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Robert Loring, City of Fellsmere Representative

Frank Blaisdell – Chairman

AGENDA

The MPO CITIZENS ADVISORY COMMITTEE (CAC) and the MPO BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) will meet at 2:00 PM on Tuesday, JUNE 4, 2024 in CONFERENCE ROOM B1-501, County Administration Building B, 1800 27th Street, Vero Beach, FL.

1. Call to Order
2. Approval of Minutes
CAC – April 2, 2024
BPAC – March 26, 2024
Action Required
3. Presentation by FDOT on the Sebastian Inlet Bridge Replacement
No Action Required
4. Consideration of the FY 2024/25 – FY 2028/29 Transportation Improvement Program (TIP)
Action Required

5. Consideration of the 2024 Priority Projects Report

Action Required

6. Presentation on the Railroad Grade Separation Feasibility Study

Action Required

7. Review of the Bicycle Pedestrian Master Plan Proposed Implementation Projects

No Action Required

8. Status Report of MPO Advisory Committees

No Action Required

9. Other Business

10. Comments from the Public

11. Adjournment

**Next Meeting: CAC – September 3, 2024 – 2:00 PM
BPAC - September 24, 2024 – 2:00 PM**

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.

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 comments 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 at least seven days prior to the meeting.



*This document was produced in cooperation with the Florida
Department of Transportation, Federal Highway Administration
and the Federal Transit Administration*

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**INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION
2024 PRIORITY PROJECTS REPORT**

INTRODUCTION

Each year, MPOs in Florida are required to submit priority projects lists to the Florida Department of Transportation (FDOT). FDOT District 4 has requested that MPO priority projects lists be submitted by August 1 to allow FDOT time to incorporate the MPO priorities in a new draft tentative Five Year Work Program, which will be presented to MPOs in the fall. The Five Year Work Program is then submitted to the Legislature in January, sixty days prior to the start of the legislative session.

This report contains the Indian River County MPO's lists of priority projects for 2024. Those priority lists are used by FDOT as the basis for developing its annual five year work program. The projects included in this report will be considered for funding by FDOT, primarily in the fifth year (FY 2029/30) of the new Five Year Work Program for FY 2025/26-2029/30.

As it has in previous years, the MPO has developed lists for priority highway, congestion management process, transportation alternatives (formerly enhancement), transit, and aviation projects.

With respect to highway projects, the MPO divided the highway priorities list into two categories, roughly mirroring the major available funding sources: Highway projects (State/Federal funded) and Regional Highway projects (Transportation Regional Incentive Program or TRIP funded).



PRIORITY HIGHWAY PROJECTS

This section explains the specific methodology utilized to prepare the MPO's 2024 Priority Highway Projects List. In this section, the inputs and data used to develop and rank the projects are explained, and a brief explanation of each project and its rank is also provided.

The primary input used in developing the 2024 list of priority highway projects was the MPO's adopted 2045 Long Range Transportation Plan (LRTP). Besides the 2045 LRTP, routine system monitoring and discussions with staff from other MPOs, local governments, and FDOT were also used as inputs in developing the list.

As in past years, the LRTP (Table A-9 of the Appendix) was used as the primary basis in developing the 2024 priority highway projects list. The reasons for this include:

- federal and state regulations require projects funded through FDOT to be consistent with the MPO's adopted LRTP;
- the LRTP's recommended roadway improvement projects are consistent with adopted local government comprehensive plans, including the Transportation Element of the County's adopted 2030 Comprehensive Plan;
- the improvements listed in the MPO's adopted LRTP were analyzed for need using sound transportation planning and engineering practices; and
- the MPO's LRTP was adopted after considerable involvement of citizens, technical experts, and elected officials.

In addition to using the LRTP, MPO staff reviewed the status of the projects listed in the MPO's 2023 priority highway projects list and compared those projects to FDOT's current (FY 2024/25-2028/29) adopted Five Year Work Program. Finally, meetings and discussions with municipal, County, and FDOT staff provided additional information utilized in preparing the 2024 list. In those meetings, local government staff familiar with localized capacity and safety problems provided additional information regarding needed projects, while FDOT staff provided input regarding potential projects based on the results and recommendations of numerous FDOT corridor studies undertaken within the County.

In order to adopt a priority list that closely aligns with the major funding sources for transportation projects, the MPO has divided its highway priority list into two categories: Highways (State/Federal) and Regional Highways (Transportation Regional Incentive Program or TRIP).



Priority Highways

In Indian River County, roadways have been identified for which the MPO is seeking federal and state funding are included on the Priority Highways list. These are roadways not identified on the Strategic Intermodal System (SIS), which consist of projects that serve an interstate and inter-regional function and carry high volumes of traffic and goods across long distances (I-95, Florida Turnpike and SR 60 west of I-95). These are the local network of Arterials and Collector roadways that support the transportation of goods and services as well as the connectivity of the transportation network within Indian River County. This year's top priority is the Complete Street Retrofit of 45th Street from 58th Avenue to 43rd Avenue.

The complete list of highway priorities is included as Tables A-1 and A-2 in the Appendix. That list is consistent with the 2045 LRTP interim year project sets, as well as local comprehensive plans, MPO plans, and FDOT's work program. A summary description and ranking of each project is presented below.

List of Priority Highway Projects

1. **45th Street, Complete Street Retrofit from 58th Avenue to 43rd Avenue** – This project is a one-mile Complete Street retrofit of 45th Street from 58th Avenue to 43rd Avenue, which will be like 45th Street east of 43rd Avenue. In addition to resurfacing the 2-lane roadway, the Complete Street retrofit includes bike lanes and sidewalks on both sides, transit stop amenities, and enclosure of the sublateral canal along the south side of 45th Street. This project is supported by the Gifford Neighborhood Plan effort and is consistent with the MPO's 2045 LRTP. Indian River County has requested FDOT to manage and construct the project.
2. **CR 510, widen to four lanes from CR 512 to 58th Avenue** – This project is included as one of the highest priority projects in the MPO's 2045 LRTP. The CR 510 corridor is rapidly approaching capacity and will experience LOS problems in the near future. At this time, the Project Development and Environmental (PD&E) phase is complete, and project design is underway. Right-of-way acquisition began in FY 2020/21 and is ongoing. Construction to occur in phases, with the first phase (CR 512 to 87th Street) programmed for FY 2024/25 and 2025/26.
3. **CR 510, widen to four lanes from 58th Avenue to US 1** – This project is included as one of the highest priority projects in the MPO's 2045 LRTP. The CR 510 corridor is rapidly approaching capacity and will experience LOS problems in the near future. The Project Development and Environmental (PD&E) phase is currently underway, with project design and right-of-way acquisition starting in FY 2023/24.

List of Priority Highway Projects (continued)

- 4. 82nd Avenue, improved two-lane road from 26th Street to 69th Street** – The MPO’s 2045 LRTP includes a project to improve 82nd Avenue from 26th Street to 69th Street as a two-lane paved facility. Right-of-way acquisition is programmed for FY 2023/24 through FY 2025/26. Construction to commence in the near future.
- 5. 82nd Avenue, new two-lane road from 69th Street to CR 510** – The MPO’s 2045 LRTP includes a project to construct 82nd Avenue as a two-lane facility from 69th Street to CR 510. This is a new section of 82nd Avenue. Right-of-way acquisition has been completed with construction to be programmed in future years.
- 6. US 1 at Aviation Boulevard, Intersection Improvement** – The intersection of Aviation Boulevard and US 1 is identified as a project to be implemented in 2026 – 2045 on the MPO’s Adopted 2045 Long Range Transportation plan – Cost Feasible Plan. The intersection is currently failing or nearly failing during peak periods and in peak directions. The Project Development and Environmental (PD&E) phase is currently underway, and the Preliminary Engineering (design) phase is programmed to begin in 2024/25. The PD&E study includes an evaluation of multiple alternatives for the intersection and railroad crossing.
- 7. Aviation Boulevard, widen to four lanes from 43rd Avenue to US 1** – the widening of Aviation Boulevard from 43rd Avenue to Us 1 is a project identified to be implemented in 2026 – 2045 on the MPO’s adopted Long Range Transportation Plan – Cost Feasible Plan. The project will also connect to other planned improvement projects, such as the widening of 26th Street from 66th Avenue to 43rd Avenue, and the extension of Aviation Boulevard to the County's medical corridor. Indian River County and the City of Vero Beach has requested FDOT to manage and construct the project.
- 8. US 1, widen to six lanes from 53rd Street to CR 510** – The widening of US 1 from 53rd Street to CR 510 addresses a future capacity deficiency. At this time, the Project Development and Environmental (PD&E) study is complete, and project design is underway. The first phase (69th St to CR 510) will include intersection improvements at CR 510.

Priority Regional Highways

Regional roadways serve a function of connecting major population or activity concentrations that are separated by some distance. With the Growth Management Legislation that was signed into law in July of 2006, regional roadways became more important, because that legislation established a new grant program, known as the Transportation Regional Incentive Program (TRIP), for use on roadways determined to be regional in nature.

In order to qualify for TRIP funding, the MPO engaged in a number of actions. Those included establishing a new regional entity, the Treasure Coast Transportation Council (TCTC), with Martin and St. Lucie Counties; developing a regional roadway network map; and developing a set of interim criteria for prioritizing TRIP project candidates on a regional basis. In 2017, the interim prioritization criteria were applied to the list of regional projects identified in the Long Range Plans of the individual counties. The results of that prioritization, which were subsequently adopted by the TCTC and all three MPOs, are contained in Table A-10 of this report.

According to state regulations, a TRIP funded project phase may not begin until the TRIP funds have been allocated by FDOT. In addition, the project must be at least 50% funded with local money. Unlike every other priority list in this document, the regional priorities list is not adopted solely by the MPO. After approval of Indian River County's regional priority candidates by the MPO, the candidate projects from all three counties were ranked and approved by the TCTC. According to FDOT, funds will be awarded to eligible priority projects that are construction ready. The MPO is requesting the widening of 26th Street from 66th Avenue to 43rd Avenue be the regional priority project.

List of Candidate TRIP Grant Priority Highway Projects - Regional

- **26th Street, widen to four lanes from 66th Avenue to 43rd Avenue** – The widening of 26th Street from 66th Avenue to 43rd Avenue is a project identified to be implemented in 2026 – 2045 on the MPO's Long Range Transportation Plan – Cost Feasible Plan. The project will also connect to other planned improvement projects, such as the widening of Aviation Boulevard from 43rd Avenue to US 1, and the extension of Aviation Boulevard to the County's medical corridor. Planned improvements for this corridor include the addition of bike lanes and sidewalks on both sides. This will increase safety of pedestrians and cyclists along corridor as these facilities currently do not exist.

Conclusion

As structured, the MPO's 2024 List of Priority Highway Projects identifies only those projects for which state and/or federal funding is requested. As indicated in the MPO's 2045 LRTP, many of the plan's cost-feasible roadway improvements will be funded with local revenues and constructed by the County or local municipalities. Therefore, the priority highway projects list includes only those roadway projects which require state or federal funds and which are multi-million dollar, multi-year projects.

PRIORITY CONGESTION MANAGEMENT PROCESS (CMP) PROJECTS



Beginning with the 1998 Priority Projects Report, MPO staff utilized the MPO's Congestion Management System (CMS) plan to identify and prioritize improvement strategies for the county's most congested corridors. In 2004, the MPO prepared a CMS Plan Major Update. With the 2006 passage of SAFETEA-LU, the new federal highway authorization bill, the Congestion Management System was renamed the "Congestion Management Process," or CMP.

In 2024, staff performed a CMP analysis in order to identify candidate CMP projects. Through that process, staff identified the most congested corridors in the county based on existing and vested trips. Next, staff eliminated those corridors which are programmed in the short term for widening. Finally, staff eliminated those corridors which had already been evaluated through the CMP process.

Once the initial screening process was complete, MPO staff evaluated the most congested corridors and subjected them to a second screening process to identify appropriate CMP strategies. The Priority CMP Project is listed below:

PRIORITY CMP PROJECTS

Corridor	Strategy
County Wide	Update and install new traffic signal equipment on the system wide network

Although there is no specific allocation of FDOT funding reserved exclusively for CMP projects, MPOs have the option to program CMP projects for funding with federal highway money. Since MPO formula highway funding has been significantly curtailed in recent years, the MPO will not request the allocation of funds that would otherwise be used for MPO highway priorities, but will instead seek alternative funding sources (such as County Incentive Grant, Intermodal, and ITS funding) for the construction of CMP projects.

PRIORITY TRANSPORTATION ALTERNATIVES

Funded with ten percent of Surface Transportation Program allocations, the Transportation Alternatives program focuses on improvements that complement the transportation system. In Florida, TA funds are allocated to each FDOT district, which then determines how these funds will be distributed among the MPOs in its jurisdiction. For the 2024 TA funding cycle, FDOT District Four will allocate approximately \$1,473,302 to the Indian River County MPO. These funds will likely become available in FY 2026/27.

The 2024 Transportation Alternatives project prioritization process began in January 2024. At that time, the MPO notified eligible TA project sponsors and other interested groups of the opportunity to apply for TA funds. For the 2024 project cycle, one TA project application was submitted to MPO staff with one being an alternative for funding purposes:



List of Candidate Transportation Alternatives Projects

1. **Trans-Florida Central Railroad Trail** – extension of the Trans-Florida Central Railroad Trail as a paved trail from St. Sebastian River State Park to Broadway Street in the City of Fellsmere (multiple phases).
2. **43rd Avenue Sidewalk from 45th Street to 49th Street** – construction of additional sidewalk on both east and west sides of 43rd Avenue to fill in gaps identified.

PRIORITY TRANSIT PROJECTS

For 2024, the primary source of projects in the transit priority list was the MPO's Transit Development Plan (TDP) - Major Update. While the new Major Update contains some aspirational system expansion strategies, nearly all of the recommendations from the plan focus on system route and policy changes focused on promoting system efficiency. Below are the MPO's 2024 Priority Transit Projects:

PRIORITY TRANSIT PROJECTS

Ranking	Project	Funding Source
1	Construct North County Hub	Federal/State
2	Initiate Sunday Operating Hours (8am – 5pm)	Federal/State
3	Construct Shelters and Benches	Federal



PRIORITY AIRPORT PROJECTS

In Indian River County, there are two publicly owned general aviation airports, each of which qualifies for state and federal funding. Separate priority project lists have been established for each airport. This report includes a Vero Beach Airport priority projects list and a Sebastian Airport priority projects list.

To develop the airport priority projects list, MPO staff reviewed the current JACIPs (Joint Automated Capital Improvement Programs) for each of the two public airports in the county, identified which projects in the JACIPs were unfunded, and coordinated with respective airport staffs. The following airport priority projects were identified for 2024.

PRIORITY AVIATION PROJECTS

Sebastian Municipal Airport	Vero Beach Regional Airport
1. Square Hangar Construction (2024-2025) 2. Gate Security System Upgrades -(2025) 3. Hangar D Office Improvements (2024) 4. Engineer & Design Terminal Apron Improvements (2025) 5. Reconstruct Alpha Apron (2024) 6. Runway 05-23 Rehabilitation (2024) 7. Design Taxiway Golf (2024) 8. Construct Taxiway Golf (2025-2026) 9. Engineer & Design Golf Apron Phase I (2026) 10. Upgrade Airport Protective Netting (2025) 11. Design Access Road and Utilities Infrastructure for Airport NW area (2026) 12. Construct Terminal Apron Expansion (2026) 13. Construct Access Road and Utilities Infrastructure for Airport NW area (2027-2028)	1. ARFF Vehicle (2024) 2. Rehabilitate Airport Terminal Construction (PH 2) (2024) 3. Redevelop Commercial Park (PH 2) (2024) 4. Extend Taxiway B (Design) (2024) 5. Rehabilitate Taxiway B (Construction) (2024) 6. Airport Fiber Backbone Project (2024) 7. Rehabilitate Taxiway B (Construction) (2024) 8. Rehabilitate Airport Drainage System (2025) 9. Extend Taxiway B (Construction) (2025) 10. Terminal Parking Lot (2025) 11. Runway 12R Connector Taxiway (2025) 12. Rehabilitate Taxiway A south of Runway 12R (Design) (2026) 13. Replace Hanger Roof (2026) 14. Airfield Electrical Upgrades (2026) 15. Terminal Building Expansion (2026) 16. Rehabilitate Taxiway A south of Runway 12R (Construction) (2027) 17. ASOS Relocation (2027) 18. Rehabilitate Airport Drainage System (2027-2028) 19. Extend/Mark/Light Taxiway E West of Runway 4 (Design and Environmental) (2028) 20. Airport Business Park Improvements (2028) 21. Extend Runway 4/22 (PH 1) (Environmental) (2028) 22. Extend/Mark/Light Taxiway E West of Runway 4 (Construction) (2029) 23. Extend Runway 4/22. Phase 2 (2029)

Conclusion

The five components of the Indian River County MPO's 2024 Priority Projects Report—the priority highway projects list, the priority CMP projects list, the priority Transportation Alternatives project list, the priority transit projects list, and the priority airport projects list—will be reviewed by the MPO Technical Advisory Committee (TAC), the MPO Citizens Advisory Committee (CAC), the MPO Bicycle-Pedestrian Advisory Committee (BPAC), and by the MPO Board. Opportunities for public comment are available at the TAC, CAC, BPAC, and MPO meetings. Before making decisions regarding the five priority projects lists, the MPO and its advisory committees will consider public input.



APPENDIX
Summary Tables and Reference Material

Table A-1
Priority Highway Projects

Project Rank		Roadway	Location		Length (miles)	Improvement Type	Jurisdiction	FDOT FY 2024/25 – 2028/29 Five Year Work Program		Funding Source Requested
2024	2023		From	To				FM #	Programmed Phases	
1	1	45 th Street	58 th Avenue	43 rd Avenue	1.0	Retrofit/Complete Streets	County	4533271	PDE, PE	State/Federal
2	2	CR 510	58 th Avenue	CR 512	5.5	Widen to 4 lanes	County	4056063 4056064 4056067	ROW, RRU, CST	State/Federal
3	3	CR 510	US 1	58 th Avenue	.6	Widen to 4 lanes	County	4416921	ROW	State/Federal
4	6	82 nd Avenue	26 th Street	69 th Street	3.0	New 2 lanes	County	2308793	ROW	State/Federal
5	5	82 nd Avenue	69 th Street	CR 510	2.0	New 2 lanes	County	2308793	PE Underway	State/Federal
6	7	US 1	Intersection at Aviation Boulevard		n/a	Intersection	State	4416931	PE	State/Federal
7	-	Aviation Boulevard	43 rd Avenue	US 1	2.0	Widen to 4 lanes	Vero Beach	-	-	State/Federal
8	8	US 1	53 rd Street	CR 510	4.8	Widen to 6 lanes	State	4317243 4317241	PE, ROW	State/Federal

Table A-2
Priority Regional Highways

Project Rank		Roadway	Location		Length (miles)	Improvement Type	Jurisdiction	FDOT FY 2024/25 – 2028/29 Five Year Work Program		Funding Source Requested
2024	2023		From	To				FM #	Programmed Phases	
1	-	26 th Street	66 th Avenue	43 rd Avenue	2.0	Widen to 4 lanes	County	-	-	State only (TRIP)

**Table A-3
CMP Priority Projects**

Corridor	Strategy
County Wide	Update and install new traffic signal equipment on the system wide network

**Table A-4
Priority Transportation Alternatives Projects**

- 1. Trans-Florida Central Railroad Trail** – extension of the Trans-Florida Central Railroad Trail as a paved trail from St. Sebastian River State Park to Broadway Street in the City of Fellsmere (multiple phases).
- 2. 43rd Avenue Sidewalk from 45th Street to 49th Street** – construction of additional sidewalk on both east and west sides of 43rd Avenue to fill in gaps identified.

**Table A-5
Priority Transit Projects**

Ranking	Project	Funding Source
1	Construct North County Hub	Federal/State
2	Initiate Sunday Operating Hours (8am – 5pm)	Federal/State
3	Construct Shelters and Benches	Federal

Table A-6
Priority Aviation Projects for Vero Beach Regional Airport

1. ARFF Vehicle (2024)
2. Rehabilitate Airport Terminal Construction (PH 2) (2024)
3. Redevelop Commercial Park (PH 2) (2024)
4. Extend Taxiway B (Design) (2024)
5. Rehabilitate Taxiway B (Construction) (2024)
6. Airport Fiber Backbone Project (2024)
7. Rehabilitate Taxiway B (Construction) (2024)
8. Rehabilitate Airport Drainage System (2025)
9. Extend Taxiway B (Construction) (2025)
10. Terminal Parking Lot (2025)
11. Runway 12R Connector Taxiway (2025)
12. Rehabilitate Taxiway A south of Runway 12R (Design) (2026)
13. Replace Hanger Roof (2026)
14. Airfield Electrical Upgrades (2026)
15. Terminal Building Expansion (2026)
16. Rehabilitate Taxiway A south of Runway 12R (Construction) (2027)
17. ASOS Relocation (2027)
18. Rehabilitate Airport Drainage System (2027-2028)
19. Extend/Mark/Light Taxiway E West of Runway 4 (Design and Environmental) (2028)
20. Airport Business Park Improvements (2028)
21. Extend Runway 4/22 (PH 1) (Environmental) (2028)
22. Extend/Mark/Light Taxiway E West of Runway 4 (Construction) (2029)
23. Extend Runway 4/22. Phase 2 (2029)

Table A-7
Priority Aviation Projects for Sebastian Municipal Airport

1. Square Hangar Construction (2024-2025)
2. Gate Security System Upgrades -(2025)
3. Hangar D Office Improvements (2024)
4. Engineer & Design Terminal Apron Improvements (2025)
5. Reconstruct Alpha Apron (2024)
6. Runway 05-23 Rehabilitation (2024)
7. Design Taxiway Golf (2024)
8. Construct Taxiway Golf (2025-2026)
9. Engineer & Design Golf Apron Phase I (2026)
10. Upgrade Airport Protective Netting (2025)
11. Design Access Road and Utilities Infrastructure for Airport NW area (2026)
12. Construct Terminal Apron Expansion (2026)
13. Construct Access Road and Utilities Infrastructure for Airport NW area (2027-2028)

Table A-8
2045 Long Range Transportation Plan, Cost Feasible Plan

2045 LRTP Cost Feasible Capacity Projects (YOE)

Indian River County

2045 Capacity Projects: Fully Funded

ID	On Street	From Street	To Street	Mi.	Improv Type	PO&E Time	PO&E Cost (YOE)	PD&E Source	PE Time	PE Cost (YOE)	PE Source	ROW Time	ROW Cost (YOE)	ROW Source	CST Time	CST Cost (YOE)	CST Source	Funded Level
Strategic Intermodal System (SIS) Projects																		
1	SR-9/I-95	@Oslo Rd	—	N/A	Int. Imp.	COMPLETE	N/A	SIS	COMPLETE	N/A	SIS	COMPLETE	N/A	SIS	2026-2030	\$ 50,382,000	SIS	Fully Funded
State Projects																		
2	26th Street/Aviation Blvd	@US 1/SR 5	—	N/A	Int. Imp.	COMPLETE	\$ 1,250,000	Prod. Sup.	2020-2024	\$ 2,500,000	Prod. Sup.	2031-2035	\$ 31,000,000	OA	2036-2045	\$ 51,250,000	OA	Fully Funded
3	CR 510	@US 1/SR 5	—	N/A	Int. Imp.	2026-2030	\$ 594,000	Prod. Sup.	2026-2030	\$ 1,188,000	Prod. Sup.	2026-2030	\$ 6,600,000	OA	2031-2035	\$ 13,950,000	OA	Fully Funded
4	Indian River Blvd (SR 60)	20th Street	Merrill P. Barber Brg	1.00	4D-4D*	2025	\$ 292,000	Prod. Sup.	2026-2030	\$ 649,000	Prod. Sup.	2031-2035	\$ 6,096,000	OA	2036-2045	\$ 10,077,000	OA	Fully Funded
5	US 1	53rd Street	CR 510	4.80	4D-6D	2020-2024	\$ 450,000	Prod. Sup.	2026-2030	\$ 3,115,000	Prod. Sup.	2026-2030	\$ 27,984,000	OA	2036-2045	\$ 48,381,000	OA	Fully Funded
**	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2025	\$ 143,000	Prod. Sup.	2025	\$ 29,000	Prod. Sup.	N/A			2025	\$ 2,850,000	OA	Fully Funded
**	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2026-2030	\$ 510,000	Prod. Sup.	2026-2030	\$ 102,000	Prod. Sup.	N/A			2026-2030	\$ 10,199,000	OA	Fully Funded
**	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2031-2035	\$ 205,000	Prod. Sup.	2031-2035	\$ 41,000	Prod. Sup.	N/A			2031-2035	\$ 4,109,000	OA	Fully Funded
**	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2036-2045	\$ 1,328,000	Prod. Sup.	2036-2045	\$ 266,000	Prod. Sup.	N/A			2036-2045	\$ 26,562,000	OA	Fully Funded
Local Projects																		
6	Oslo Road	I-95	58th Avenue	3.30	2U-4D	COMPLETE	\$ 884,000	County	COMPLETE	\$ 1,768,000	County	2020-2024	\$ 5,633,000	County	2026-2030	\$ 23,339,000	County	Fully Funded
7	74th Avenue	Oslo Road	12th Street	2.57	00-2U	2026-2030	\$ 830,000	County	2026-2030	\$ 1,661,000	County	2036-2045	\$ 12,896,000	County	2036-2045	\$ 25,792,000	County	Fully Funded
8	43rd Avenue	Oslo Road	16th Street	3.00	2U-4D	2026-2030	\$ 1,061,000	County	2026-2030	\$ 2,122,000	County	2036-2045	\$ 16,475,000	County	2036-2045	\$ 32,950,000	County	Fully Funded
9	26th Street/Aviation Blvd	66th Avenue	43rd Avenue	1.95	2U-4D	2026-2030	\$ 690,000	County	2026-2030	\$ 1,379,000	County	2036-2045	\$ 8,567,000	County	2036-2045	\$ 21,418,000	County	Fully Funded
10	26th Street/Aviation Blvd	43rd Avenue	US 1	1.95	2U-4D	2026-2030	\$ 690,000	County	2026-2030	\$ 1,379,000	County	2031-2035	\$ 6,478,000	County	2031-2035	\$ 16,194,000	County	Fully Funded
11	82nd Avenue	26th Street	69th Street	5.02	25-2U	2026-2030	\$ 1,623,000	County	2026-2030	\$ 3,246,000	County	COMPLETE	\$ 12,294,000	County	2031-2035	\$ 38,112,000	County	Fully Funded
12	82nd Avenue	69th Street	CR 510	2.05	25-2U	COMPLETE	\$ 501,000	County	COMPLETE	\$ 1,002,000	County	2020-2024	\$ 1,251,000	County	2025	\$ 11,926,000	County	Fully Funded
13	CR 510	87th Street	82nd Avenue	1.24	2U-4D	COMPLETE	\$ 333,000	OA	COMPLETE	\$ 667,000	OA	2020-2024	\$ 4,667,000	OA	2031-2035	\$ 10,335,000	OA	Fully Funded
14	CR 510	82nd Avenue	58th Avenue	3.26	2U-4D	COMPLETE	\$ 873,000	OA	COMPLETE	\$ 1,747,000	OA	2020-2024	\$ 11,522,000	OA	2026-2030	\$ 23,056,000	OA	Fully Funded
15	CR 510	58th Avenue	US 1	0.60	2U-4D	2020-2024	\$ 3,915,000	County	2026-2030	\$ 424,000	County	2026-2030	\$ 2,970,000	County	2031-2035	\$ 4,983,000	County	Fully Funded
16	82nd Avenue	CR 510	Laconia	0.55	25-2U	2025	\$ 160,000	County	2026-2030	\$ 356,000	County	2026-2030	\$ 1,778,000	County	2036-2045	\$ 5,523,000	County	Fully Funded
17	CR 512	I-95	CR 510	2.56	4D-6D	2026-2030	\$ 829,000	County	2026-2030	\$ 1,659,000	County	2026-2030	\$ 8,293,000	County	2036-2045	\$ 25,758,000	County	Fully Funded
18	CR 512	Willow Street	I-95	2.45	2U-4D	2026-2030	\$ 866,000	County	2026-2030	\$ 1,733,000	County	2031-2035	\$ 10,102,000	County	2036-2045	\$ 26,912,000	County	Fully Funded

2045 Capacity Projects: Partially Funded

ID	On Street	From Street	To Street	Mi.	Improv Type	PD&E Time	PD&E Cost (YOE)	PD&E Source	PE Time	PE Cost (YOE)	PE Source	ROW Time	ROW Cost (YOE)	ROW Source	CST Time	CST Cost (YOE)	CST Source	Funded Level
Local Projects																		
19	53rd Street	66th Avenue	82nd Avenue	2.00	00-2U	2026-2030	\$ 647,000	County	2026-2030	\$ 1,293,000	County	2026-2030	\$ 6,465,000	County	Unfunded	\$ 20,082,000	OA	Partially Funded
20	12th Street	74 Avenue	58th Avenue	2.00	25-2U	2026-2030	\$ 647,000	County	2026-2030	\$ 1,293,000	County	COMPLETE	\$ 4,898,000	County	Unfunded	\$ 20,082,000	County	Partially Funded

2045 Capacity Projects: Unfunded Needs

ID	On Street	From Street	To Street	Mi.	Improv Type	PD&E Time	PD&E Cost (YOE)	PD&E Source	PE Time	PE Cost (YOE)	PE Source	ROW Time	ROW Cost (YOE)	ROW Source	CST Time	CST Cost (YOE)	CST Source	Funded Level
Local Projects																		
21	66th Avenue	CR 510	Barber Street	0.80	2U-4D	Unfunded	\$ 440,000	N/A	Unfunded	\$ 880,000	N/A	Unfunded	\$ 4,401,000	N/A	Unfunded	\$ 8,801,000	N/A	Unfunded
22	Roseland Road	CR 512	US 1	4.70	2U-4D	Unfunded	\$ 2,583,000	N/A	Unfunded	\$ 5,167,000	N/A	Unfunded	\$ 25,834,000	N/A	Unfunded	\$ 51,668,000	N/A	Unfunded
23	5th Street SW	20th Avenue	11th Square SW	0.73	25-2U	Unfunded	\$ 366,000	N/A	Unfunded	\$ 733,000	N/A	Unfunded	\$ 3,665,000	N/A	Unfunded	\$ 7,330,000	N/A	Unfunded
24	43rd Avenue	Oslo Road	St. Lucie County Line	2.08	2U-4D	Unfunded	\$ 1,142,000	N/A	Unfunded	\$ 2,284,000	N/A	Unfunded	\$ 11,422,000	N/A	Unfunded	\$ 22,845,000	N/A	Unfunded
25	27th Avenue	Oslo Road	St. Lucie County Line	2.03	2U-4D	Unfunded	\$ 1,117,000	N/A	Unfunded	\$ 2,235,000	N/A	Unfunded	\$ 11,175,000	N/A	Unfunded	\$ 22,349,000	N/A	Unfunded
26	58th Avenue	Oslo Road	St. Lucie County Line	2.09	00-2U	Unfunded	\$ 1,051,000	N/A	Unfunded	\$ 2,101,000	N/A	Unfunded	\$ 10,506,000	N/A	Unfunded	\$ 21,011,000	N/A	Unfunded
27	5th Street SW	11th Square SW	Old Dixie Highway	0.69	25-2U	Unfunded	\$ 348,000	N/A	Unfunded	\$ 696,000	N/A	Unfunded	\$ 3,479,000	N/A	Unfunded	\$ 6,958,000	N/A	Unfunded

*Operational capacity improvements to be determined

**Systemwide Improvements

Note: YOY costs were developed using inflation factors provided in FDOT Revenue Forecasting Guidebook

Table A-9
Regional Long Range Transportation Plan

Prioritized Needs Projects (by County and Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Boulevard	495 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
Indian River	CR-512/Sebastian Boulevard	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-94-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1
Indian River	SR-94-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulevard	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	26th Street/Aviation Boulevard	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.66	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	Aviation Boulevard Extension	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard **	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3

Table A-10

Definitions Used in the 2 Priority Projects Report

Project Phases

CST	Construction
DES	Design
PD&E	Project Development and Environmental Study
PE	Preliminary Engineering
ROW	Right of Way

Other Terms

FDOT	Florida Department of Transportation
LOS	Level of Service (measure of roadway traffic congestion)
LRTP	Long Range Transportation Plan
PLEMO	Planning and Environmental Management Office (FDOT planning study)

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Citizens Advisory Committee (CAC) and Bicycle Pedestrian Advisory Committee (BPAC)

THROUGH: Andrew Sobczak
Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: May 24, 2024

SUBJECT: **Presentation on the Railroad Grade Separation Feasibility Study**

It is requested that the information presented herein be given formal consideration by the MPO Citizens Advisory Committee (CAC) and Bicycle Pedestrian Advisory Committee (BPAC) at their meeting of June 4, 2024.

DESCRIPTION & CONDITIONS

Last October, the MPO Board authorized a railroad crossing grade separation feasibility study to be performed by one of the MPO's General Planning Consultants (MARLIN Engineering, Inc.). Since then, the Consultant has conducted an initial screening of all 32 at-grade crossings in the county (Tier 1 analysis), performed a more detailed feasibility evaluation of 10 crossings (Tier 2 analysis), and prepared a draft report summarizing the evaluation and recommendations of the study.

ANALYSIS

The Tier 1 analysis examined all 32 at-grade crossings in Indian River County and included a review of the crash history at the crossing and nearby roadways, traffic conditions at the crossing, potential land use impacts, and other criteria. Based on the results of the Tier 1 analysis, ten crossings selected for further evaluation (Tier 2) and are listed below:

- Oslo Road
- 4th Street
- 12th Street
- 16th Street

- 14th Avenue
- Aviation Blvd.
- 41st Street
- 53rd Street
- CR 510 (85th Street)
- Roseland Road

The Tier 2 analysis included a field review along with a more detailed evaluation of the Tier 1 criteria. Based on the Tier 2 assessment, each of the crossings were categorized as follows: Most Need, Medium to Low Need, Low Need, or Low to No Need. The five crossings listed below were categorized as having the highest potential for grade separation (or Most Need):

- Oslo Road
- 4th Street
- Aviation Blvd.
- 53rd Street
- CR 510 (85th Street)

Two of the five crossings identified as “Most Need” in Tier 2 (Aviation Blvd. and CR 510) have also been recently assessed for the suitability of a railroad overpass as part of larger transportation improvement projects. In the case of Aviation Blvd., several grade separation alternatives were evaluated as part of the Aviation Blvd./US 1 intersection improvements, but all were eventually removed from consideration due to lack of community support. For the CR 510 widening from 58th Avenue to US 1, both full and partial overpasses at the FEC railroad/US 1 are being evaluated along with an at-grade alternative. While a preferred alternative has not been selected for the CR 510 widening at this time, the partial overpass has received a high level of community support.

At the June 4th joint CAC/BPAC meeting, the Consultant will present the results of the railroad grade separation feasibility study.

RECOMMENDATION

MPO staff recommends that the CAC and BPAC review the Draft Railroad Grade Separation Feasibility Study, provide comments to staff, and recommend that the MPO approve the study.

ATTACHMENTS

1. Draft Railroad Grade Separation Feasibility Study

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Citizens Advisory Committee (CAC)
and Bicycle Pedestrian Advisory Committee (BPAC)

THROUGH: Andrew Sobczak
Planning & Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: May 24, 2024

SUBJECT: **Review of the Bicycle Pedestrian Master Plan Proposed Priority Projects**

It is requested that the information presented herein be given formal consideration by the MPO Citizens Advisory Committee (CAC) and Bicycle Pedestrian Advisory Committee (BPAC) at their meeting of June 4, 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, drafted an Existing Conditions report, and developed proposed bicycle and sidewalk networks.

Using the proposed bicycle network and sidewalk network presented to the BPAC on March 26th and the CAC on April 2nd, the Consultant has recently compiled a draft priority list of bicycle and pedestrian projects (Attachment #1). The priority list consists of projects to be programmed for implementation and is comprised of sidewalks, bike lanes, shared use paths, bicycle routes, and crossing improvements. The method of delivery varies among the projects; some may be constructed as part of a roadway widening or resurfacing while others will need to be constructed

as a stand alone project. For stand along projects, the MPO's Transportation Alternative Program (or TAP) provides one option for implementing projects.

Significant projects in the bicycle/pedestrian priority list 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.
- Shared use path along 17th Lane SW in the Vero Beach Highlands.

The next step in the development of the Bicycle Pedestrian Master Plan will be preparation of a draft Final Report by the Consultant this summer, which will be available for review through the MPO's website. At the end of the summer, MPO staff anticipates that the Final Report will then be presented to the MPO advisory committees and MPO Board for adoption.

RECOMMENDATION

Staff recommends that the CAC and BPAC review the Draft Bicycle Pedestrian Master Plan Priority Projects and provide comments to staff.

ATTACHMENTS

1. Draft Bicycle Pedestrian Master Plan Proposed Priority Projects

Priority Strategies

Historically, priority lists have been static visioning lists with little consideration for the various types of funding and implementation mechanisms that bring projects to completion. Some years, updates took the approach to limit the total number of projects on the list, creating additional burdens on staff to explain why segments are missing or qualifying one project as more valuable to the leadership than another. This leaves the general public frustrated and elected officials without a clear understanding of every existing gap and future corridor as it relates to programming capital budgets.

The reality is funding is a limited resource; meanwhile requests for new and upgraded infrastructure are never ceasing as transportation evolves with new technology such as electric vehicles, automated vehicles, and low speed vehicles. As communities age and personal needs change, or as old approaches to transportation, such as rail, infill, redevelopment, and new development, are reignited, the community's needed uses of corridors shift away from the current designed configurations. Combined with state and federal acknowledgement of the various sustainability and hardening strategies to manage natural and manmade environmental issues, the task of prioritizing projects can seem daunting. That is where good mapping, data, and a strategic approach to implementing different types of projects can play key roles in doing more on the same dime.

Synthesis of this information led to the development of a prioritization methodology that categorizes projects into "buckets" based on the delivery mechanism. This method starts from GIS data analysis and further sorts the projects based on funding strategies. The benefits of this methodology include:

- Providing additional information to help a board to select the next best projects.
- Allowing flexibility to advance needed projects that may not be highest ranked but become apparent opportunities as community needs shift, the built environment changes, and new developments are constructed.
- Providing a full vision network so community members understand the full system needs and opportunity to reflect on the state of the system.
- The ability for additional categories of projects to be advanced as new funding sources are made available.

The prioritization process began with a comprehensive list of bicycle and pedestrian infrastructure projects that form a connected network across the county. Projects were developed based on existing facility gaps, public input, safety concerns, and the goal of making connections between communities and across barriers. The projects were then assigned points based on a scoring system with four criteria:

- Safety
- Connectivity
- Level of Stress
- Latent Demand

The system for applying points for each category are included in Attachment A. The cumulative points were then used to assign an initial priority ranking. 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, in order 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.

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 crosswalks, 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

For IRCMPO, bike lanes are prioritized as a unique category as they can often be accomplished at the time of roadway resurfacing. 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 standalone 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.

Projects

Project lists are provided on the following pages. More detailed lists and maps are included in Attachment B. The project lists include the points assigned to each project for each scoring criteria. Delivery Mechanisms are noted in the Programming column. The maps identify bicycle and pedestrian projects based on the implementation approach.

MEMORANDUM

Table 1 - Priority Sidewalk Projects

Priority	Project	Road	From	To
1	Sidewalk	49th Street	40th Avenue	US 1
2	Sidewalk	Sebastian Boulevard/CR 512	Willow Street	Sebastian River Middle School
3	Sidewalk	28th Court	49th Street	47th Street
4	Sidewalk	45th Street	61st Court	43rd Avenue
5	Sidewalk	41st Street	38th Avenue	US 1
6	Sidewalk	38th Avenue	43rd Street	41st Street
7	Sidewalk	20th Avenue	12th Street	8th Street
8	Sidewalk	130th Ave/North Willow Street	97th Street	Fellsmere Farm Road
9	Sidewalk	1st Street Southwest	37th Drive Southwest	20th Avenue Southwest
10	Sidewalk	27th Avenue	14th Street	1st Street Southwest
11	Sidewalk	27th Avenue	1st Street Southwest	17th Street SW
12	Sidewalk	58th Avenue	85th Street	57th Street
13	Sidewalk	90th Avenue/CR 510/85th Street	Shark Boulevard	US 1
14	Sidewalk	South Easy Street	Sebastian Boulevard	South Wimbrow Drive
15	Sidewalk	58th Avenue (Gaps)	49th Street	26th Street
16	Sidewalk	2nd Street	20th Avenue	Old Dixie Highway
17	Sidewalk	43rd Avenue	16th Street	5th Street SW
18	Sidewalk	11th Street SW	18th Avenue SW	9th Court SW
19	Sidewalk	101st Avenue	Sebastian Boulevard	79th Street
20	Sidewalk	Highland Drive Southwest	17th Lane Southwest	East of 12th Avenue Southwest
21	Sidewalk	4th Street (Gaps)	66th Avenue	37th Avenue
22	Sidewalk	17th Street	Indian River Boulevard	Indian Bay Drive
23	Sidewalk	82nd Avenue	CR 510/85th Street	SR 60
24	Sidewalk	8th Street	82nd Avenue	66th Avenue
25	Sidewalk	Indian River Boulevard	4th Court	17th Street
26	Sidewalk	6th Avenue SW	High Hawk Circle	19th Place
27	Sidewalk	College Lane	Indian River State College	58th Avenue
28	Sidewalk	83rd Street	106th Avenue	90th Avenue
29	Sidewalk	79th Street	106th Avenue	90th Avenue
30	Sidewalk	53rd Street	66th Avenue	58th Avenue
31	Sidewalk	Aviation Boulevard	43rd Avenue	37th Street
32	Sidewalk	41st Street (Gaps)	66th Avenue	58th Avenue
33	Sidewalk	Laconia Street	Gladiola Avenue	CR 510/85th Street
34	Sidewalk	South Fleming Street	Wave Street	West of Arega Street

Table 2 - Priority Shared Use Paths

Priority	Project	Road	From	To
1	Shared Use Path	Indian River Boulevard	US 1	Merrill P Barber Bridge
2	Shared Use Path	US 1	53rd Street	CR 510/Wabasso Road
3	Shared Use Path	20th Avenue	16th Street	12th Street
4	Shared Use Path	Relief Canal/99th Street	County Line	141st Avenue
5	Shared Use Path	CR 510	A1A	US 1
6	Shared Use Path	Main Relief Canal	74th Avenue	US 1
7	Shared Use Path	Sebastian Boulevard	US 1	Emerald Trail
8	Shared Use Path	17th Lane SW	20th Avenue	6th Avenue SW
9	Shared Use Path	US 1	CR 510	Sebastian Boulevard
10	Shared Use Path	South Relief Canal	58th Avenue	East of US 1

MEMORANDUM

Table 3 - Priority Bike Lanes

Priority	Project	Road	From	To
1	Buffered Bike Lanes	US 1/Old Dixie Highway	53rd Street	Aviation Boulevard
2	Buffered Bike Lanes	41st Street	Indian River Boulevard	66th Avenue
3	Buffered Bike Lanes	49th Street	31st avenue	US 1
4	Buffered Bike Lanes	43rd Avenue	26th Street	49th Street
5	Buffered Bike Lanes	45th Street	58th Avenue	43rd Avenue
6	Buffered Bike Lanes	Indian River Boulevard	17th Street	US 1
7	Buffered Bike Lanes	US 1	SR 60	12th Street
8	Buffered Bike Lanes	12th Street	Indian River Boulevard	Old Dixie Highway
9	Buffered Bike Lanes	20th Avenue	20th Street	12th Street
10	Buffered Bike Lanes	21st Street	US 1	Indian River Boulevard
11	Buffered Bike Lanes	Old Dixie Highway	St. Lucie/Indian River County Line	SR 60
12	Buffered Bike Lanes	Old Dixie Highway	CR 510/85th Street	53rd Street
13	Buffered Bike Lanes	12th Street	20th Avenue	Old Dixie Highway
14	Buffered Bike Lanes	1st Street SW	58th Avenue	20th Avenue
15	Buffered Bike Lanes	County Road 512	Myrtle Street	I-95
16	Buffered Bike Lanes	CR 510	US 1	CR 512
17	Buffered Bike Lanes	Oslo Road	43rd Avenue	US 1
18	Buffered Bike Lanes	Aviation Boulevard	43rd Avenue	US 1
19	Buffered Bike Lanes	Oslo Road	58th Avenue	43rd Avenue
20	Buffered Bike Lanes	4th Street	66th Avenue	US 1
21	Buffered Bike Lanes	16th Street	14th Court	20th Avenue
22	Buffered Bike Lanes	5th Street SW	66th Avenue	East of 20th Avenue
23	Buffered Bike Lanes	26th Street	66th Avenue	43rd Avenue
24	Buffered Bike Lanes	26th Street	82nd Avenue	66th Avenue
25	Buffered Bike Lanes	12th Street	66th Avenue	20th Avenue
26	Buffered Bike Lanes	43rd Avenue	Oslo Road	18th Street
27	Buffered Bike Lanes	Aviation Boulevard Extension	US 1	41st Street
28	Buffered Bike Lanes	Highway A1A	Brevard/Indian River County Line	CR 510/Wabasso
29	Buffered Bike Lanes	82nd Avenue	20th Street	Oslo Road
30	Buffered Bike Lanes	A1A	17th Street/CR 656	St. Lucie/Indian River County Line
31	Buffered Bike Lanes	Laconia Street	Periwinkle Drive	CR 510/85th Street
32	Buffered Bike Lanes	Oslo Road	86th Avenue	58th Avenue
33	Buffered Bike Lanes	Schumann Drive	Barber Street	US 1
34	Buffered Bike Lanes	57th Street	58th Avenue	66th Avenue
35	Buffered Bike Lanes	82nd Avenue	CR 510/85th Street	20th Street
36	Buffered Bike Lanes	53rd Street	66th Avenue	58th Avenue
37	Buffered Bike Lanes	8th Street	82nd Avenue	66th Avenue

Table 4 - Priority Bike Routes

Priority	Project	Road	From	To
1	Bike Route/Sharrows	27th St/St. Lucie Ave/14th Ave/19th Street	Aviation Boulevard	Old Dixie Highway
2	Bike Route/Sharrows	20th Avenue	20th Street	Atlantic Boulevard
3	Bike Route/Sharrows	Barber Street	CR 512/Sebastian Boulevard	US 1
4	Bike Route/Sharrows	Highland Drive SW	17th Street SW	US 1
5	Bike Route/Sharrows	Laconia Street	Sebastian Boulevard	Periwinkle
6	Bike Route/Sharrows	Victory Boulevard	30th Avenue	Atlantic Boulevard
7	Bike Route/Sharrows	Atlantic Boulevard	20th Avenue	27th Avenue
8	Bike Route/Sharrows	Buena Vista Boulevard	26th Street	20th Street
9	Bike Route/Sharrows	Englar Drive	Barber Street	Schumann Drive
10	Bike Route/Sharrows	Seacrest Drive/Live Oak Drive	Dead end	Wabasso Island Lane

MEMORANDUM

Table 5 - Priority Crossing Locations

Priority	Project	Road	From	To
1	RRFB	SR 510/Wabasso Beach Rd	at Jungle Trail	
2	RRFB	45th Street	east of 28th Ave at end of sidewalk	
3	Signalized Pedestrian Crossing	20th Street	at 16th Avenue	
4	RRFB	CR 512	at Broadway Street	
5	Upgrade to RRFB	CR 512	at Cypress Street	
6	RRFB	Indian River Boulevard	north of 4th Court	
7	RRFB	CR 512	1800 ft east of 125th Street - at transit stops	
8	Signalized Pedestrian Crossing	SR 60	at 41st Avenue	
9	Signalized Pedestrian Crossing	SR 60	at 34th Avenue	
10	Upgrade to RRFB	20th Avenue	at 14th Street	
11	RRFB	20th Avenue	at 15th Street	
12	Upgrade to RRFB	20th Street	at 10th Court	
13	RRFB	43rd Avenue	at Dodgertown Elementary School	
14	RRFB	58th Avenue	north of 77th Street, at transit stop	
15	Crosswalk	77th Street	at 58th Avenue, east side of intersection	
16	Signalized Pedestrian Crossing	CR 512/Sebastian Boulevard	at Sebastian River Lane	
17	Signalized Pedestrian Crossing	CR 512/Sebastian Boulevard	at Sebastian Lakes Drive	
18	Signalized Pedestrian Crossing	SR 60	at Elon Lane	
19	RRFB	21st Street	at Treasure Coast Plaza	
20	Crosswalk	21st Street	at 7th Avenue	
21	Upgrade to RRFB	4th Street	at Citrus Elementary's entrance.	
22	Signalized Pedestrian Crossing	US 1	at 16th Street	
23	RRFB	CR 510/90th Avenue	at Stony Point Drive	
24	Signalized Pedestrian Crossing	CR 512/Sebastian Boulevard	at S Wimbrow Drive	
25	RRFB	US 1	at Cleveland Street	
26	RRFB	US 1	at Coolidge Street	
27	Traffic Signal Upgrade	US 1	at CR 512/Sebastian Blvd WB, at existing signal	
28	RRFB	CR 512/Sebastian Boulevard (EB)	at S Wimbrow Drive	
29	RRFB	CR 512/Sebastian Boulevard (WB)	at Ashbury Blvd/S Wimbrow Drive	

ATTACHMENT A: PRIORITIZATION SCORING SYSTEM

Indian River County MPO Bicycle and Pedestrian Master Plan

Safety

- High Serves a high crash corridor for vulnerable users (Data: 2017 to 2021 Crashes)
 - Yes, points =1

Comfort

- Proposed facility improves a high stress corridor (e.g., shared use path on an arterial road)
 - Bicycle or Pedestrian Level of Stress 3 or 4, points=1

Equity

- Serves a Historic Disadvantaged Community (Source: Climate and Economic Justice Screening Tool)
 - Yes, points =1
- Serves an Area of Persistent Poverty (Source: USDOT Equitable Transportation Community Tool)
 - Yes, points = 1

Connectivity

- Fills a facility gap
 - Yes, points =1

Access

- Proposed Pedestrian Facility
 - Located within 1 mile of a school
 - Yes, points = 1
 - Located within 1/4 mile of a civic destination
 - Yes, points = 1 per destination
 - Located within 1/4 mile of a transit stop
 - Yes, points = 1
- Proposed Bicycle Facility
 - Located within 2 miles of a school
 - Yes, points = 1
 - Located within 1 mile of a civic destination
 - Yes, points = 1 per destination
 - Located within 1 mile of a transit stop
 - Yes, points = 1

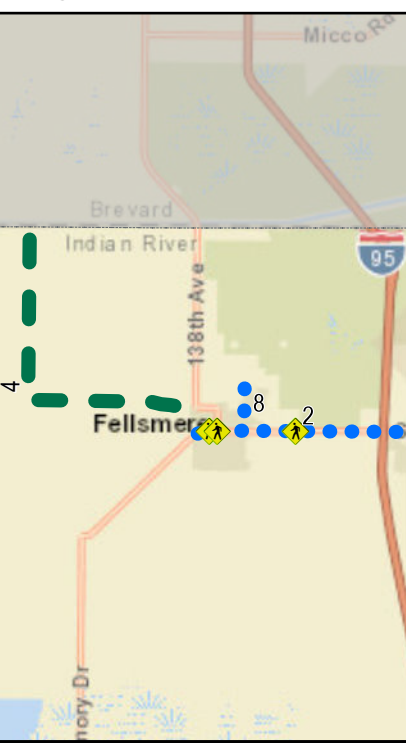
Crosswalks Only

- Touches Programmed Sidewalk Project
 - Yes, points = 1

Priority Pedestrian Projects



City of Fellsmere Inset



Legend

Proposed Crosswalks

- Proposed Crosswalks

Priority Sidewalks

- LRTP/Cost Feasible
- Stand Alone

Priority Shared Use Paths

- LRTP/Cost Feasible
- Stand Alone

Civic Destinations

- Transit Hubs
- Schools
- Libraries
- Museums
- Hospital

Parks

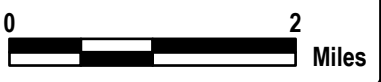
- Parks

IRC Limits

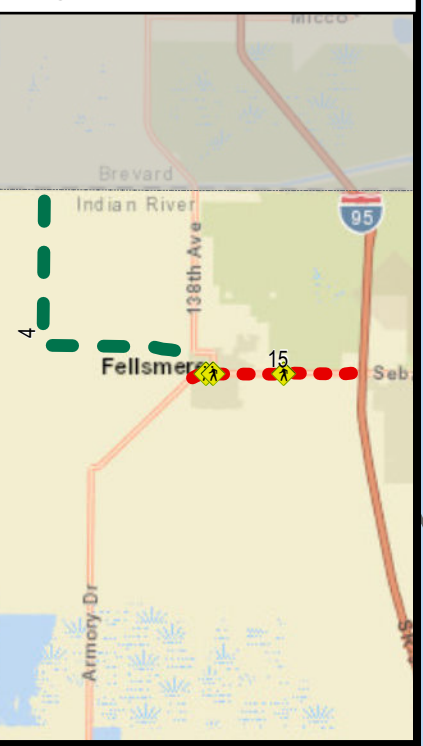
- IRC Limits

Service Layer Credits: World Street Map: Indian River County, Esri, HERE, Garmin, NGA, USGS, NPS

Priority Bicycle Projects

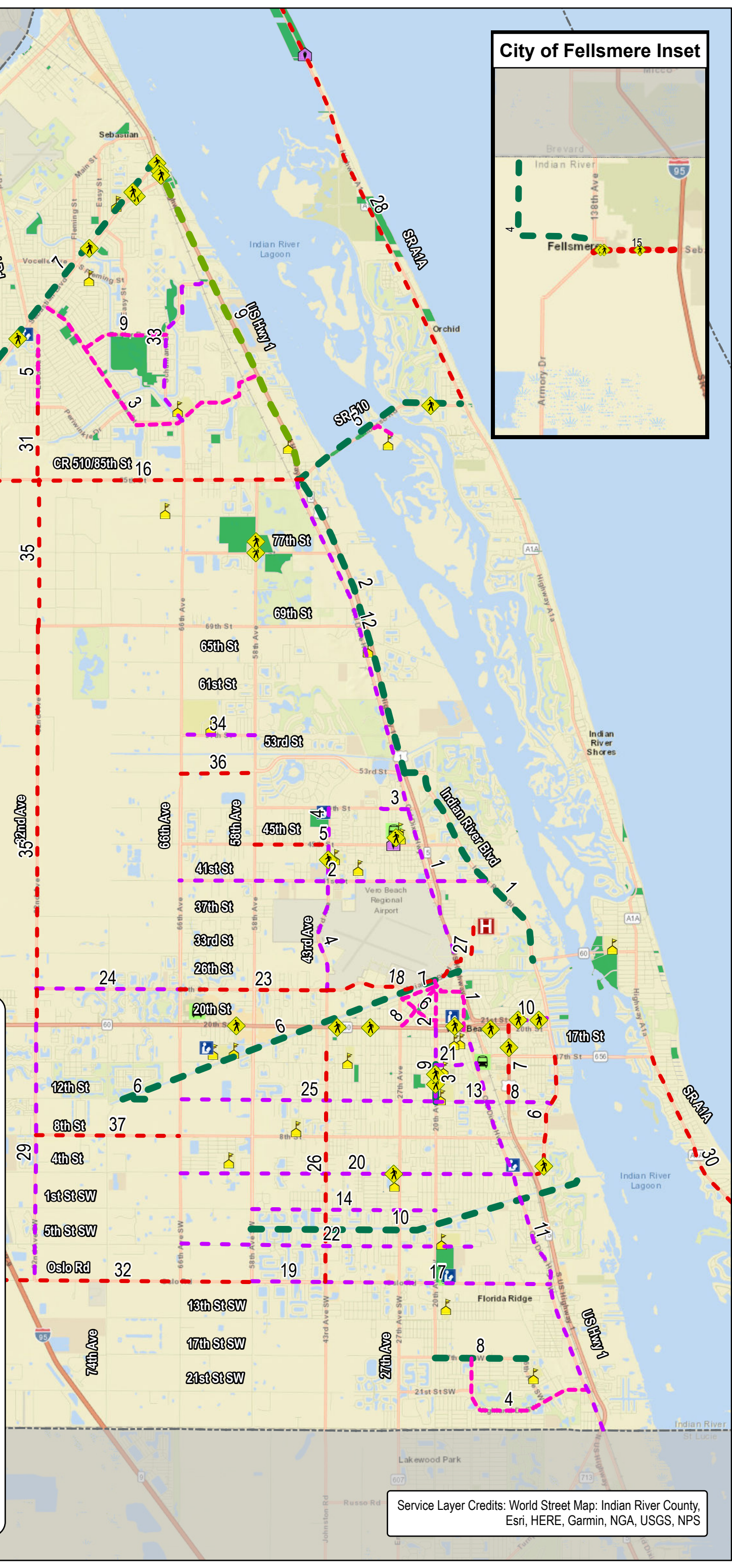


City of Fellsmere Inset



Legend

- Proposed Crosswalks
 - Proposed Crosswalks
- Priority Buffered Bike Lanes Program
 - Bike Lane/Resurfacing
 - LRTP/Cost Feasible
- Priority Bike Routes and Sharrows
 - Stand Alone
- Priority Shared Use Paths
 - LRTP/Cost Feasible
 - Stand Alone
- Civic Destinations
 - Transit Hubs
 - Schools
 - Libraries
 - Museums
 - Hospital
- Parks
 - Parks
- IRC Limits
 - IRC Limits



Service Layer Credits: World Street Map: Indian River County, Esri, HERE, Garmin, NGA, USGS, NPS

Priority	Project	Road	From	To	Side	Length (Miles) One Side	Total Length (Miles)	Safety	Comfort	Equity	Connectivity	Access	Total	Programming
PRIORITY SIDEWALK PROJECTS														
1	Sidewalk	49th Street	40th Avenue	US 1	North Side	0.58	0.58	1	1	2	1	4	9	Stand Alone
2	Sidewalk	Sebastian Boulevard/CR 512	Willow Street	Sebastian River Middle School	South Side	5.43	5.43	1	1	2	1	3	8	Stand Alone
3	Sidewalk	28th Court	49th Street	47th Street	Both Sides	0.26	0.51	0	1	2	1	4	8	Stand Alone
4	Sidewalk	45th Street	61st Court	43rd Avenue	Both Sides	1.52	1.52	1	1	1	1	3	7	L RTP/Cost Feasible
5	Sidewalk	41st Street	38th Avenue	US 1	North Side	1.84	1.84	1	1	2	1	2	7	Stand Alone
6	Sidewalk	38th Avenue	43rd Street	41st Street	Both Sides	0.21	0.42	1	1	2	1	2	7	Stand Alone
7	Sidewalk	20th Avenue	12th Street	8th Street	East Side	0.51	0.51	1	0	2	1	2	6	L RTP/Cost Feasible
8	Sidewalk	130th Ave/North Willow Street	97th Street	Fellsmere Farm Road	East Side	0.52	0.52	0	1	2	1	2	6	Stand Alone
9	Sidewalk	1st Street Southwest	37th Drive Southwest	20th Avenue Southwest	North Side	1.20	1.20	1	1	1	1	2	6	Stand Alone
10	Sidewalk	27th Avenue	14th Street	1st Street Southwest	East Side	1.76	1.76	1	1	1	1	2	6	Stand Alone
11	Sidewalk	27th Avenue	1st Street Southwest	17th Street SW	East Side	2.04	2.04	1	1	1	1	2	6	Stand Alone
12	Sidewalk	58th Avenue	85th Street	57th Street	Both Sides	3.54	7.08	1	1	1	1	2	6	Stand Alone
13	Sidewalk	90th Avenue/CR 510/85th Street	Shark Boulevard	US 1	Both Sides	5.06	10.12	1	1	1	1	2	6	L RTP/Cost Feasible
14	Sidewalk	South Easy Street	Sebastian Boulevard	South Wimbrow Drive	One Side	0.50	0.50	1	2	0	1	2	6	Stand Alone
15	Sidewalk	58th Avenue (Gaps)	49th Street	26th Street	Both Sides	4.81	9.63	1	1	1	1	2	6	Stand Alone
16	Sidewalk	2nd Street	20th Avenue	Old Dixie Highway	Both Sides	1.13	2.27	1	0	1	1	2	5	Stand Alone
17	Sidewalk	43rd Avenue	16th Street	5th Street SW	Both Sides	2.52	5.04	0	1	1	1	2	5	L RTP/Cost Feasible
18	Sidewalk	11th Street SW	18th Avenue SW	9th Court SW	Both Sides	0.85	1.71	0	1	1	1	2	5	Stand Alone
19	Sidewalk	101st Avenue	Sebastian Boulevard	79th Street	One Side	2.00	2.00	1	0	1	1	2	5	Stand Alone
20	Sidewalk	Highland Drive Southwest	17th Lane Southwest	East of 12th Avenue Southwest	One Side	0.80	0.80	0	1	1	1	2	5	L RTP/Cost Feasible
21	Sidewalk	4th Street (Gaps)	66th Avenue	37th Avenue	North Side	0.22	0.22	1	1	0	1	2	5	Stand Alone
22	Sidewalk	17th Street	Indian River Boulevard	Indian Bay Drive	Both Sides	0.84	1.69	0	1	1	1	1	4	Stand Alone
23	Sidewalk	82nd Avenue	CR 510/85th Street	SR 60	One Side	7.54	7.54	0	1	1	1	1	4	L RTP/Cost Feasible
24	Sidewalk	8th Street	82nd Avenue	66th Avenue	One Side	1.99	1.99	1	1	0	1	1	4	Stand Alone
25	Sidewalk	Indian River Boulevard	4th Court	17th Street	Both Sides	0.77	1.54	0	1	1	1	1	4	L RTP/Cost Feasible
26	Sidewalk	6th Avenue SW	High Hawk Circle	19th Place	East Side	0.10	0.20	0	0	1	1	2	4	Stand Alone
27	Sidewalk	College Lane	Indian River State College	58th Avenue	Both Sides	0.57	1.14	0	0	0	1	3	4	Stand Alone
28	Sidewalk	83rd Street	106th Avenue	90th Avenue	One Side	2.00	2.00	0	0	1	1	2	4	Stand Alone
29	Sidewalk	79th Street	106th Avenue	90th Avenue	One Side	2.00	2.00	0	0	1	1	1	3	Stand Alone
30	Sidewalk	53rd Street	66th Avenue	58th Avenue	Both Sides	1.02	2.05	0	1	0	1	1	3	L RTP/Cost Feasible
31	Sidewalk	Aviation Boulevard	43rd Avenue	37th Street	South Side	2.64	2.64	0	0	0	1	2	3	L RTP/Cost Feasible
32	Sidewalk	41st Street (Gaps)	66th Avenue	58th Avenue	North Side	0.23	0.23	0	1	0	1	1	3	Stand Alone
33	Sidewalk	Laconia Street	Gladiola Avenue	CR 510/85th Street	Both Sides	0.79	1.58	0	0	0	1	1	2	L RTP/Cost Feasible
34	Sidewalk	South Fleming Street	Wave Street	West of Arega Street	South Side	0.32	0.32	0	0	0	1	1	2	Stand Alone
PRIORITY SHARED USE PATH PROJECTS														
1	Shared Use Path	Indian River Boulevard	US 1	Merril P Barber Bridge	Both	3.38	6.77	1	1	0	1	4	7	Stand Alone
2	Shared Use Path	US 1	53rd Street	CR 510/Wabasso Road	Both	4.31	8.62	1	1	0	1	4	7	L RTP/Cost Feasible
3	Shared Use Path	20th Avenue	16th Street	12th Street	Next to Canal	0.52	0.52	1	0	1	1	4	7	Stand Alone
4	Shared Use Path	Relief Canal/99th Street	County Line	141st Avenue	One Side	5.92	5.92	0	0	2	1	3	6	Stand Alone
5	Shared Use Path	CR 510	A1A	US 1	Both	2.63	5.25	0	2	0	2	2	6	Stand Alone
6	Shared Use Path	Main Relief Canal	74th Avenue	US 1	North Side	5.21	5.21	1	0	0	1	4	6	Stand Alone
7	Shared Use Path	Sebastian Boulevard	US 1	Emerald Trail	North Side	3.87	3.87	1	1	0	0	3	5	Stand Alone
8	Shared Use Path	17th Lane SW	20th Avenue	6th Avenue SW	North Side	1.25	1.25	1	0	1	1	2	5	Stand Alone
9	Shared Use Path	US 1	CR 510	Sebastian Boulevard	One Side	4.85	4.85	1	1	0	1	2	5	Stand Alone
10	Shared Use Path	South Relief Canal	58th Avenue	East of US 1	One Side	4.70	4.70	0	0	1	0	3	4	Stand Alone

Priority	Project	Road	From	To	Side	Length (Miles) One Side	Total Length (Miles)	Safety	Comfort	Equity	Connectivity	Access	Total	Programming
PRIORITY BICYCLE LANES														
1	Buffered Bike Lanes	US 1/Old Dixie Highway	53rd Street	Aviation Boulevard	Both	2.75	5.49	1	1	2	1	6	11	Bike Lane/Resurfacing
2	Buffered Bike Lanes	41st Street	Indian River Boulevard	66th Avenue	Both	4.22	8.44	1	1	2	1	5	10	Bike Lane/Resurfacing
3	Buffered Bike Lanes	49th Street	31st avenue	US 1	Both	0.38	0.77	1	0	2	1	5	9	Bike Lane/Resurfacing
4	Buffered Bike Lanes	43rd Avenue	26th Street	49th Street	Both	2.08	4.16	0	1	2	1	5	9	Bike Lane/Resurfacing
5	Buffered Bike Lanes	45th Street	58th Avenue	43rd Avenue	Both	1.03	2.05	1	1	1	1	4	8	LRTP/Cost Feasible
6	Buffered Bike Lanes	Indian River Boulevard	17th Street	US 1	Both	1.71	3.42	1	1	1	1	4	8	LRTP/Cost Feasible
7	Buffered Bike Lanes	US 1	SR 60	12th Street	Both	1.11	2.22	1	1	1	1	4	8	LRTP/Cost Feasible
8	Buffered Bike Lanes	12th Street	Indian River Boulevard	Old Dixie Highway	Both	0.89	1.79	1	1	1	1	4	8	Bike Lane/Resurfacing
9	Buffered Bike Lanes	20th Avenue	20th Street	12th Street	Both	0.23	0.46	1	1	1	1	4	8	Bike Lane/Resurfacing
10	Buffered Bike Lanes	21st Street	US 1	Indian River Boulevard	Both	0.56	1.13	1	1	1	1	4	8	Bike Lane/Resurfacing
11	Buffered Bike Lanes	Old Dixie Highway	St. Lucie/Indian River County Line	SR 60	Both	5.85	11.71	1	1	1	1	4	8	Bike Lane/Resurfacing
12	Buffered Bike Lanes	Old Dixie Highway	CR 510/85th Street	53rd Street	Both	4.29	8.59	1	1	0	1	5	8	Bike Lane/Resurfacing
13	Buffered Bike Lanes	12th Street	20th Avenue	Old Dixie Highway	Both	0.70	1.41	1	1	1	1	4	8	Bike Lane/Resurfacing
14	Buffered Bike Lanes	1st Street SW	58th Avenue	20th Avenue	Both	2.54	5.07	1	1	1	1	4	8	Bike Lane/Resurfacing
15	Buffered Bike Lanes	County Road 512	Myrtle Street	I-95	Both	3.54	7.09	1	1	2	1	3	8	LRTP/Cost Feasible
16	Buffered Bike Lanes	CR 510	US 1	CR 512	Both	5.96	11.91	1	1	1	1	3	7	LRTP/Cost Feasible
17	Buffered Bike Lanes	Oslo Road	43rd Avenue	US 1	Both	3.11	6.23	1	1	1	1	3	7	Bike Lane/Resurfacing
18	Buffered Bike Lanes	Aviation Boulevard	43rd Avenue	US 1	Both	1.95	3.89	1	1	0	1	4	7	LRTP/Cost Feasible
19	Buffered Bike Lanes	Oslo Road	58th Avenue	43rd Avenue	Both	1.01	2.02	1	1	1	1	3	7	Bike Lane/Resurfacing
20	Buffered Bike Lanes	4th Street	66th Avenue	US 1	Both	0.29	0.58	1	1	1	1	3	7	Bike Lane/Resurfacing
21	Buffered Bike Lanes	16th Street	14th Court	20th Avenue	Both	0.37	0.73	1	0	1	1	4	7	Bike Lane/Resurfacing
22	Buffered Bike Lanes	5th Street SW	66th Avenue	East of 20th Avenue	Both	3.42	6.84	1	1	1	1	3	7	Bike Lane/Resurfacing
23	Buffered Bike Lanes	26th Street	66th Avenue	43rd Avenue	Both	2.04	4.08	1	1	0	1	3	6	LRTP/Cost Feasible
24	Buffered Bike Lanes	26th Street	82nd Avenue	66th Avenue	Both	1.98	3.97	0	1	0	1	4	6	Bike Lane/Resurfacing
25	Buffered Bike Lanes	12th Street	66th Avenue	20th Avenue	Both	3.52	7.04	1	1	1	1	2	6	Bike Lane/Resurfacing
26	Buffered Bike Lanes	43rd Avenue	Oslo Road	18th Street	Both	3.27	6.54	0	1	1	1	2	5	LRTP/Cost Feasible
27	Buffered Bike Lanes	Aviation Boulevard Extension	US 1	41st Street	Both	0.78	1.57	0	0	0	1	4	5	LRTP/Cost Feasible
28	Buffered Bike Lanes	Highway A1A	Brevard/Indian River County Line	CR 510/Wabasso	Both	7.35	14.70	1	1	0	1	2	5	LRTP/Cost Feasible
29	Buffered Bike Lanes	82nd Avenue	20th Street	Oslo Road	Both	3.55	7.10	0	1	2	1	1	5	Bike Lane/Resurfacing
30	Buffered Bike Lanes	A1A	17th Street/CR 656	St. Lucie/Indian River County Line	Both	5.64	11.28	1	1	0	1	1	4	LRTP/Cost Feasible
31	Buffered Bike Lanes	Laconia Street	Periwinkle Drive	CR 510/85th Street	Both	1.00	2.01	0	0	0	1	3	4	LRTP/Cost Feasible
32	Buffered Bike Lanes	Oslo Road	86th Avenue	58th Avenue	Both	3.49	6.99	0	1	2	1	0	4	LRTP/Cost Feasible
33	Buffered Bike Lanes	Schumann Drive	Barber Street	US 1	Both	2.50	5.00	1	1	0	0	2	4	Bike Lane/Resurfacing
34	Buffered Bike Lanes	57th Street	58th Avenue	66th Avenue	Both	1.02	2.04	0	1	0	1	2	4	Bike Lane/Resurfacing
35	Buffered Bike Lanes	82nd Avenue	CR 510/85th Street	20th Street	Both	7.56	15.11	0	0	1	1	1	3	LRTP/Cost Feasible
36	Buffered Bike Lanes	53rd Street	66th Avenue	58th Avenue	Both	1.04	2.08	0	0	0	1	2	3	LRTP/Cost Feasible
37	Buffered Bike Lanes	8th Street	82nd Avenue	66th Avenue	Both	1.98	3.96	0	0	0	0	1	1	LRTP/Cost Feasible
PRIORITY BICYCLE ROUTES														
1	Bike Route/Sharrows	27th St/St. Lucie Ave/14th Ave/19th Street	Aviation Boulevard	Old Dixie Highway	Both	1.09	2.18	1	1	1	1	5	9	Stand Alone
2	Bike Route/Sharrows	20th Avenue	20th Street	Atlantic Boulevard	Both	0.58	1.15	1	0	0	1	4	6	Stand Alone
3	Bike Route/Sharrows	Barber Street	CR 512/Sebastian Boulevard	US 1	Both	4.04	8.09	1	0	0	1	3	5	Stand Alone
4	Bike Route/Sharrows	Highland Drive SW	17th Street SW	US 1	Both	2.30	4.60	0	0	1	1	2	4	Stand Alone
5	Bike Route/Sharrows	Laconia Street	Sebastian Boulevard	Periwinkle	Both	0.98	1.96	0	0	0	1	3	4	Stand Alone
6	Bike Route/Sharrows	Victory Boulevard	30th Avenue	Atlantic Boulevard	Both	0.58	1.16	0	0	0	1	3	4	Stand Alone
7	Bike Route/Sharrows	Atlantic Boulevard	20th Avenue	27th Avenue	Both	0.51	1.02	0	0	0	0	4	4	Stand Alone
8	Bike Route/Sharrows	Buena Vista Boulevard	26th Street	20th Street	Both	0.70	1.39	1	0	0	0	3	4	Stand Alone
9	Bike Route/Sharrows	Englar Drive	Barber Street	Schumann Drive	Both	1.17	2.34	0	0	0	0	3	3	Stand Alone
10	Bike Route/Sharrows	Seacrest Drive/Live Oak Drive	Dead end	Wabasso Island Lane	Both	0.31	0.63	0	1	0	1	1	3	Stand Alone

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Citizens Advisory Committee (CAC) and Bicycle Pedestrian Advisory Committee (BPAC)

THROUGH: Andrew Sobczak
Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: May 24, 2024

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

It is requested that the information presented herein be given formal consideration by the MPO Citizens Advisory Committee (CAC) and Bicycle Pedestrian Advisory Committee (BPAC) at their meeting of June 4, 2024.

Metropolitan Planning Organization (MPO)

At its April 10, 2024 meeting, the MPO Board reviewed and approved the Final FY 2024/25-2025/26 Unified Planning Work Program (UPWP), the 2050 Long Range Transportation Plan (LRTP) Scope of Services, an amendment to the Transportation Improvement Program (TIP), and the Community Transportation Coordinator (CTC) Annual Evaluation Report for FY 2022/23. The MPO Board also considered presentations on the US 1/Aviation Blvd. intersection project and the Bicycle-Pedestrian Master Plan.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

At its May 23, 2024 meeting, the TDLCB considered Progress Report and Reimbursement Invoice #3 for the FY 2023/24 Planning Grant and the FY 2024/25 Annual Update to the Indian River County Transportation Disadvantaged Service Plan (TDSP). The TDLCB also conducted its annual public workshop.

Technical Advisory Committee (TAC)

The TAC is scheduled to meet on May 31, 2024. At the June 4th joint CAC/BPAC meeting, MPO staff will provide an update on the TAC meeting.

Upcoming Meetings

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

MPO Meeting: June 12, 2024 – 10:00 am

TDLCB Meeting: August 22, 2024 – 10:00 am

TAC Meeting: August 23, 2024 – 10:00 am

CAC Meeting: September 3, 2024 – 2:00 pm

BPAC Meeting: September 24, 2024 – 2:00 pm