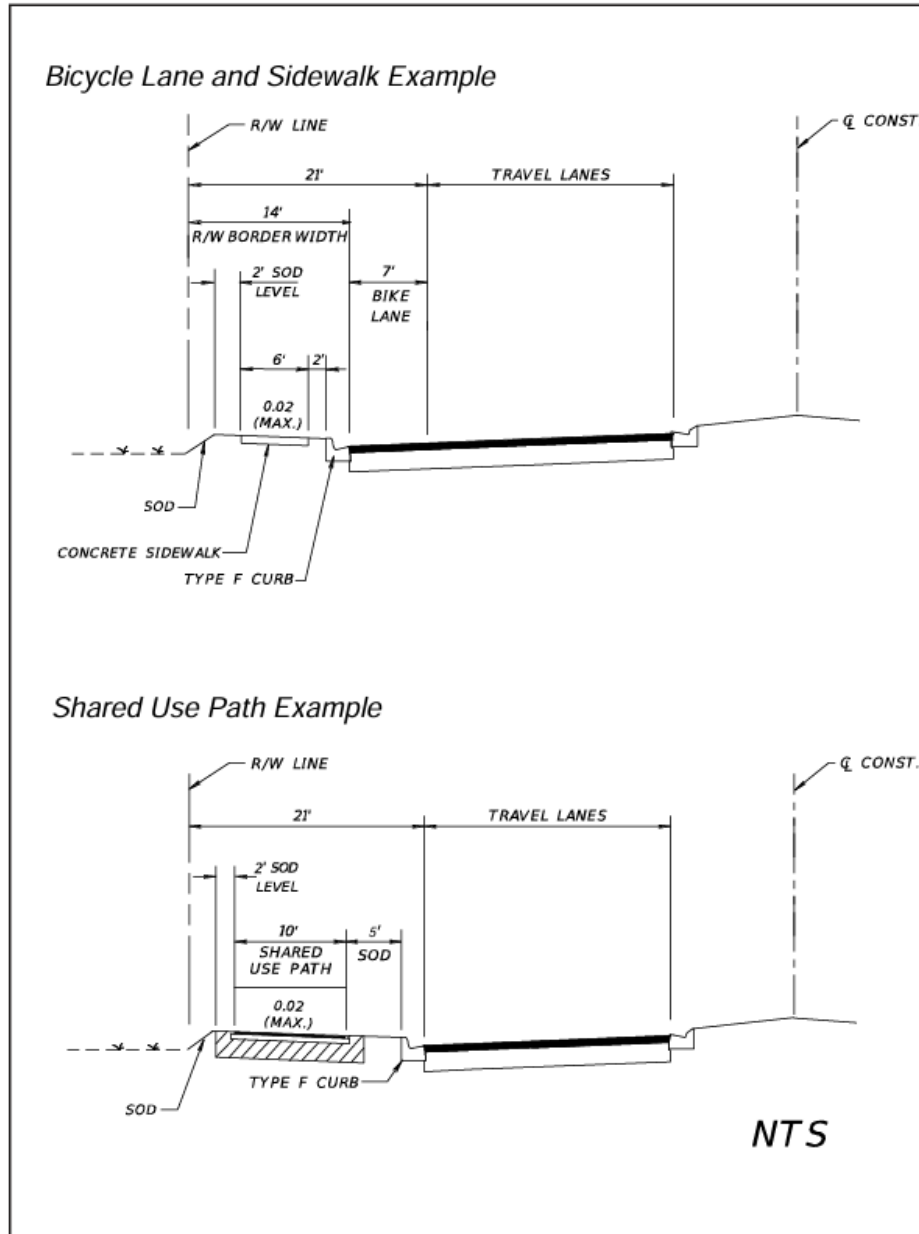


Figure 36 - 2024 Florida Design Manual (FDM) Separated Bicycle Facility Example

Figure 223.2.1 Bicycle Lane and Shared Use Path Examples



SAFETY IMPROVEMENTS

Safety plays a critical role in the success of the pedestrian and bicycle network. First, bicyclists and pedestrians are significantly more vulnerable versus travelers in motor vehicles and are more likely to suffer fatality or serious injury when involved in a collision with a motor vehicle. Second, if given a choice, travelers are less likely to select biking and walking as a means of travel if they feel unsafe traveling by these modes to reach their destination. To protect the well-being of non-motorized travelers within the community and to encourage residents and visitors to select active modes of transportation, bicycle and pedestrian facilities must be designed to enhance safety for non-motorized users.

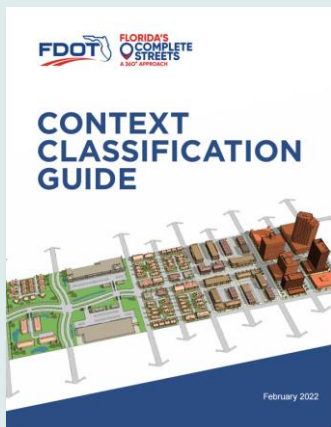
Vision Zero

Vision Zero is a strategy for enhancing safety by eliminating roadway deaths and incapacitating injuries. By applying a Safe System Approach, a variety of solutions can be developed to encourage greater personal responsibility of travelers within the network and to design the network to mitigate the consequences when crashes do occur. Sustained commitments by community leadership is a critical component to achieving Vision Zero. Indian River County and the local municipalities should consider adopting resolutions to signal their support of Vision Zero. With support from community leaders, multiple agencies, such as public health agencies, law enforcement, and other key community members, can be brought together to develop a comprehensive approach to addressing transportation safety.

Target Design Speed

Speed is a key factor in determining the likelihood of whether a bicyclist or pedestrian will survive a collision with a motorized vehicle. The FDOT incorporated the use of target speeds in the *Florida Design Manual (FDM)* in 2020. The 2024 edition of the *FDM* defines target speed as “the highest speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multi-modal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a supportive environment for pedestrians, bicyclists, and public transit users.” The use of target speeds allows for roadway facilities to be designed based on the land use context and the desired uses for the facility. Target speeds can play an important role in enhancing the safety of non-motorized users by allowing roadways to be designed for slower speeds when non-motorized users are expected to use the facility.

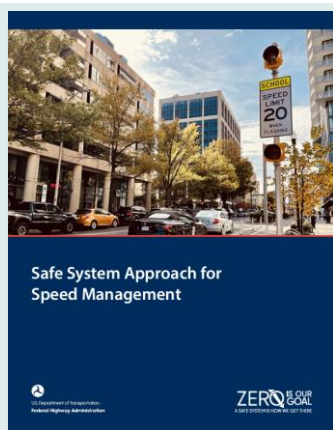
Design decisions should consider the context of the corridor and the anticipated uses for the facility to determine the target speed, or the maximum desired operating speed for the roadway. Design criteria can be developed to encourage self-regulation of motor vehicle speeds by the drivers themselves rather than relying on law enforcement to monitor travel speeds across the county. This self-regulation of speeds will ultimately reduce the risks for non-motorized users and will enhance overall safety of the network for all users.



Context Classification Guide FDOT

Chapter 3 of this resource provides guidance on how to select a target speed and further details considerations for designing to the target speed.

Chapter 4 outlines how context classification relates to other FDOT documents.



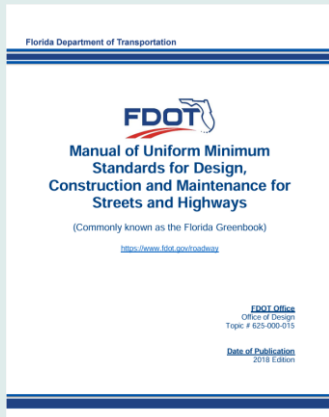
Safe System Approach for Speed Management FHWA

This FHWA publication provides guidance on selecting speed management strategies and includes case studies highlighting how different communities addressed speed concerns.

Pedestrian Safety Enhancements

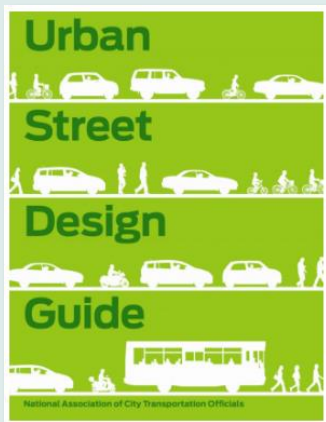
Linear pedestrian facilities like sidewalks are typically designed with horizontal separation from vehicular travel lanes; however, intersections tend to place pedestrians at increased risk because their paths must cross the travel paths of vehicles. As a result, crossing designs are critical to enhancing the safety of pedestrian networks. In addition to considering safety measures at intersecting streets, midblock crossing locations can also be designed to enhance both safety and access to destinations. In general, reducing the distance that a pedestrian must travel when crossing a vehicular path can have a considerable impact on safety – both physically and experientially.

Best practices are often evolving so, rather than highlighting some of the current techniques for enhancing pedestrian safety, this plan notes some of the manuals and reference guides that reflect industry-wide best practices.



Florida Greenbook FDOT

The Florida Greenbook guides design decisions for roadways that are not on the state highway system. Chapter 8 covers the design of pedestrian facilities.

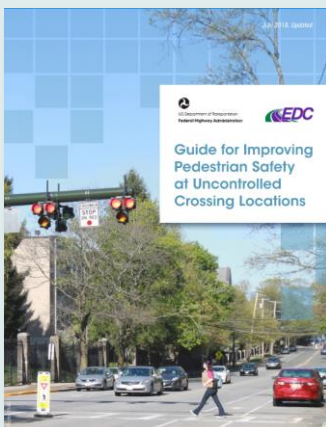


Urban Street Design Guide National Association of City Transportation Officials (NACTO)

This NACTO publication provides guidelines for designing vibrant communities where people can safely travel by a variety of modes, including walking.

Additional NACTO publications to reference include:

Designing Streets for Kids
Transit Street Design Guide



Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations FHWA

This guide, developed by the USDOT, walks agencies through the process of selecting countermeasures to enhance pedestrian safety.

Bicycle Safety Enhancements

Bicycle facilities should be designed to minimize the risk of bodily harm to cyclists. One of the best ways to protect bicyclists is to provide fully separated facilities; however, this is not always feasible. Ultimately, safety countermeasures should be selected based on the facility type and the roadway characteristics for each project. The goal of any project including bicycle facilities should be to create the most comfortable facility possible that fits with the project context. As speeds and vehicular volumes increase, more separation between motorized traffic and bicyclists should be provided.

Feedback received from stakeholders and the public indicated strong support for enhancing buffers between bicycle lanes and motor vehicle lanes. One method that was specifically noted was the use of **Audible Vibratory Treatments (AVTs)**. Bike Walk Indian River County advocates asked that ground-in, **tapered sinusoidal rumble strips** be considered for installation along bicycle lane buffers to alert motorists that their vehicle has crossed into a bicycle lane.

AVTs should be considered on a per-project basis where buffered bicycle lanes are being installed. Design decisions should consider the maneuvering needs of bicyclists. Care should be taken not to install AVTs within bicycle lanes. FDOT Standard Plans Index 546-020 provides guidance on the installation of ground-in rumble strips, as shown in Figure 38, and the current version of the standard plan should be referenced when applying this technique on projects.

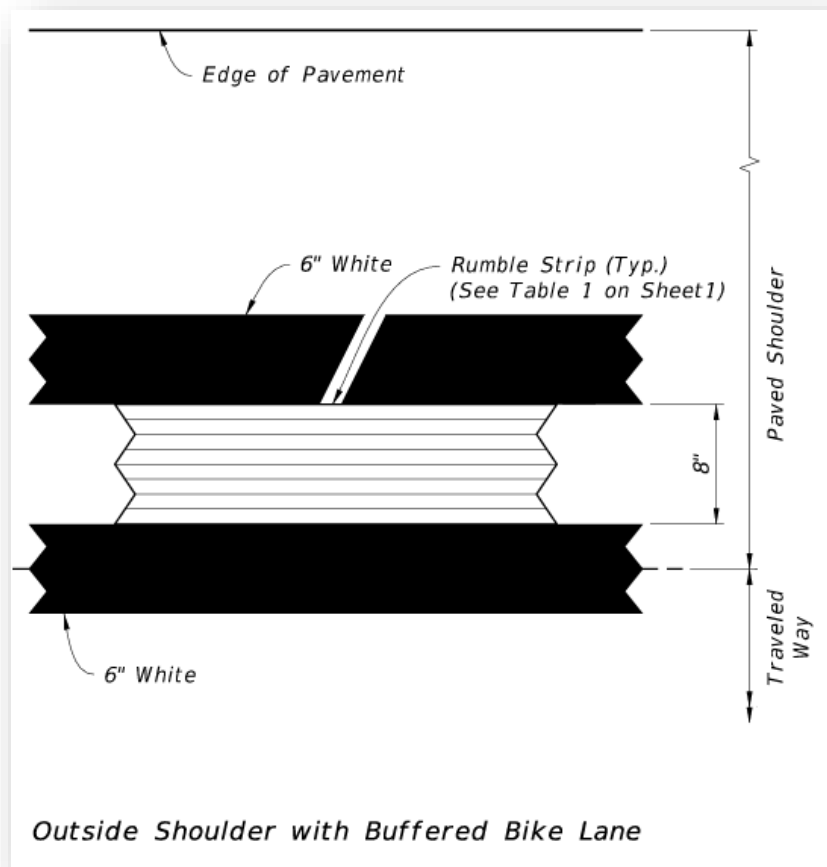
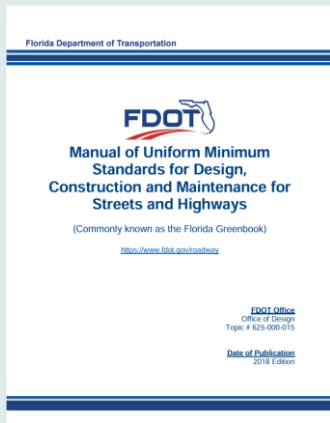


Figure 38 - Detail from FDOT Standard Plans Index 546-020

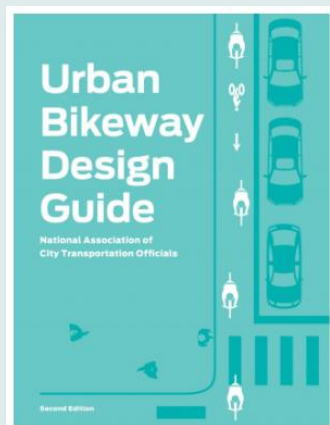
There are a variety of methods for enhancing separation between bicycles and motor vehicles in addition to AVTs. Best practices are constantly evolving; therefore, rather than list current methods, the following resources are recommended for use in designing proposed bicycle facilities.



Florida Greenbook **FDOT**

The Florida Greenbook guides design decisions for roadways that are not on the state highway system. Chapter 9 covers the design of bicycle facilities.

The **Florida Design Manual (FDM)**, which applies to state facilities, also provides design guidance regarding bicycle facilities. The FDM design standards can be applied to local facilities as desired.

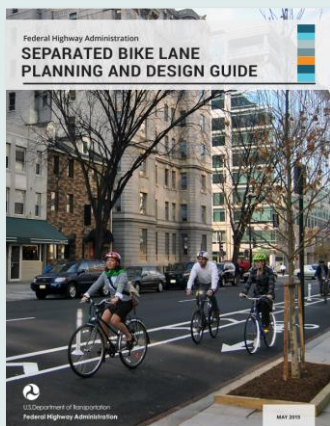


Urban Bikeway Design Guide **National Association of City Transportation Officials (NACTO)**

This NACTO publication provides guidelines for designing bicycle facilities based on best practices from cities around the world. The guidelines are currently being updated at the time of this plan update; therefore, the most current edition should be referenced when developing project designs.

Additional NACTO publications to reference include:

Designing Streets for Kids
Designing for All Ages & Abilities
Don't Give Up at the Intersection
Bike Share: Station Siting Guide



Separated Bike Lane Planning and Design Guide **FHWA**

Separated bike lanes are typically located adjacent to a roadway but include a vertical separation element between the bicycle lane and the motor vehicle lanes. This resource provides guidance for both the planning and design of facilities.

RESURFACING

Roadway resurfacing maintenance projects generally do not involve moving the curbs or changing the width of the pavement surface. However, existing roadways are often only reviewed or addressed at the time of resurfacing. Correspondingly, while the scope of modifications may be limited to the existing pavement width, routine resurfacing presents the appropriate time for the review of roadway corridors for potential striping modifications that may improve safety and operations. For example, lane widths of existing travel lanes can be reduced to accommodate bike lanes within the existing pavement widths.

The industry best practice is to perform a Roadway Safety Audit (RSA) as a part of the initial scoping for all resurfacing projects. RSAs lead roadway designers, multimodal safety professionals, and local stakeholders through a facilitated review of each corridor, following a checklist of evaluation factors. The deliberate process engages stakeholders early in the process, clarifies expectations for all interested parties, and allows ample time to address concerns and identify opportunities. The local implementing agencies in Indian River County are encouraged to incorporate the systematic completion of RSAs as a part of the resurfacing program with the following parameters.

- Identify the stakeholders to be engaged during RSAs to include active coordination with water utilities that lay along and below the streets, emergency services, environmental resources planning, parks, and the local community.
- Create a standardized checklist of factors to be reviewed during each RSA. Limit the scope of modifications that retain the current roadway pavement widths. The modifications may include allocation of roadway space via reconfiguration (road diets) or lane narrowing (lane diets).
- Note that bringing all pedestrian facilities up to minimum standards at the time of resurfacing is a federal requirement of the Americans with Disabilities Act (ADA).
- Identify and program future projects to address issues identified by the RSA that go beyond the scope of resurfacing and re-installing pavement markings. The typical types of enhancements that may be identified and programmed as separate projects include the addition of new midblock pedestrian crossings, new sidewalks or shared use pathways, and signal modifications.

An example checklist used by other communities to conduct RSAs is included as an appendix to this plan, providing a starting point for Indian River County to adapt and develop their own checklist and process.

ACCESSIBILITY

As noted in the existing conditions review, approximately 17 percent of the overall Indian River County population reports having a disability, with 29 percent of the population ages 65 and older experiencing a disability. Ensuring that accessibility is prioritized in pedestrian project designs is critical to creating a robust network that serves all residents and visitors in Indian River County.

In 2023 the Public Right-of-Way Accessibility Guidelines (PROWAG) were adopted by the US Access Board. Currently the guidelines are being reviewed by the US Department of Justice and the US Department of Transportation. As of the writing of this plan, PROWAG is not yet enforceable; however, it is expected to be officially adopted in the future. The FDOT *Florida Design Manual (FDM)* and *Greenbook* manuals currently exceed many of the minimum standards established in the 2010 *ADA Standards for Accessible Design* manual published by the Department of Justice and meet many of the requirements outlined in PROWAG. One major update that will be required by PROWAG is the installation of Accessible Pedestrian Signals (APS) at all traffic signals. Indian River County can proactively prepare to meet this requirement by ensuring that all new traffic signals and all traffic signal upgrades are APS ready. By installing the wiring for APS during signal installations or upgrades, APS can be installed in the future for less than \$10,000 and within a matter of months – versus spending over \$200,000 to retrofit signals and requiring up to 18 months for design and construction.

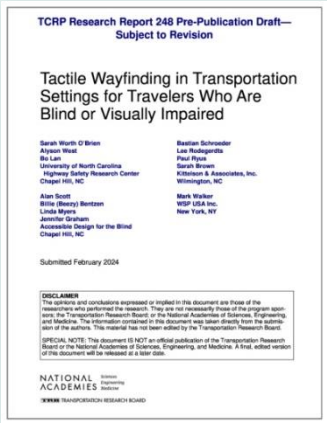
The County should consider streamlining the process by which requests for APS or other equipment needs are handled. Establishing a standard process for residents to submit requests and clearly indicating what information should be included in a request can help address issues in the network quickly.

The following resources can be used to guide decisions when designing pedestrian facilities:



Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)
US Access Board

PROWAG was recently published as a final rule by the US Access Board in 2023. The US DOJ and DOT are now in the process of reviewing and establishing rulemaking procedures for the guidelines.



Tactile Wayfinding in Transportation Settings for Travelers Who Are Blind or Visually Impaired
Transportation Cooperative Research Programs (TCRP) Research Report 248
Transportation Research Board (TRB)

This TRB publication outlines recent innovations in the design of tactile warning devices to assist vision impaired persons in navigating communities.

FUNDING

The goal of this plan is to provide flexibility to community leaders in determining how to implement the recommended projects. By organizing the projects according to different delivery mechanisms, decision-makers can choose which projects to accomplish based on the available resources and community needs at a given time. Appendix E includes technical memoranda with additional details regarding strategic funding approaches for delivering projects.

DELIVERY MECHANISMS

Three methods for delivering projects were identified and used to sort pedestrian and bicycle projects across the county. With funding being the biggest hurdle, and knowing some projects are already identified through existing funding mechanisms (road resurfacing for bike lanes), the identified categories take the priority list as funded or unfunded, then further assess how funding might be obtained through merit criteria.

Stand Alone

Stand alone projects are new facilities or modifications that may not be readily accomplished through programs such as resurfacing. Projects categorized as Stand Alone in this Plan do not have a dedicated program funding source currently. These might include shared use paths, sidewalks, new crossings, new corridors, bike routes, etc. Stand alone projects may use funds from a range of public and private sources including grants, general revenue, or Transportation Alternative Program (TAP) funds.

Bike Lane/Resurfacing

Bicycle lanes are typically installed adjacent to the motor vehicle travel lanes on the roadway surface. Installing bicycle lanes as stand alone projects is not considered feasible, as it would entail adding a section of asphalt that is narrower than what typical paving equipment is designed to install. The preferred approach is to install bicycle lanes as part of resurfacing projects. In most cases, a new striping configuration may be accommodated within existing resurfacing budgets. This approach integrates the design and complete street policy objectives into project delivery. Note that project needs identified during the resurfacing project phase may result in future stand alone projects if the identified needs are for significant roadway widening or other added infrastructure that go beyond the scope of a resurfacing project.

LRTP/Cost Feasible Projects

This implementation approach identifies projects with specified funding paths in existing agency work programs. These projects are typically longer term, larger projects. These benefit from prioritizing based on merit criteria and leveraging cross agency and cross program needs to combine funds. These projects are clearly identified as priority by governing bodies and typically part of a system or transportation plan.

PROGRAMS

MAINTENANCE & OPERATIONS

Transportation facilities require routine maintenance and attention to maintain clear and smooth surfaces for travel. Facilities are also regularly subject to temporary closures and modifications resulting from utilities work, adjacent land development, and routine maintenance. The following practices and considerations are recommended to be incorporated into routine maintenance and facility closures.

- Conduct proactive removal of debris and vegetation that may overhang or encroach onto the roadway or sidewalk surfaces.
- Establish a regular street sweeping schedule, paying particular attention to roadways with bicycle facilities.
- Ensure that all sidewalk, shared use pathway, and bicycle lane closures include adequate closure signage and detours as appropriate.

LAW ENFORCEMENT ACTIVITIES

Partnering with law enforcement plays an important role in addressing safety concerns for pedestrians and bicyclists. Targeted law enforcement campaigns can be implemented to encourage better behavior by travelers within the network – whether driving a motor vehicle, operating a bicycle, or walking. Safety data, including crash rates, can be used to identify priority locations for increasing law enforcement presence at key times to promote safer driving practices. The Florida Law Enforcement Liaison (LEL) program provides training opportunities and promotes the annual Florida Law Enforcement Traffic Safety Challenge.



One Team. One Goal. Save Lives.

Florida Law Enforcement Liaison (LEL)

FDOT

<https://www.floridalel.info/>

Resources and training opportunities for law enforcement engagement

EDUCATIONAL EFFORTS

Indian River County MPO should continue educational efforts for teaching community members safe bicycling practices and pedestrian behaviors.

Aging Road Users

Nearly 35 percent of Indian River County residents are over the age of 65. As people age, their transportation needs and abilities can often change. The FDOT Safe Mobility for Life program provides resources on how to navigate changing transportation circumstances, how to use different transportation options (including walking, biking, and transit), and safety brochures highlighting different situations that drivers might encounter. Materials are available for free on the Safe Mobility for Life website.



Safe Mobility for Life Resources

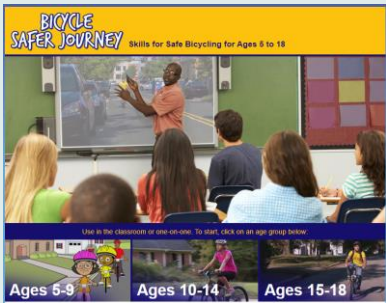
FDOT

<https://www.safemobilityfl.com/ResourceCenter.htm#YellowBox>

Resources targeting aging populations

Youth Engagement

MPO staff currently host Bicycle Rodeos at elementary schools around the county to teach students safe practices, such as wearing helmets. The MPO should consider expanding this program to include follow-up events with middle and or high school students. The Federal Highway Administration (FHWA) has additional resources available to assist with safety education campaigns targeting ages 5 to 18.



Bicycle Safer Journey

FHWA

<https://www.pedbikeinfo.org/bicyclesaferjourney/>

Educational resources to teach safe bicycling skills for ages 5 to 18



Pedestrian Safer Journey

FHWA

<https://www.pedbikeinfo.org/pedsaferjourney/>

Educational resources to teach safe walking skills for ages 5 to 18



CHAPTER 7 - PLAN MONITORING & EVALUATION

Bicycle & Pedestrian Master Plan | 2024

EVALUATING PROGRESS

This plan is simply the first step in the process of enhancing pedestrian and bicycle transportation within Indian River County. The ultimate goal is to realize projects within the community to provide a more robust transportation network. The baseline network and performance metrics offer a starting point from which to track the progress of this plan. Performance measures that could be implemented to monitor the progress of the plan include:

- Mileage of sidewalk, bicycle lanes, and shared use paths
- Frequency of pedestrian and bicycle crashes
- Frequency of fatal and incapacitating pedestrian and bicycle crashes
- Dollars invested in bicycle and pedestrian projects and maintenance
- Number of educational outreach events
- Number of targeted law enforcement campaigns
- Number of law enforcement officers trained in bicycle and pedestrian safety

Tracking the progress of this plan can be further supported by adopting the Level of Traffic Stress (LTS) metric for walking and bicycling in the LRTP, in place of the LOS methodology. This plan evaluated system-level LTS for both walking and bicycling, based on a number of assumptions. LTS can also be applied at the corridor level to evaluate the pedestrian and bicycle network both before and after a roadway project is implemented. This analysis provides a snapshot of how the facility is functioning currently. Additionally, LTS can be used to justify investments along a corridor to provide a more comfortable walking and biking experience.

Plan monitoring and evaluation efforts can include an annual LTS system update with data updated and refined as projects are completed. As part of the update, a percentage breakdown of the pedestrian and bicycle LTS scores for the roadway network can be determined. Targets can be established to promote the implementation of this plan. For example, one target could be to increase bicycle and pedestrian LTS from 5 percent ranked LTS 1 to 10 percent ranked as LTS 1. LTS updates can be further supported through ongoing GIS updates to ensure that the database matches existing conditions.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Chris Balter
Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: December 3, 2024

SUBJECT: **Presentation on the 2050 Long Range Transportation Plan (LRTP)**

It is requested that the information presented herein be given formal consideration by the Indian River County Metropolitan Planning Organization (MPO) at its meeting of December 11, 2024.

SUMMARY

After its establishment in 1993, the MPO began preparation of its first ever Long Range Transportation Plan (LRTP). That LRTP (the 2020 LRTP) was adopted by the MPO in December 1995. That plan became the basis for the MPO's first Transportation Improvement Programs (TIP) and, through the TIP process, resulted in a large number of projects that have enabled the County to maintain its level of service and provide mobility for its citizens. Since 1995, the LRTP has been updated by the MPO every five years, with completion of the most recent update (the 2045 LRTP) occurring in December 2020.

On April 10, 2024, the MPO board approved a scope of services with one of the MPO's General Planning Consultants (Kimley-Horn and Associates) to prepare the 2050 LRTP. Activities to be performed by the Consultant include:

- collecting and analyzing transportation data;
- using the Treasure Coast Regional Planning Model (TCRPM) to project deficiencies and transportation needs through 2050;
- using the model to perform alternatives testing and analysis of alternative scenarios;
- assessing the impact of transit improvements, land use policy changes, Autonomous, Connected, Electric, and Shared (ACES) technologies, and other factors on the identified alternatives;
- projecting transportation revenues and costs through the year 2050;
- preparing goals, objectives, and policies; and

- developing the 2050 needs and cost feasible plans.

At the December 11 MPO meeting, the Consultant will provide a presentation on preliminary activities performed to date for the 2050 LRTP. Development of the 2050 LRTP must be completed by December 2025.

RECOMMENDATION

This is an informational item; no action is required.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Chris Balter
Planning & Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: December 3, 2024

SUBJECT: Review of MPO Annual Certification Statement

It is requested that the information presented herein be given formal consideration by the Indian River County Metropolitan Planning Organization (MPO) at its meeting of December 11, 2024.

DESCRIPTION & CONDITIONS

One requirement of the federal transportation planning process is that MPOs be certified on an annual basis. The purpose of certification is to ensure that each MPO is adhering to all applicable laws and regulations as well as undertaking all required planning activities.

Accordingly, the certification process involves a review of MPO requirements and procedures to ensure that they are still current. It also entails a review of planning activities, public involvement activities, and intergovernmental coordination activities. Basically, certification is comparable to a performance audit of the MPO.

Earlier this year, FDOT representatives met with MPO staff to conduct the 2024 certification review. MPO staff answered questions, provided documentation, and completed surveys to demonstrate its compliance with various federal and state regulations. During the course of that review, FDOT determined that all of the MPO's plans and processes were satisfactory and in compliance with state and federal regulations.

To finalize the MPO certification process, MPO staff administratively approved the certification statement (per MPO Resolution 99-02, see Attachment #2).

ANALYSIS

As indicated in the attached certification statement, FDOT and the MPO recommend that the MPO Area Transportation Process for the Indian River County MPO be certified. By accepting the certification statement and signing the statement, the MPO formally concurs with the certification review results.

Attached to the certification statement is a copy of the certification checklist for 2024. That checklist identifies the planning activities and requirements which must be undertaken by the MPO. It should be noted that, unlike many other MPOs, the Indian River County MPO received no deficiencies in this evaluation. As it has in the past, FDOT also identified a number of noteworthy practices undertaken by the MPO (see Pages 22-23 of Attachment #1).

RECOMMENDATION

Although staff approved the Draft Certification Statement administratively (per MPO Resolution 99-02, attached), staff is seeking approval of the completed Certification Process at this time.

Attachments:

1. Excerpts from the 2024 Indian River County MPO Certification Statement and Checklist
2. MPO Resolution No. 99-02



Indian River County MPO

Calendar Year of Review Period: January 1, 2023, through December 31, 2023.

2/9/2024

Part 1 Section 5: Noteworthy Practices & Achievements

One purpose of the certification process is to identify improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Please provide a list of the MPOs noteworthy practices and achievements below.

Long Range Planning Efforts and Visioning:

Over the last year, the MPO has kicked off multiple planning studies in an effort to begin shaping the 2050 long range transportation plan. These efforts include major updates to the TDP and the Bike Ped/Master Plan. Additionally, the MPO is working together with FDOT District 4, the St. Lucie TPO, and the Martin MPO in the development of the next-generation regional transportation planning model (TCRPM6). These efforts, in combination with the Visioning Study completed in 2022, provide a robust foundation for the 2050 LRTP, which will be commencing this year.

Excellence in Public Transportation:

Since the last certification review, the MPO and its modal partners have been acknowledged at the regional and statewide level for continued excellence in the design, provision, and oversight of its public transportation system.

Transit milestones achieved during the current year include:

- * 1.24 Million riders (the 12th consecutive year of 1 Million+ riders, even during Covid)
- * Most efficient public transportation system in Florida (Number one ranking in Cost per Passenger Trip (National Transit Database)
- * Completed FTA triennial review with a result of zero findings
- * Completed a TDP Major Update and coordinated with FDOT to obtain grant funding for Indian River County to implement the first series of transit service enhancements (expanding transit service hours on weekday evenings and on Saturdays).

(These accomplishments are particularly noteworthy as most transit systems in the US are facing heavy losses in ridership and concerns about safety.)

Finally, one of the MPO's TDLCB members, Dr. Harry Hurst, was named statewide volunteer of the year by the CTD. Dr. Hurst has served as a volunteer on the TDLCB for 32 years.

Innovations in Bike/Ped Safety:

In 2023, the MPO again partnered with a Community Bicycle and Pedestrian Advocacy Organization, Bike/Walk Indian River County (BWIRC), to raise awareness and improve Bike/Ped Safety in the community. Through BWIRC and its partner associations, the County has continued its "Safe Routes to School" program. The program consists of week-long engagements at local elementary schools, where staff and volunteers instruct students about bicycle and pedestrian safety. In addition to the educational component, the program also includes bike riding activities. To enable safe and equitable riding participation, each student is fitted with a helmet by a certified helmet fitter, which the students then keep and take home. With the restart of

FDOT Joint Certification

the “Safe Routes to Schools” program in the Fall of 2022, MPO staff has so far visited eleven elementary schools and distributed over 1,500 helmets. Additional schools have been scheduled for the spring semester. Helmets are provided free of charge by Florida’s Pedestrian & Bicycling Safety Resource Center funded by FDOT.

Additionally, in 2023 Indian River County was renewed as a bronze-level Bicycle Friendly Community (BFC) by the League of American Bicyclists. With the BFC redesignation, Indian River County has been continuously designated as a Bicycle Friendly Community since 2015.

Lastly, the MPO commenced an update to the Bicycle & Pedestrian Master Plan, which included stakeholder interviews and public workshops. These workshops included both youth outreach (the study team spent a day meeting with local high school students) and outreach to historically marginalized populations (one workshop was conducted in Gifford, a predominantly African-American community). Additionally, public workshops were held at a variety of times (morning, afternoon, and evening) to engage with a larger population.

Regional Planning and Cooperation:

During 2023, the MPO continued its long-running participation in collaborative, regional transportation planning with its Treasure Coast partners (the St. Lucie TPO and Martin MPO). In coordination with the St. Lucie TPO and Martin MPO, the MPO completed the 2045 Treasure Coast Regional LRTP.

Finally, in coordination with FDOT District 4 and the St. Lucie and Martin T/MPO’s, the MPO participates in the development of a computer-based regional planning model known as the Treasure Coast Regional Planning Model (or TCRPM). The 5th Generation model (or TCRPM5) was used in the development of the 2045 LRTP. The TCRPM5 is a 3-County Regional Travel Demand Forecast Model which provides a uniform technical basis for identifying regional projects across the Treasure Coast. In 2023, the MPO coordinated with FDOT District 4 and the St. Lucie and Martin T/MPO’s on the development of the next generation of the regional planning model, which will be used in the development of the 2050 LRTP. TCRPM6 development is expected to be completed by mid-2024.

FDOT Joint Certification
Part 2 – FDOT District

Part 2 Section 1: Risk Assessment

MPO Invoice Submittal

List all invoices and the dates that the invoices were submitted for reimbursement during the certification period in **Table 2** below.

Table 2. MPO Invoice Submittal Summary

Invoice #	Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
FHWA-G2933-3	01/01/23-03/01/23	05/15/2023	No
FHWA-G2933-4	04/01/23-06/30/23	09/27/2023	No
FHWA-G2933-5	07/01/23-09/30/23	11/09/23	No
FHWA-G2933-6	10/01/23-12/31/23	02/22/24	No
MPO Invoice Submittal Total			
Total Number of Invoices that were Submitted on Time			4
Total Number of Invoices Submitted			4

MPO Invoice Review Checklist

List all MPO Invoice Review Checklists that were completed in the certification period in **Table 3** and attach the checklists to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Invoice Review Checklist (i.e. checked yes). The

FDOT Joint Certification
Part 2 – FDOT District

MPO Invoice Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

- Submitting unallowable, unreasonable or unnecessary expenses or corrections that affect the total amounts for paying out.
- Exceeding allocation or task budget.
- Submitting an invoice that is not reflected in the UPWP.
- Submitting an invoice that is out of the project scope.
- Submitting an invoice that is outside of the agreement period.
- Documenting budget status incorrectly.

Corrections or findings that are not considered materially significant do not warrant elevation of MPO risk. Examples of corrections or findings that are not considered materially significant include:

- Typos.
- Incorrect UPWP revision number.
- Incorrect invoice number.

Table 3. MPO Invoice Review Checklist Summary

MPO Invoice Review Checklist		Number of Correct Materially Significant Finding Questions
FHWA-G2933-3		7/7
FHWA-G2933-4		7/7
FHWA-G2933-5		7/7
FHWA-G2933-6		7/7
MPO Invoice Review Checklist Total		
Total Number of Materially Significant Finding Questions that were Correct		28/28

**Note: There are 7 materially significant questions per MPO Invoice Review Checklist.*

FDOT Joint Certification
Part 2 – FDOT District

MPO Supporting Documentation Review Checklist

List all MPO Supporting Documentation Review Checklists that were completed in the certification period in **Table 4** and attach the checklists and supporting documentation to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Supporting Documentation Review Checklist (i.e. checked yes). The MPO Supporting Documentation Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

- Submitting an invoice with charges that are not on the Itemized Expenditure Detail Report.
- Submitting an invoice with an expense that is not allowable.
- Failing to submit supporting documentation, such as documentation that shows the invoice was paid.
- Submitting travel charges that do not comply with the MPO's travel policy.

Table 4. MPO Supporting Documentation Review Checklist Summary

MPO Supporting Documentation Review Checklist		Number of Correct Materially Significant Finding Questions
FHWA-G2933-4		8/8
MPO Supporting Documentation Review Checklist Total		
Total Number of Materially Significant Finding Questions that were Correct		8/8

**Note: There are 25 materially significant questions per MPO Supporting Documentation Review Checklist.*

Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

Were incurred costs billed appropriately at the end of the contract period?

Please Check: Yes ☒ No ☐ N/A ☐

FDOT Joint Certification
Part 2 – FDOT District

Risk Assessment Score

Please use the Risk Assessment worksheet to calculate the MPO's risk score. Use **Table 5** as a guide for the selecting the MPO's risk level.

Table 5. Risk Assessment Scoring

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

Risk Assessment Percentage: 100%

Level of Risk: **Low**

Part 2 Section 8: District Questions

The District may ask up to five questions at their own discretion based on experience interacting with the MPO that were not included in the sections above. Please fill in the question(s), and the response in the blanks below. This section is optional and may cover any topic area of which the District would like more information.

1. Do you find the FDOT partnering/coordination meetings to be beneficial? If so, which topics would MPO staff like to see FDOT expand upon during our partnering meetings in 2024? If not, do you have any recommendations for future workshops?

The MPO/FDOT coordination meetings are beneficial to MPO staff. In addition to providing an opportunity to review upcoming agenda items, the meetings also provide a forum for MPO staff and FDOT to coordinate on projects or other activities. Useful topics for upcoming meetings include (but are not limited to) the UPWP development process, MPO agreement, status of TIP downloads, update to the functional classification map, and preparation of the 2050 LRTP scope of services.

2. How will the MPO plan and partner with FDOT in identifying state/on-system facility needs, to develop projects, and incorporate them into the variety of MPO planning documents (i.e., LRTP, LOPP, TIP, etc.)?

The MPO's Long Range Transportation Plan identifies transportation improvement needs over the next 25 years and includes a cost-feasible plan for implementing transportation improvements. The LRTP considers both state/on-system and non-state/off-system facilities.

Over the past year, the MPO has coordinated with FDOT D4, the Martin MPO, and the St. Lucie TPO in the development of the sixth generation of the Treasure Coast Regional Planning Model (TCRPM6). The model provides a technical basis for analyzing transportation network performance and needs at a regional level.

Early in 2024, the MPO will be developing a scope of services for the 2050 LRTP update. A copy of the draft scope of services will be sent to FDOT for review and comment.

Through the TIP/Work Program development process, the MPO also partners with FDOT in the prioritization and programming of transportation projects, including those on the state system. The MPO coordinates with FDOT in the development of the annual List of Priority Projects (LOPP) and includes state/on-system facilities in that process. Subsequently, state/on-system facilities are incorporated in the TIP. For example, the FY 2023/24 – 2027/28 TIP includes projects on A1A, SR 60, and US 1.

FDOT Joint Certification
Part 2 – FDOT District

3. How do your financial policies address segregation of duties? How do you ensure these policies are sufficiently being implemented?

The MPO complies the County's financial policies which include segregation of duties. In the case of the MPO, all billing invoices are prepared by the County's Budget Office for work performed by the MPO. In addition, all payments are received by the Clerk of the Court Comptroller. For work performed by a third party on behalf of the MPO, all invoices received by the MPO require multiple sign-offs by different levels of authority (i.e. MPO Staff Director, Planning & Development Services Director, and Budget Director.) Once an invoice is approved for payment, issuance of the payment is performed by the Clerk of the Court Comptroller.

4. In which areas could FDOT consider improving to enhance the relationship between the MPO's and the Department?

While the MPO has an excellent working relationship with District 4 staff, this is despite the physical distance from the District office in Fort Lauderdale and the MPO's location in Vero Beach. FDOT District 4 may find it beneficial to base more non-operations staff at the Treasure Coast Operations Center in Fort Pierce. Such a location would be more convenient to the northern end of the district and the three T/MPO's on the Treasure Coast, while also enhancing the level of coordination between FDOT D4 and the T/MPO's..

Part 2 Section 9: Recommendations and Corrective Actions

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board. The District may identify recommendations and corrective actions based on the information in this review, any critical comments, or to ensure compliance with federal regulation. The corrective action should include a date by which the problem must be corrected by the MPO.

Status of Recommendations and/or Corrective Actions from Prior Certifications

PLEASE EXPLAIN

FDOT Joint Certification
Part 2 – FDOT District

Recommendations

Comments:

1. The Department appreciates Indian River MPO's eagerness to meet regularly and their participation in the monthly coordination meetings with the District, which commenced in calendar year 2022. Overall, these meetings have enhanced the collaborative relationship between the MPO and the District. We look forward to the continuation of this monthly opportunity to answer questions, coordinate needs, and share information. We encourage the MPO to provide feedback in how we can improve our coordination.
2. The Department acknowledges and appreciates Indian River MPO's continued partnership with the Department in pursuing priority projects important to both local and regional transportation. The District recognizes the importance of developing consistent and cohesive projects that provide mobility and safety to all Floridians who travel in, through, and between our Counties. We look forward to continuing our cooperative and collaborative relationship.

Corrective Actions

N/A

Part 2 Section 10: Attachments

Please attach any documents required from the sections above or other certification related documents here or through the [MPO Document Portal](#). Please also sign and attached the [MPO Joint Certification Statement](#).

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

Click or tap here to enter text.

MPO RESOLUTION NO. 99-02

A RESOLUTION OF THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION AUTHORIZING THE MPO STAFF DIRECTOR TO PERFORM MINOR REVISIONS AND AMENDMENTS TO PLANS, REPORTS, AND DOCUMENTS APPROVED BY THE MPO, WHEN SUCH ACTION IS NEEDED TO OBTAIN FINAL STATE AND FEDERAL APPROVAL OF SUCH ITEMS AND IS NECESSARY DUE TO TIME OR OTHER CONSTRAINTS.

WHEREAS, the Indian River County Metropolitan Planning Organization (MPO) is the designated and constituted body responsible for the urban transportation planning and programming process for the Vero Beach Urbanized Area; and

WHEREAS, the MPO is responsible for preparing and approving several important transportation plans, reports, and documents; and

WHEREAS, the Florida Department of Transportation (FDOT), the US Department of Transportation (USDOT), or other state or federal agencies may require minor revisions to such transportation plans, reports, and documents as a condition of final approval; and

WHEREAS, minor revisions are generally defined as small-scale textual clarifications to MPO reports, plans, grant applications, consultant scopes of services, and other similar documents; minor changes to projects within the MPO's approved Transportation Improvement Program (TIP) including project advancement and state/federal project funding changes; and minor changes to the adopted Unified Planning Work Program (UPWP) involving budget line item revisions; and

WHEREAS, such minor revisions or amendments often need to be completed in short timeframes because of deadlines associated with such transportation plans, reports, and documents.

NOW, THEREFORE, BE IT RESOLVED BY THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION:

1. That the Indian River County Metropolitan Planning Organization (MPO) authorizes the MPO Staff Director to perform minor revisions amendments to plans, reports, and documents approved by the MPO, when such action is needed to obtain final state and federal approval of such items, and is necessary due to time or other constraints.
2. That the MPO Staff Director shall obtain concurrence from the MPO Chairman in the course of performing such minor revisions amendments.
3. That the MPO Staff Director shall provide a status report to the MPO, TAC, and CAC involving the nature of such minor revisions amendments at the next regularly scheduled MPO, TAC, and CAC meeting after the completion of such minor revisions amendments by the MPO Staff Director.

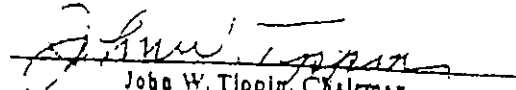
THIS RESOLUTION was moved for adoption by Caroline Ginn, and the motion was seconded by Fran Adams and, upon being put to a vote, the vote was as follows:

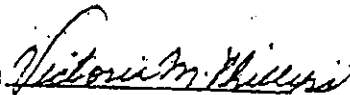
Chairman John W. Tippin
Commissioner Fran B. Adams
Councilwoman Sandra Bowden
Commissioner Caroline Ginn
Commissioner Kenneth Macht
Councilman John McCaus
Councilman Charles Neuberger
Councilman Carl Pease
Councilman Charles Wurmsiedt

Aye
Aye
Aye
Aye
Aye
Aye
Aye
Aye
Aye

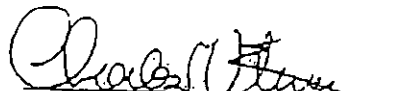
The Chairman thereupon declared the resolution duly passed and adopted this 14th day of July, 1999.

INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION


John W. Tippin, Chairman

ATTEST: 

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY


CHARLES P. VITUNAC
MPO ATTORNEY

1. THIS INSTRUMENT IS NOT VALID UNLESS SIGNED BY TWO

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Chris Balter
Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: December 3, 2024

SUBJECT: **Consideration of an Amendment to the Unified Planning Work Program (UPWP) for FY 2024/25 – 2025/26**

It is requested that the information presented herein be given formal consideration by the Indian River County Metropolitan Planning Organization (MPO) at its meeting of December 11, 2024.

SUMMARY

On April 10, 2024, the MPO board approved the FY 2024/25 – 2025/26 Unified Planning Work Program (UPWP), which is the MPO's budget and description of upcoming transportation planning activities for those two fiscal years (July 1, 2024 through June 30, 2026). Within the UPWP, the MPO's planning activities are organized into seven tasks:

1. Administration and Management
2. Data Development and Management
3. Long Range Planning
4. Short Range Planning
5. Systems Planning and Special Studies
6. Public Outreach
7. Regional Activities

As originally drafted, the FY 2024/25 – 2025/26 UPWP included \$160,642 in carryover funds from the FY 2022/23 – 2023/24 UPWP. Because of administrative requirements, those funds could not be included in the new UPWP at the time of adoption. In September, FDOT issued a closeout letter on the previous UPWP. As a result, the carryover funds are now available to be programmed into the new UPWP.

Recently, MPO staff prepared an amendment to add the carryover funds from the previous UPWP into the new UPWP (see Attachment #1). As shown in the attachment, the amendment

adds funding to each of the seven tasks. In each case, the carryover funds are being programmed into the second year of the new UPWP (FY 2025/26).

At the CAC/BPAC joint meeting on December 3, 2024, the BPAC recommended approval of the UPWP amendment (no action was taken by the CAC since a quorum was not present). At its December 6, 2024 meeting, the TAC also recommended approval of the UPWP amendment.

RECOMMENDATION

Staff recommends that the MPO review and approve the amendment to the Unified Planning Work Program.

ATTACHMENTS

1. Indian River County MPO FY 2024/25 – FY 2025/26 UPWP Revised Pages

End Product	Completion Date
Meeting agendas for MPO Board and advisory committees.	Monthly
Semi-annual DBE reports to FDOT	Semi-annually (May/Nov)
CPG and 5305(d) Grants Invoices and Progress Reports	Quarterly
Annual single audit with Indian River County	Annually
Federal Transit Administration Certifications and Assurances	Annually
Attend MPOAC and General Workshops, Meeting, Conferences, and Training	Quarterly
UPWP amendments	As needed
Joint MPO/FDOT Annual Certification Statement	January 2025
RFQ for General Planning Consultants	December 2025
Joint MPO/FDOT Annual Certification Statement	January 2026
Deobligation of unused funds for carryover into next UPWP	April 2026
Unified Planning Work Program (UPWP) for 26/27 – 27/28	May 2026
MPO Agreement with FDOT for the upcoming UPWP for 26/27 – 27/28	June 2026

Task 1 Administration and Management Estimated Budget Detail		
2024/25		
Funding Source	FHWA	FY 2024/25 Total
Contract Number	G2Y13	
Source Level	PL	
Personnel (salary and benefits)	\$80,455	\$80,455
Consultant Services	\$0	\$0
Travel	\$4,545	\$4,545
Administrative Services Fee	\$9,000	\$9,000
Equipment	\$5,000	\$5,000
2024/25 Totals	\$99,000	\$99,000
2025/26		
Funding Source	FHWA	FY 2025/26 Total
Contract Number	G2Y13	
Source	PL	
Personnel (salary and benefits)	\$69,441 <u>\$90,455</u>	\$69,441 <u>\$90,455</u>
Consultant Services	\$0	\$0
Travel	\$4,545	\$4,545
Administrative Services Fee	\$7,899 <u>\$10,000</u>	\$7,899 <u>\$10,000</u>
Equipment	\$5,000	\$5,000
2025/26 Totals	\$86,885 <u>\$110,000</u>	\$86,885 <u>\$110,000</u>

End Product	Completion Date
Annual AADT report and map for CMP analysis	Annually
Annual Traffic Count Reports, in coordination with Indian River County	Annually
Collect multimodal counts for transit passengers, bicyclists, and pedestrians and provide reports of such data	June 2024

Task 2 Data Development and Management Estimated Budget Detail			
2024/25			
Funding Source	FHWA	Local	FY 2024/25 Total
Contract Number	G2Y13	NA	
Source Level	PL	Local	
Personnel (salary and benefits)	\$95,455	\$102,666	\$198,121
Consultant Services	\$0	\$0	\$0
Travel	\$0	\$0	\$0
Administrative Services Fee	\$9,545	\$10,267	\$19,812
Equipment	\$0	\$0	\$0
2024/25 Totals	\$105,000	\$112,933	\$217,933
2025/26			
Funding Source	FHWA	Local	FY 2025/26 Total
Contract Number	G2Y13	NA	
Source	PL	Local	
Personnel (salary and benefits)	\$80,064 <u>\$101,364</u>	\$102,666	\$182,730 <u>\$204,030</u>
Consultant Services	\$0	\$0	\$0
Travel	\$0	\$0	\$0
Administrative Services Fee	\$8,006 <u>\$10,136</u>	\$10,267	\$18,273 <u>\$20,403</u>
Equipment	\$0	\$0	\$0
2025/26 Totals	\$88,070 <u>\$111,500</u>	\$112,933	\$201,003 <u>\$224,433</u>

Task 3 Long Range Planning Estimated Budget Detail		
2024/25		
Funding Source	FHWA	FY 2024/25 Total
Contract Number	G2Y13	
Source Level	PL	
Personnel (salary and benefits)	\$84,091	\$84,091
Consultant Services	\$250,000	\$250,000
Travel	\$0	\$0
Administrative Services Fee	\$33,409	\$33,409
Equipment	\$0	\$0
2024/25 Totals	\$367,500	\$367,500
2025/26		
Funding Source	FHWA	FY 2025/26 Total
Contract Number	G2Y13	
Source	PL	
Personnel (salary and benefits)	\$41,782 <u>\$63,273</u>	\$41,782 <u>\$63,273</u>
Consultant Services	\$39,000	\$39,000
Travel	\$0	\$0
Administrative Services Fee	\$8,078 <u>\$10,227</u>	\$8,078 <u>\$10,227</u>
Equipment	\$0	\$0
2025/26 Totals	\$88,860 <u>\$112,500</u>	\$88,860 <u>\$112,500</u>

Task 4 Short Range Planning Estimated Budget Detail		
2024/25		
Funding Source	FHWA	FY 2024/25 Total
Contract Number	G2Y13	
Source Level	PL	
Personnel (salary and benefits)	\$49,591	\$49,591
Consultant Services	\$9,500	\$9,500
Travel	\$0	\$0
Administrative Services Fee	\$5,909	\$5,909
Equipment	\$0	\$0
2024/25 Totals	\$65,000	\$65,000
2025/26		
Funding Source	FHWA	FY 2025/26 Total
Contract Number	G2Y13	
Source	PL	
Personnel (salary and benefits)	\$40,764 <u>\$54,136</u>	\$40,764 <u>\$54,136</u>
Consultant Services	\$9,500	\$9,500
Travel	\$0	\$0
Administrative Services Fee	\$5,026 <u>\$6,364</u>	\$5,026 <u>\$6,364</u>
Equipment	\$0	\$0
2025/26 Totals	\$55,290 <u>\$70,000</u>	\$55,290 <u>\$70,000</u>

End Product	Completion Date
Publish Public Transportation Block Grant performance measures	September 2025
Review and approve the CTC Annual Operating Report	November 2025
National Transit Database (NTD) annual report	January 2026
Transportation Disadvantaged Service Plan (TDSP) annual update	June 2026
Federal and state grant applications to support the capital and operating needs of the public transportation system	June 2026
TD annual public workshop	June 2026
Community Transportation Coordinator annual evaluation	June 2026
Public Transit Agency Safety Plan update	June 2026
Corridor studies (consultant services to be used)	June 2026
DBE triennial goal for FTA funds	August 2026
FTA Triennial Review	September 2026
Transit Asset Management (TAM) Plan update	October 2026

Task 5 Systems Planning and Special Studies Estimated Budget Detail			
2024/25			
Funding Source	FHWA	CTD	FY 2024/25 Total
Contract Number	G2Y13	G2I93	
Source Level	PL *	State	
Personnel (salary and benefits)	\$190,879	\$25,778	\$216,657
Consultant Services	\$55,000	\$0	\$55,000
Travel	\$0	\$0	\$0
Administrative Services Fee	\$24,588	\$0	\$24,588
Equipment	\$0	\$0	\$0
2024/25 Totals	\$270,467	\$25,778	\$296,245
2025/26			
Funding Source	FHWA	CTD	FY 2025/26 Total
Contract Number	G2Y13	G2I93	
Source	PL *	State	
Personnel (salary and benefits)	\$170,367 <u>\$226,334</u>	\$25,778	\$196,145 <u>\$252,112</u>
Consultant Services	\$40,000	\$0	\$40,000
Travel	\$0	\$0	\$0
Administrative Services Fee	\$21,037 <u>\$26,633</u>	\$0	\$21,037 <u>\$26,633</u>
Equipment	\$0	\$0	\$0
2025/26 Totals	\$231,404 <u>\$292,967</u>	\$25,778	\$257,182 <u>\$318,745</u>

* These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets planning. [§ 11206(b)] The total amount of funds used by the MPO for Complete Streets planning for FY 24/25 is \$110,000 of \$270,467 PL, and for FY 25/26, is \$50,000 of \$231,404 PL. 2.5% of the total PL allocation for FY 24/25 is \$24,237, and for FY 25/26, it is ~~\$15,096~~ \$19,112.

End Product	Completion Date
<i>The MPO</i> verview (MPO newsletter)	Monthly
Maintain the MPO’s website including updating plans, programs, and maps	Ongoing
Public Participation Plan annual evaluation	September 2024
Public Participation Plan annual evaluation	September 2025
Title VI program update	March 2026
Public Participation Plan update	June 2026

Task 6 Public Outreach Estimated Budget Detail		
2024/25		
Funding Source	FHWA	FY 2024/25 Total
Contract Number	G2Y13	
Source Level	PL	
Personnel (salary and benefits)	\$31,818	\$31,818
Consultant Services	\$0	\$0
Travel	\$0	\$0
Administrative Services Fee	\$3,182	\$3,182
Equipment	\$0	\$0
2024/25 Totals	\$35,000	\$35,000
2025/26		
Funding Source	FHWA	FY 2025/26 Total
Contract Number	G2Y13	
Source	PL	
Personnel (salary and benefits)	\$28,723 <u>\$36,364</u>	\$28,723 <u>\$36,364</u>
Consultant Services	\$0	\$0
Travel	\$0	\$0
Administrative Services Fee	\$2,872 <u>\$3,636</u>	\$2,872 <u>\$3,636</u>
Equipment	\$0	\$0
2025/26 Totals	\$31,595 <u>\$40,000</u>	\$31,595 <u>\$40,000</u>

Task 7 Regional Activities Estimated Budget Detail			
2024/25			
Funding Source	FHWA		FY 2024/25 Total
Contract Number	G2Y13		
Source Level	PL	Total	
Personnel (salary and benefits)			
	\$25,000	\$25,000	\$25,000
Personnel (salary and benefits) Subtotal	\$25,000	\$25,000	\$25,000
Consultant			
	\$0	\$0	\$0
Consultant Subtotal	\$0	\$0	\$0
Administrative Services Fee			
	\$2,500	\$2,500	\$2,500
Admin. Services Fee Subtotal	\$2,500	\$2,500	\$2,500
Total	\$27,500	\$27,500	\$27,500
2025/26			
Funding Source	FHWA		FY 2025/26 Total
Contract Number	G2Y13		
Source Level	PL	Total	
Personnel (salary and benefits)			
	\$19,747 \$25,000	\$19,747 \$25,000	\$19,747 \$25,000
Personnel (salary and benefits) Subtotal	\$19,747 \$25,000	\$19,747 \$25,000	\$19,747 \$25,000
Consultant			
		\$0	\$0
Consultant Subtotal	\$0	\$0	\$0
Administrative Services Fee			
	\$1,974 \$2,500	\$1,974 \$2,500	\$1,974 \$2,500
Admin. Services Fee Subtotal	\$1,974 \$2,500	\$1,974 \$2,500	\$1,974 \$2,500
Total	\$21,721 \$27,500	\$21,721 \$27,500	\$21,721 \$27,500

Table 1: Summary Budget Table

Funding Source Contract Fiscal Year Total Budget	CTD G2I93		FHWA G2Y13		Local NA	
					2024/25	2025/26
					\$112,933	\$112,933
Personnel (salary and benefits)	\$0	\$0	\$80,455	\$69,441 <u>90,455</u>	\$0	\$0
Travel	\$0	\$0	\$4,545	\$4,545	\$0	\$0
Administrative Services Fee	\$0	\$0	\$9,000	\$7,899 <u>10,000</u>	\$0	\$0
Equipment	\$0	\$0	\$5,000	\$5,000	\$0	\$0
				\$86,885 <u>110,000</u>	\$0	\$0
Personnel (salary and benefits)	\$0	\$0	\$95,455	\$80,064 <u>101,364</u>	\$102,666	\$102,666
Administrative Services Fee	\$0	\$0	\$9,545	\$8,006 <u>10,136</u>	\$10,267	\$10,267
				\$88,070 <u>111,500</u>	\$112,933	\$112,933
Personnel (salary and benefits)	\$0	\$0	\$84,091	\$41,782 <u>63,273</u>	\$0	\$0
Consultant Services	\$0	\$0	\$250,000	\$39,000	\$0	\$0
Administrative Services Fee	\$0	\$0	\$33,409	\$8,078 <u>10,227</u>	\$0	\$0
				\$88,860 <u>112,500</u>	\$0	\$0
Personnel (salary and benefits)	\$0	\$0	\$49,591	\$40,764 <u>54,136</u>	\$0	\$0
Consultant Services	\$0	\$0	\$9,500	\$9,500	\$0	\$0
Administrative Services Fee	\$0	\$0	\$5,909	\$5,026 <u>6,364</u>	\$0	\$0
				\$55,290 <u>70,000</u>	\$0	\$0
Personnel (salary and benefits)	\$25,778	\$25,778	\$190,879	\$170,367 <u>226,334</u>	\$0	\$0
Consultant Services	\$0	\$0	\$55,000	\$40,000	\$0	\$0
Administrative Services Fee	\$0	\$0	\$24,588	\$21,037 <u>26,633</u>	\$0	\$0
				\$231,404 <u>292,967</u>	\$0	\$0
Personnel (salary and benefits)	\$0	\$0	\$31,818	\$28,723 <u>36,364</u>	\$0	\$0
Administrative Services Fee	\$0	\$0	\$3,182	\$2,872 <u>3,636</u>	\$0	\$0
				\$31,595 <u>40,000</u>	\$0	\$0
Personnel (salary and benefits)	\$0	\$0	\$25,000	\$19,747 <u>25,000</u>	\$0	\$0
Administrative Services Fee	\$0	\$0	\$2,500	\$1,974 <u>2,500</u>	\$0	\$0
				\$21,721 <u>27,500</u>	\$0	\$0
				\$603,825 <u>764,467</u>	\$112,933	\$112,933

Table 2: Funding Sources									
--------------------------	--	--	--	--	--	--	--	--	--

Contract					FY 2024/25 Funding Source				FY 2025/26 Funding Source			
					Soft Match	Federal	State	Local	Soft Match	Federal	State	Local
Contract	Funding Source	Source Level	2024/25	2025/26								
G2I93	CTD	State	\$25,778	\$25,778	\$0	\$0	\$25,778	\$0	\$0	\$0	\$25,778	\$0
		CTD G2I93 TOTAL	\$25,778	\$25,778	\$0	\$0	\$25,778	\$0	\$0	\$0	\$25,778	\$0

G2Y13	FHWA			<u>\$603,825</u> <u>\$764,467</u>	\$213,820	\$969,467	\$0	\$0	<u>\$133,176</u> <u>\$168,606</u>	<u>\$603,825</u> <u>\$764,467</u>	\$0	\$0
				<u>\$603,825</u> <u>\$764,467</u>	\$213,820	\$969,467	\$0	\$0	<u>\$133,176</u> <u>\$168,606</u>	<u>\$603,825</u> <u>\$764,467</u>	\$0	\$0

NA	Local	Local			\$0	\$0	\$0	\$112,933	\$0	\$0	\$0	\$112,933
		Local NA TOTAL			\$0	\$0	\$0	\$112,933	\$0	\$0	\$0	\$112,933

		\$742,536					\$133,176	\$603,825		
TOTAL	\$1,108,178	<u>\$903,178</u>	\$213,820	\$969,467	\$25,778	\$112,933	<u>\$168,606</u>	<u>\$764,467</u>	\$25,778	\$112,933

Note: A “soft match” is being utilized for FHWA funds. See page 7 for more information on the “soft match.”

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Chris Balter
Planning & Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Jim Mann, MPA
Senior Planner

DATE: December 3, 2024

SUBJECT: **Review of the Public Participation Plan Annual Evaluation**

It is requested that the information presented herein be given formal consideration by the Indian River County Metropolitan Planning Organization at its meeting of December 11, 2024.

DESCRIPTION, CONDITIONS & ANALYSIS

Public participation is a key component of transportation planning and one of the core functions of the Indian River County MPO. The MPO's Public Participation Plan, updated in 2020, includes targets for measuring the effectiveness of the MPO's public engagement activities.

An annual evaluation of the MPO's public participation has been conducted for fiscal year 2023/24 and provided for review (see Attachment #1). For FY 2023/24, highlights include public engagement activities for the Bicycle and Pedestrian Master Plan update (over 140 contacts) and the Bike Rodeo safety education program in local elementary schools (over 900 participants this year).

RECOMMENDATION

This is an informational item; no action is required.

ATTACHMENTS

1. PPP Annual Evaluation for FY 2024

MPO Public Participation and Objective Achievement 2023/2024		
	Total Community Participation	Minority Community Participation

MPO and its Committees

MPO and Advisory Committee Meetings	425	63
MPO and Advisory Committee Meeting Comments	143	19
Community Traffic Safety Team	32	
<i>Total Participation</i>	600	82
<i>Objectives Achieved?</i>	Y	

MPO Projects

Bicycle Pedestrian Master Plan Update		
BPP In-Person Workshops/Stakeholder Meeting	105	
BPP Online Comment Forms/Emails	42	
Bicycle Pedestrian Master Plan Update Totals	147	0
<i>Total Participation</i>	147	0
<i>Objectives Achieved?</i>	Y	

MPO Activities

Bike Rodeos (7 Elementary Schools)	905	
Helmet Fitting/Distribution (Triathlon)	32	
Bike Safety (Community Event)	26	
Walk to School/Bike To School Days	86	
Bike Walk Indian River County Meetings	133	
<i>Total Participation</i>	1,182	
<i>Objectives Achieved?</i>	Y	
<i>Total Participation, Meetings, Projects, and Activities</i>	1,929	82

Outreach Efforts

Radio programs (# of Appearances)	1	
Newspaper coverage (# of Articles)	8	

Communication Efforts

MPO Newsletters Distributed (6 Newsletters)	2,014	
Other Publishings Distributed (9 Publications)	1,320	
MPO Website Hits		
Total Contacts	5,272	