Element II - TRANSPORTATION ELEMENT Goals, Objectives, and Policies City of Stuart, Florida Adopted October 14, 2002

GOAL STATEMENT A

Implement a transportation program that provides for a safe and efficient traffic network and provides optimum access to the City's major activity centers. As resources permit, the City shall support mobility citywide through alternate modes of transportation.

The City shall seek to reduce greenhouse gas emissions by discouraging urban sprawl; promoting compact development and maximize internal trips within the development; promote transit oriented development within urban service area; promote affordable and workforce housing in proximity of major employment centers; and promote infrastructure investment in greenhouse gas efficient projects.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 1. - [Roadway system levels of service.]

The City shall provide a safe, convenient and efficient roadway system by maintaining adopted levels of service on all roadways within the City throughout the planning period.

Policy 1.1. Establish an annual traffic count program with the use of traffic counting equipment to monitor peak season and off season traffic. This program shall be coordinated wherever possible with the FDOT and Martin County traffic count information.

Policy 1.2. Establish an annual traffic count program with the purchase of traffic counting equipment to monitor peak direction/peak hour/peak season and off season traffic. This program shall be coordinated (wherever possible) with the FDOT and Martin County traffic count information through advance scheduling of count station locations between all agencies. The use of peak hour traffic counts shall be used to benchmark conditions.

Policy 1.3. The City shall continue to monitor traffic counts on City roadways. With regard to state and county roads within the City, timely traffic data will be obtained by the City through close coordination with FDOT and Martin County.

Policy 1.4. Except as specified in policies 1.2, 15.1 and 15.2, the City adopts the following level of service (LOS) for all arterial roadways: LOS E at peak hour.

Policy 1.5. The following table includes roadways which have been assigned a tier II interim levels of service. These interim standards are designated to provide a service volume to evaluate traffic generated by proposed developments until the roadway is improved. The table also includes expiration of these interim levels of service.

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Segment	From	To	Interim LOS Standard	Volume Threshold (peak hour/peak direction)	2008 Generalized LOS
SR 5/US 1	Wright Boulevard	Jensen Beach Blvd.	Martin County 2008 Roadway Level of Service Inventory Report	3,600	Interim
SR 714	Mapp Road	SR 76	Martin County 2008 Roadway Level of Service Inventory Report	2,810	Interim

SR 714	SR 76	CR A1A	Martin County 2008 Roadway Level of Service Inventory Report	2,015	Interim
* The Green River Parkway project is a County funded project, which consists of construction of a new 2 mile long of roadway from Jensen Beach Boulevard to SR 707 that is expected to be completed by November 2010. Project is an alternate north/south corridor to relieve Level of Service deficiencies on US1.					
The Indian Street Bridge project is also a County funded project, which consist of construction of a new bridge across the South Fork of the St. Lucie River to connect Palm City with the City of Stuart. The project includes new roadway construction from the intersection of SR 76 and Indian Street to the intersection of Martin Highway and Mapp Road.					
The Level of Service shall be updated in the first amendment opportunity as the roadway construction projects are completed.					

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Policy 1.6. The City shall update analysis of existing level of service standards for all roadways in the City using the FDOT Level of Service Manual and amend the adopted level of service standards for roadways in the Comprehensive Plan as necessary.

Policy 1.7. In cooperation with Martin County, the City will utilize the results of the North Stuart Traffic Operations Study to analyze major traffic corridors, such as Roosevelt Bridge, Green River Parkway, and other roadways, in the north Stuart area.

Policy 1.8. The following strategies shall be implemented by the City in its efforts to maintain

and improve traffic conditions throughout the City.

TRANSPORTATION SYSTEMS AND DEMAND MANAGEMENT STRATEGIES

Strategy	Action
Traffic operation	Intersection and roadway widening. One-way streets. Turn-lane installation.
Traffic signalization	Coordinate with Martin County and the State of Florida regarding synchronization of traffic signals, intelligent traffic systems (ITS) and similar programs.
Pedestrian, bicycle and other alternative modes	Widen sidewalks. Pedestrian grade separation. Bikeways. Bike storage. Interconnected sidewalk system: sidewalks and/or bikeways shall be provided for internal circulation and linkage to other projects when such facilities are possible given the particular physical characteristics of the site, type of project, and adjacent land uses. Traffic calming. Downtown rail station/transportation depot.
Route diversion	Auto restricted zones. Residential traffic control. Truck-restricted zones and routes.

Parking management	Curb parking restrictions on U.S. 1 within the TCEA. On-street parking. Common parking areas. Off-street parking incentives. "In-lieu of" parking incentives. Public/private shared parking. Public/private shared parking through joint ownership or leasing or issuing licensing agreements. Valet parking for commercial businesses.
Inter-modal coordination (Implementation is contingent upon a joint Martin-St. Lucie public transit system that serves Stuart.)	Park-and-ride facilities. Coordinate transfer improvements with Martin and St. Lucie Counties (see Policy 6.3).
Commercial vehicles	On-street loading zones. Off-street loading zones. Restrict peak-hour on-street loading. Truck route system. Restrict truck traffic in residential neighborhoods.
Work schedule	Encourage flexible work scheduling to maximize infrastructure efficiency, including compressed work weeks, off-peak work hours and telecommuting. Encourage establishment of home offices.
Pricing The City of Stuart supports the application of these policies by the service providers.	Peak/off-peak transit fares. Fares for elderly and handicapped. Reduced transit fares.

Para-transit	Support the para-transit provided by the Council on Aging of Martin County, including service for the elderly and handicapped. Taxi/group riding program. Dial-a-ride. Jitney service.
Carpool and vanpool	Encourage carpool and vanpool matching programs by public and private employers. Preferential parking for carpool and vanpool.

Policy 1.9. The City's Future Transportation Map Series shall consist of the following:

a) 2030 Transportation Map Airport Facilities
b) 2030 Transportation Map Roadway Maintenance
c) 2030 Transportation Map Non Motorized Transportation System
d) 2030 Transportation Map Public Transportation
e) 2030 Transportation Map Roadway Lanes
f) 2030 Transportation Map Roadway Functional Class and Evacuation
g) 2030 Needs Assessment (2030 RLRTP Martin and St Lucie MPO)
h) Existing Plus Committed/2030 Volume to Capacity (2030 RLRTP Martin and St Lucie MPO)

(Ord. No. 1867-02, 10-14-2002; Ord. No. 2021-05, § 1, 6-27-2005; Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 2. - Data base.

Promote improved travel safety and efficiency by identifying locations where specific improvements can be installed to create a safer, more efficient transportation network as funds become available.

Policy 2.1. Through its Land Development Code, the City shall continue to promote effective pedestrian and vehicular access to development sites. Where appropriate, FDOT and Martin County access standards shall be applied.

Policy 2.2. The City shall continue to provide for safe and efficient on-site traffic flow.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 3. - [Traffic evacuation capacity.]

The City transportation network should have adequate roadway capacity to efficiently evacuate traffic during hurricanes and accidents at Florida Power and Light's St. Lucie Nuclear Power Plant in accordance with the regional hurricane evacuation plan update produced by TCRPC.

Policy 3.1. The City will continue to coordinate its emergency evacuation efforts for its at-risk population through close coordination with the Martin County Emergency Management Division and through application of its own emergency's management plan.

The Treasure Coast Region Hurricane Evacuation Study Update Report will be implemented by the City along with the Plan's directives, programs and activities.

Policy 3.2. Institute intergovernmental coordination mechanisms to allow City input in the review of proposed development in Sewall's Point and on the portion of Hutchinson Island's Martin County portion for consistency with the City's ability to accommodate the roadway, shelter and public safety needs of island residents and visitors during hurricane evacuation.

The City shall set standards for determining which private and public development proposals and changes to local comprehensive plans in Sewall's Point and Martin County shall come under this type of review.

Policy 3.3. Evacuation of coastal populations will continue to be evaluated.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Cross reference— Hurricane evacuation and planning, Element I, Objective B4.

Objective 4. - [Access to downtown area.]

Maintain direct and easy access to downtown Stuart via the U.S. 1 and Second Street intersection for traffic entering Stuart from the north.

Policy 4.1. The City continues to support enhanced north/south roadway capacity, both within the eastern and western corridors, provided that proposed improvements take into account negative impact on established residential neighborhoods and traditional business districts.

Policy 4.2. The City will continue to evaluate the extension of Seventh Street to Colorado Avenue as surrounding neighborhoods continue to transition.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 5. - [Width of roadway corridors.]

Through smart growth principles, the City shall maintain its small-town character by limiting the width of roadway corridors throughout the City to no more than six through lanes.

Policy 5.1. East Ocean Boulevard shall not be more than four through lanes.

Policy 5.2. No roadway facility in the City shall be more than six through lanes.

Policy 5.3. While seeking to minimize impacts on residential neighborhoods and established business districts, the City and Martin County shall continue to work together to develop and effectively utilize major north-south alternate corridors for U.S. 1, including Green River Parkway (which is currently under construction and scheduled for completion by November 2010) and the Willoughby Boulevard extension project.

Policy 5.4. The City shall emphasize intersection improvements and the synchronization of signals prior to the widening of roadways.

Policy 5.5. Where space allows, pedestrian accessways (sidewalks) shall be separated from traffic by landscape areas, on-street parking and other design elements.

Policy 5.6. Within the CRA and where appropriate, the City shall encourage increased transportation efficiency and pedestrian mobility by advocating creative transportation planning methods such as the reduction of lanage to promote pedestrian access, on-street parking, and landscaping.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 6. - [Mass transit and para-transit services.]

The City will continue to pursue grant funding and technical assistance through Metropolitan Planning Organization (MPO) and other sources for creation of multi-modal transportation opportunities, with a particular emphasis on developing downtown Stuart as a transportation hub.

Policy 6.1. The City will continue to endorse the public transit efforts of the Council on Aging of Martin County, the designated provider of FDOT support to the transportation disadvantaged.

Policy 6.2. The City will participate in efforts to establish an expanded public transit system as outlined in the MPO Long Range Transit Plan, as amended and the Martin County Comprehensive Plan, should the County or private enterprise implement the recommendations or policies of the respective plans. The City will continue to provide financial support to the Council on Aging of Martin County, Inc., for the provision of transit and para-transit services to Stuart and the Stuart Transportation Concurrency Exception Area (TCEA).

Policy 6.3. The City shall work with transit providers in Martin and St. Lucie Counties to promote transit to and from the TCEA by:

A. Supporting the MPO's Long Range Transit Plan, as amended.
B. Collecting TCEA ridership statistics annually.
C. Requesting both counties, other cities in Martin County, and Port St. Lucie to participate in a joint study to examine the effects of urban sprawl on public transit usage and feasibility so that land use plans throughout the region may be modified to encourage rather than discourage public transit and its associated benefits: energy conservation, reduction in air pollution, less traffic congestion, and infill development and redevelopment.
D. Coordinating planning, design and implementation of infrastructure to support transit and para-transit programs, such as park-and-ride lots, transfer stations, and similar facilities.

Policy 6.4. The City shall continue to work with Martin County and the Martin County MPO as well as local and regional transportation providers, to maintain and enhance the use of existing park-and-ride facilities in the downtown area.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 7. - [Bicycle paths, pedestrian pathways and multi-modal transportation.]

A safe, convenient and energy efficient multi-modal transportation system enhanced through

mixed use development patterns.

Policy 7.1. Prepare a bicycle path master plan that reduces reliance upon automotive travel and, whenever feasible, connects residential areas to recreational areas, schools and shopping areas.

Policy 7.2. The City shall encourage private developers to plan for pedestrian circulation including internal walks, bicycle paths and linkages to other projects where possible. The City shall require all new development and redevelopment to install sidewalks along all abutting public rights-of-way.

In the land development codes the City shall encourage private developers to plan for and adopt standards addressing the provision of pedestrian circulation facilities including internal walks, bicycle paths and linkages to other projects where possible.

Policy 7.3. The City land development regulations shall address the determination of feasibility for the consideration of bicycle paths with construction of new developments or roadways facilities. This will include review of FDOT district Transportation Improvement Programs, the State Transportation Plan (Bicycle Element) and future community comprehensive bicycle transportation plans.

Policy 7.4. All new development and redevelopment shall be required to install and maintain a pedestrian sidewalk network with ramps.

Policy 7.5. The City shall investigate the possibility of reduced roadway impact fees for mixed-use development which promotes trip capture.

Policy 7.6. The City shall continue to consider the use of roadway and other impact fees to promote multi-modal transportation (e.g., sidewalks and their beautification, park-and-ride lots, bicycle amenities, trolley stops and common parking areas).

Policy 7.7. Annually, the City will seek grant funding from FDOT to design and construct multi-modal improvements (e.g., TEA-21, ferry boat and water taxi grant program).

Policy 7.8. The City shall require all new large-scale (greater than 20,000 square feet in gross building area) non-residential development to provide pedestrian and bicycle amenities, such as bike racks, benches, shaded seating areas and water fountains.

Policy 7.9. Where sufficient right-of-way exists, the City shall require bicycle and pedestrian amenities along all new and reconstructed roadways.

Policy 7.10. As resources permit, the City shall consider developing a design plan to utilize SR 707 and the old Roosevelt Bridge as a bicycle/pedestrian pathway linking the northern and southern sections of the TCEA.

Policy 7.11. As resources permit, the City will consider completing the Riverwalk from Shepard's Park to the Festival Deck at City Hall Park.

Policy 7.12. The City shall maintain a City-wide sidewalk master plan and provide for annual funding through its CIP.

Policy 7.13. The City shall promote the development of the Green River Parkway as a bicycle/pedestrian corridor between the Jensen Beach CRA and the Stuart CRA.

Policy 7.14. A commercial development for which more than 200 parking spaces are required shall also make provisions for the inclusion of a transit stop in a location which is proximate to the roadway network. When demand for such transit stops is identified and documented, the developer/landowner shall provide transit stop infrastructure which may include seating facilities, trash receptacles, lighting and a covered structure for the transit stop. If there is no existing transit service on the proximate roadways, the immediate construction of a transit stop may be temporarily postponed provided that a binding agreement is executed which would require such a transit stop at such future date when transit becomes available.

Policy 7.15. All commercial development shall be designed to provide safe opportunities for alternative modes of transportation by connecting with existing and future pedestrian and bicycle pathways within the City and the County and to provide safe passage from public right-of-way to the building or project, between projects and between alternative modes of transportation.

Policy 7.16. In the event the number of parking spaces that are constructed by the developer exceeds the number of parking spaces required by the Stuart land development regulations, the required landscape area shall be increased to offset additional impervious area for each additional parking space. Development within the CRA which is governed by the Urban Code and is consistent with the Urban Code and adopted CRA Master Plan shall be exempted from this policy.

Policy 7.17. Buffer areas separating residential and non-residential uses shall allow for interconnecting passages to facilitate pedestrian or vehicular traffic to reduce off-site vehicular impacts consistent with FLUE Policy 6.4.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 8. - [Upgrading and maintenance of local streets.]

Upgrade and maintain local streets in a condition that promotes the safety of the City's residents.

Policy 8.1. As resources permit, the City shall continue to monitor existing conditions of roadways within the City, including pavement and sub-base conditions, pavement marking, signs, drainage, and lighting.

Policy 8.2. Annually, the City will continue to maintain and resurface or pave a portion of the streets for which it is responsible. The existing conditions will be prioritized by roadways to prepare the capital improvement program. The base and subgrade of roadways shall be repaired where necessary prior to repaving. Where possible, pavement or surfacing materials will be recycled.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 9. - [Coordination of transportation system needs with land use.]

Throughout the planning period, transportation system needs will be coordinated with needs and impacts associated with the land use designations as indicated on the Future Land Use Map. As new development and redevelopment activities are proposed, the City's Development Department shall forecast and quantify the extent of impacts on transportation system and shall ensure that these impacts are accounted for in the City's capital planning efforts.

Policy 9.1. Consistent with its Land Development Code, the City shall continue to review all development proposals in terms of their transportation impacts.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 10. - [Intergovernmental coordination.]

The City shall, throughout the planning period, coordinate with FDOT and Martin County concerning those projects identified in the Five-Year Transportation Plan, as well as other regional plans. The City will continue to actively coordinate with local, regional, state and federal transportation agencies. In coordinating transportation impacts with Martin County, the City shall place particular emphasis on monitoring future development and expansion activities on the Martin County Airport site.

Policy 10.1. In order to provide for more efficient and effective transportation system planning, the City planning staff will coordinate its transportation planning efforts with those of FDOT, Martin County, St. Lucie County and TCRPC.

Policy 10.2. The City shall continue to encourage expansion of Tri-Rail, passenger rail service, bus service and other multi-modal forms of transportation, with a particular emphasis on developing downtown Stuart as a transportation hub.

Policy 10.3. Through (1) direct advocacy aimed at elected officials, as well as federal, state and local transportation agencies, (2) active participation in the Martin County MPO, and (3) acquisition of grants and other appropriate funding sources, the City shall actively support the reestablishment of passenger rail service on the Florida East Coast (FEC) Rail Road right-of-way, including the construction of a downtown rail station/transportation depot, preferably on Flagler Avenue between East Ocean Boulevard and Martin Luther King Jr. Boulevard. Moreover, the City shall actively support the introduction of commuter rail services to the FEC right-of-way.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

[Objective 11. - Reserved.]

Objective 12. - [Coordination with Metropolitan Planning Organization.]

The City shall continue to utilize the MPO and its processes to guide long range transportation decisions and to coordinate transportation plans with the Florida Transportation Plan; Adopted Work Program; and the MPO's Regional Long-Range 2030 Plan, Annual Transportation Improvement Program, Regional Transit Development Plan, and Congestion Management System (including Automated Traffic Management System (ATMS)).

Policy 12.1. The City shall provide available data to the MPO concerning highway pavement condition, bridge condition, accident reports, traffic counts and congestion, transit facilities/equipment and capital plans.

Policy 12.2. The City shall include findings from the highway pavement, bridge, safety, congestion, public transportation and intermodal management systems to determine capital improvements priorities.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 13. - [Services for transportation disadvantaged persons.]

Through the MPO, the City shall continue to provide a coordinated and comprehensive approach to planning, development and transportation services that meet the needs of transportation disadvantaged persons.

Policy 13.1. The City shall support and shall continue to help fund the Transportation Disadvantaged Program with County tax dollars.

Policy 13.2. As resources permit, the City shall select projects to be funded under the capital improvement programs based on criteria which ensure that priority needs are met, including needs of the transportation disadvantaged.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 14. - [Right-of-way protection.]

Preserve existing rights-of-way from building encroachment. Discourage and limit the encroachment of development in future rights-of way.

Policy 14.1. The City shall adopt minimum Right-of-Way (ROW) standards for roadway corridors based on type.

Policy 14.2. The rights-of-way program shall provide protection for regional and local transportation corridors as indicated in the Florida Transportation Plan prepared by the FDOT, Division of Planning and Programming.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 15. - [Transportation Concurrency Exception Area.]

Establish a Transportation Concurrency Exception Area (TCEA) consistent with the boundaries of the Community Redevelopment Area (CRA) and included within the Existing Urban Service Area (EUSA) to promote urban redevelopment and infill development. Establish policies to promote urban redevelopment and infill development and mitigate (reduce) potential traffic congestion increases caused by the concurrency exemption and provide for a level of service transition zone to mitigate the impact of the TCEA on adjacent properties.

Policy 15.1. The TCEA is a specific geographic area established in the Comprehensive Plan for urban redevelopment and infill development. The TCEA exists entirely within the designated CRA and EUSA. Transportation level of service standards shall not be applied (for concurrency purposes) to any development occurring within the TCEA as depicted on the TCEA Map in order to promote urban redevelopment and infill development.

Policy 15.2. Transportation level of service standards for arterials within the TCEA Buffer Area as depicted on the TCEA Buffer Area Map shall allow an additional 30 percent increase in peak hour traffic over the adopted level of service standards set in Policies 1.1 and 1.2 of this element.

Policy 15.3. Where appropriate, parking requirements shall be reduced citywide, including within the TCEA. The City shall promote the use of shared parking arrangements throughout its jurisdiction in order to reduce vehicular movement on roadways thereby reducing congestion and increasing the amount of land available for building or attractive landscaping when the following conditions are met:

1. The shared parking spaces are in close proximity and readily accessible to the uses served thereby; and
2. The uses served thereby have different peak parking demands and operating hours; and
3. There will be a reduction in vehicle movements by the users of the shared parking spaces; and
4. The design of the parking area in terms of traffic circulation, vehicular and pedestrian access, stormwater management, landscaping, open space preservation and public safety will be improved.

Policy 15.4. The City shall develop incentives for developers who provide preferential parking and other support facilities for high-occupancy vehicles, community bus services, shuttle services and car pools within the TCEA. The policies addressing mobility strategies must be developed by July 1, 2011.

Policy 15.5. The City shall require the interconnection of parking lots on adjacent commercial properties at the time of development or redevelopment.

Policy 15.6. Where possible, the City shall expand multi-modal transportation facilities within the TCEA as described in Policies 7.7 through 7.12.

Policy 15.7. The City shall support public transit within the TCEA as described in Policies 6.3, 6.4, 7.8, 7.14, 7.15, 7.16, and 7.17.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Cross reference— Capital improvements element and concurrency management system, Element VIII.

Objective 16. - [Community Redevelopment Area parking plans and program.]

Within the CRA, parking plans and program should be established to serve and facilitate existing and future mixed-use development.

Policy 16.1. The City shall encourage public/private shared parking areas.

Policy 16.2. The City shall prepare a master parking plan.

Policy 16.3. The City shall establish "in-lieu of" parking fee.

Policy 16.4. Where appropriate, the City shall allow adjacent on-street parking spaces to count towards parking requirements for private development.

Policy 16.5. The City shall review the Comprehensive Plan and Land Development Regulations to establish incentives for redevelopment.

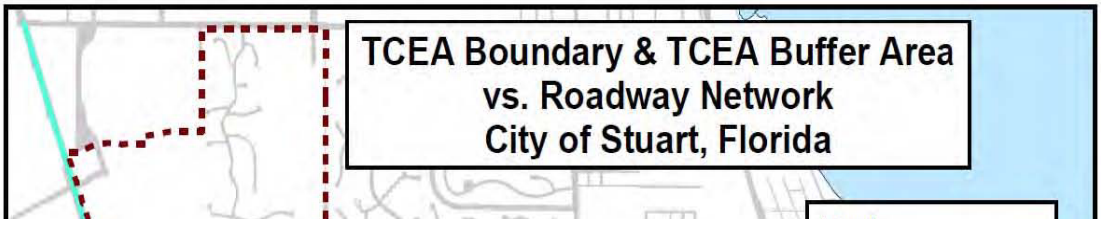
Objective 17. - [Greenhouse gas emission reduction.]

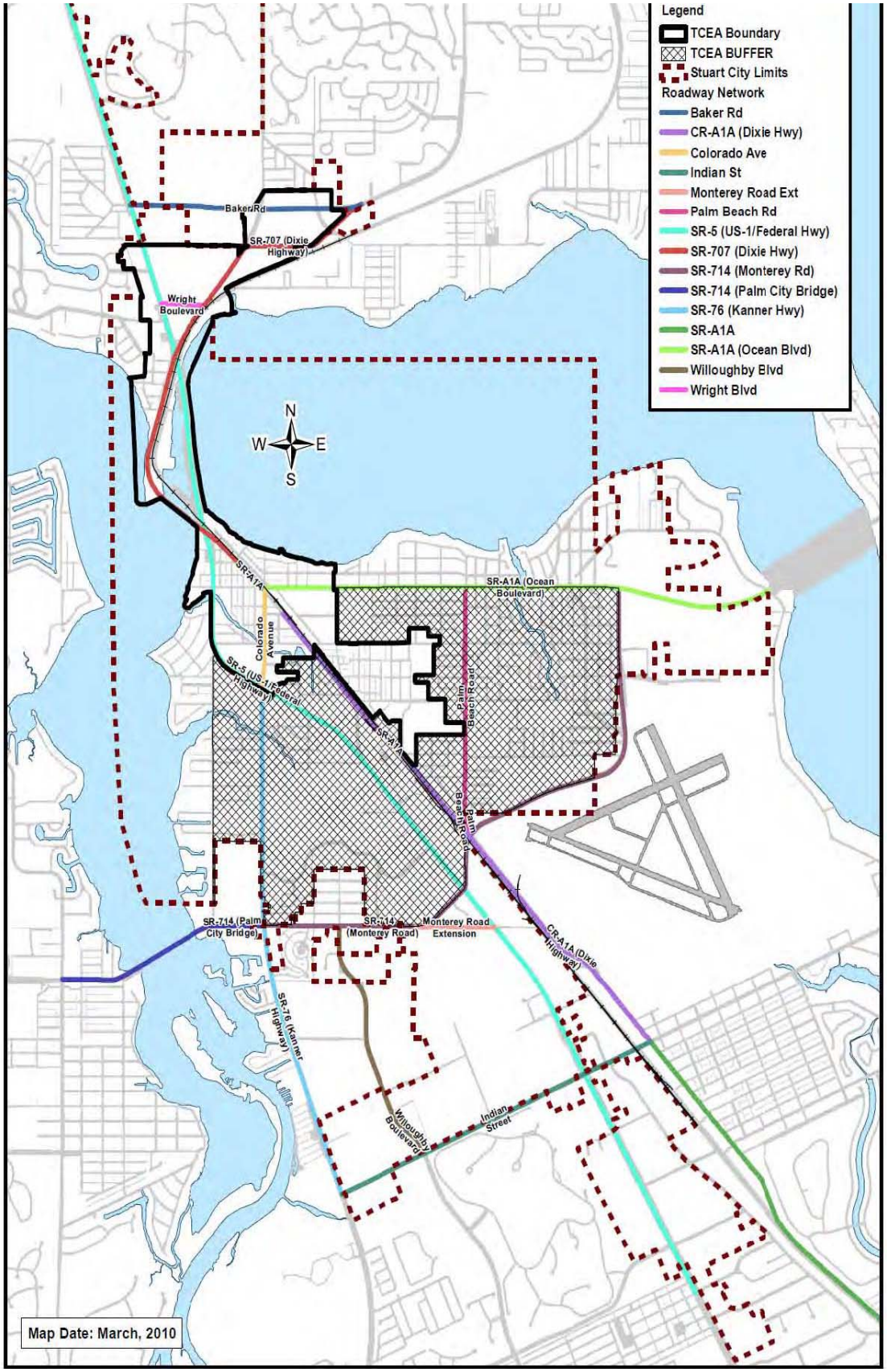
The City shall pursue and support transportation systems (e.g. high-speed rail, express buses, high-occupancy vehicles, bikeways) that reduce air quality degradation and help conserve energy.

Policy 17.1. Through incentives, which may include development review fast tracking, permit fee rebates, impact fee deferrals, and reduced parking requirements, the City will encourage private and public sector employers to promote fewer work-based vehicle trips through methods including but not limited to:

- Carpooling, bicycling and public transit use.
- Video conferencing or conference calls.
- Flex time programs for eligible employees.
- Green building educational materials to the community.
- Energy efficiency and cost saving measures.

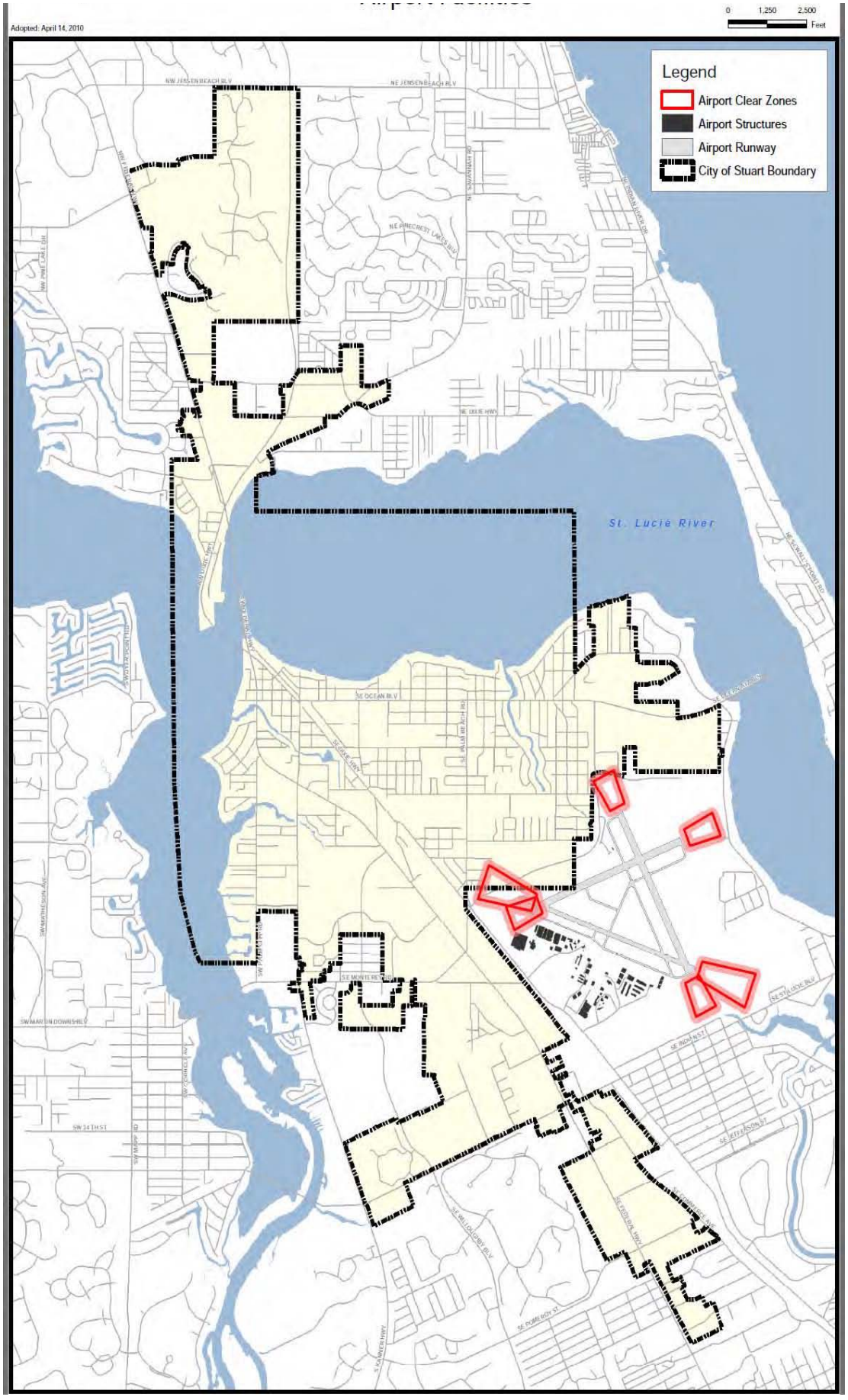
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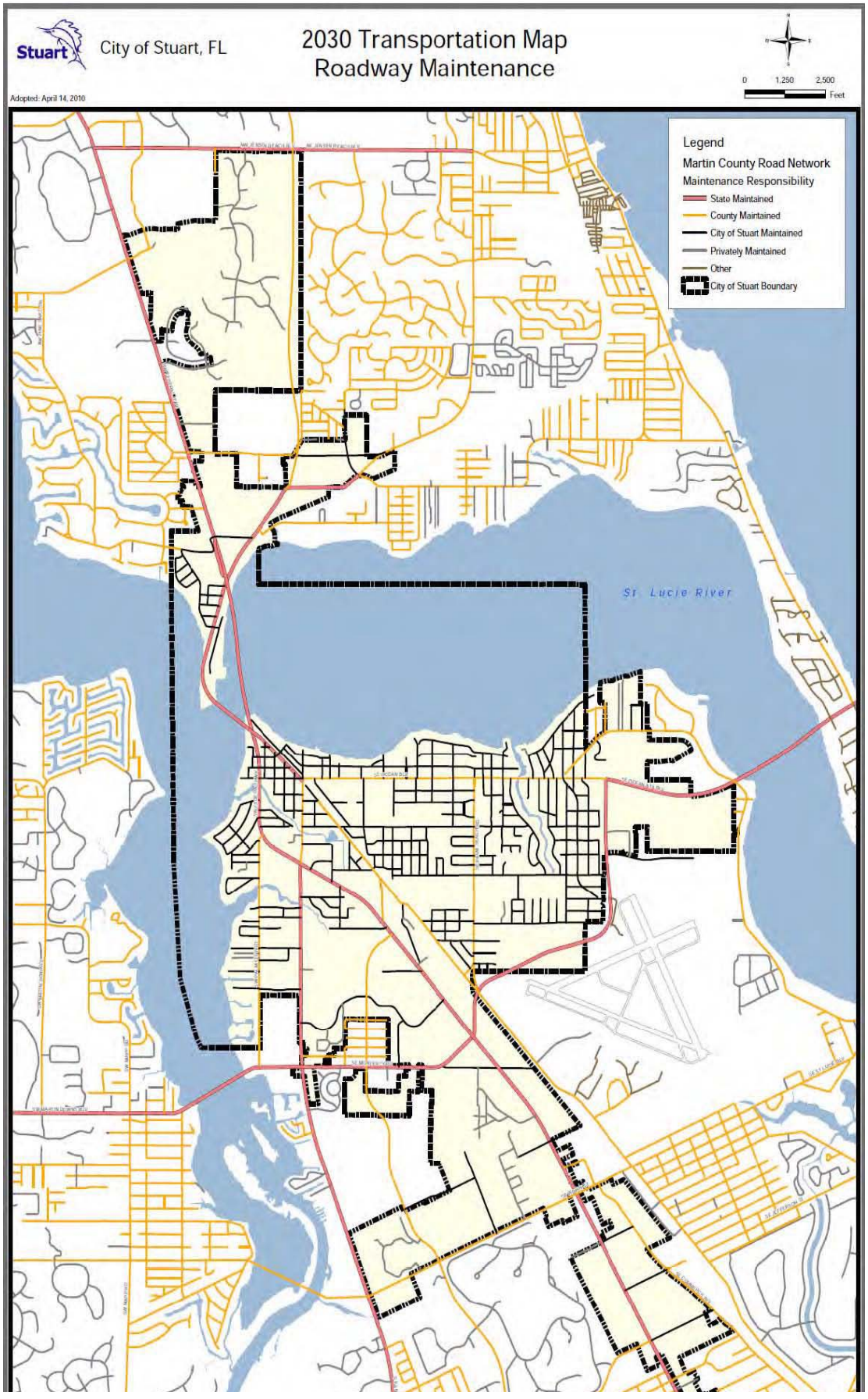


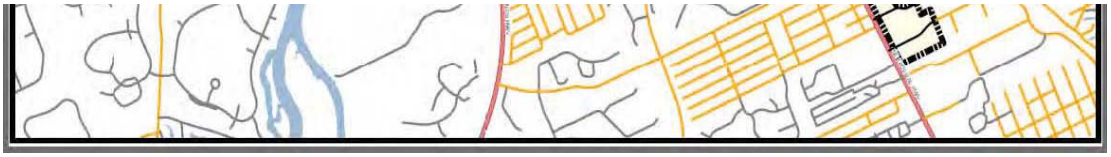


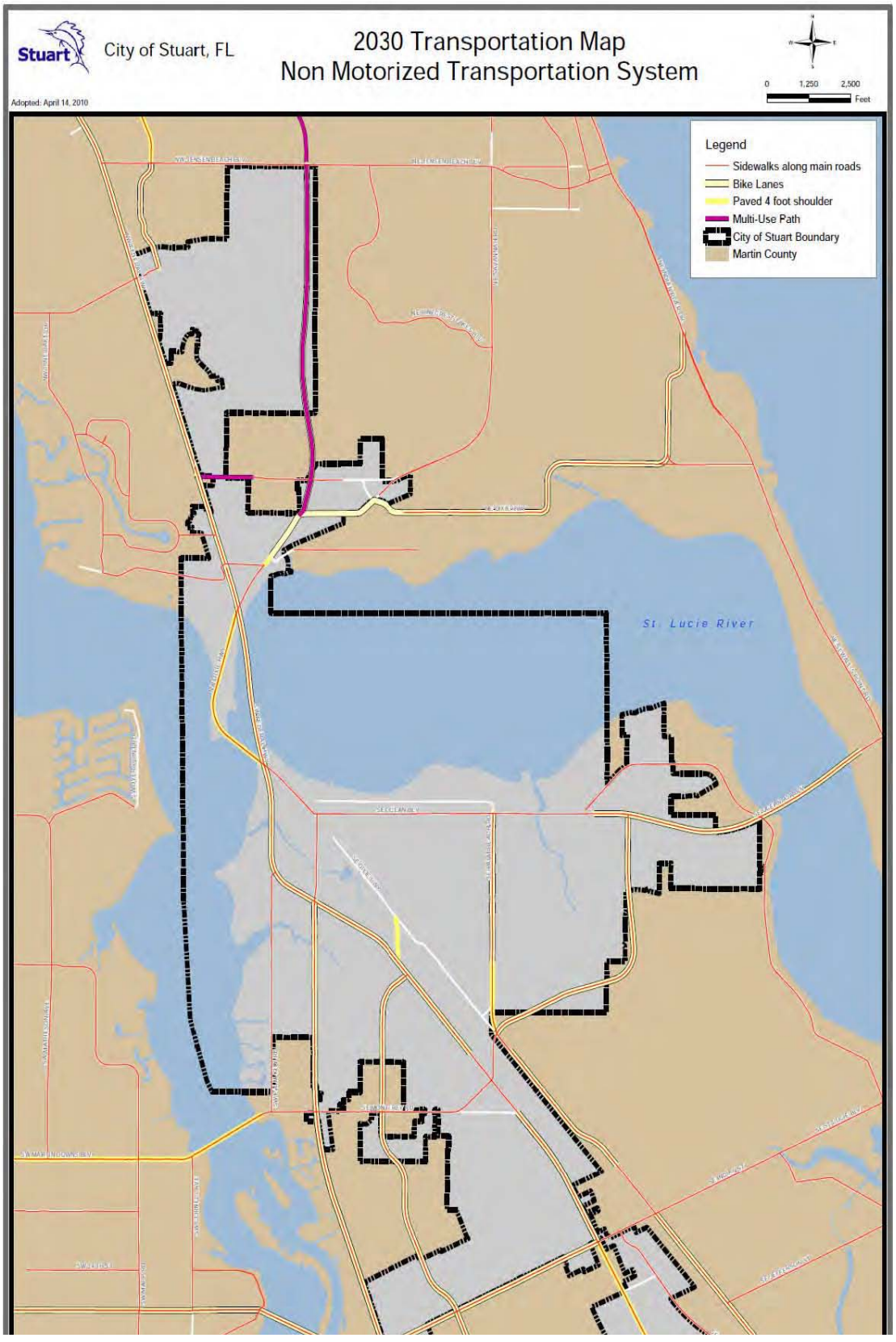
Stuart City of Stuart, FL

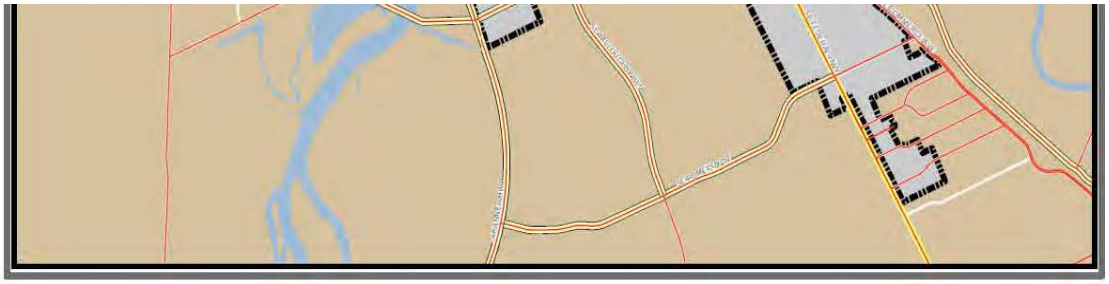
2030 Transportation Map
Airport Facilities

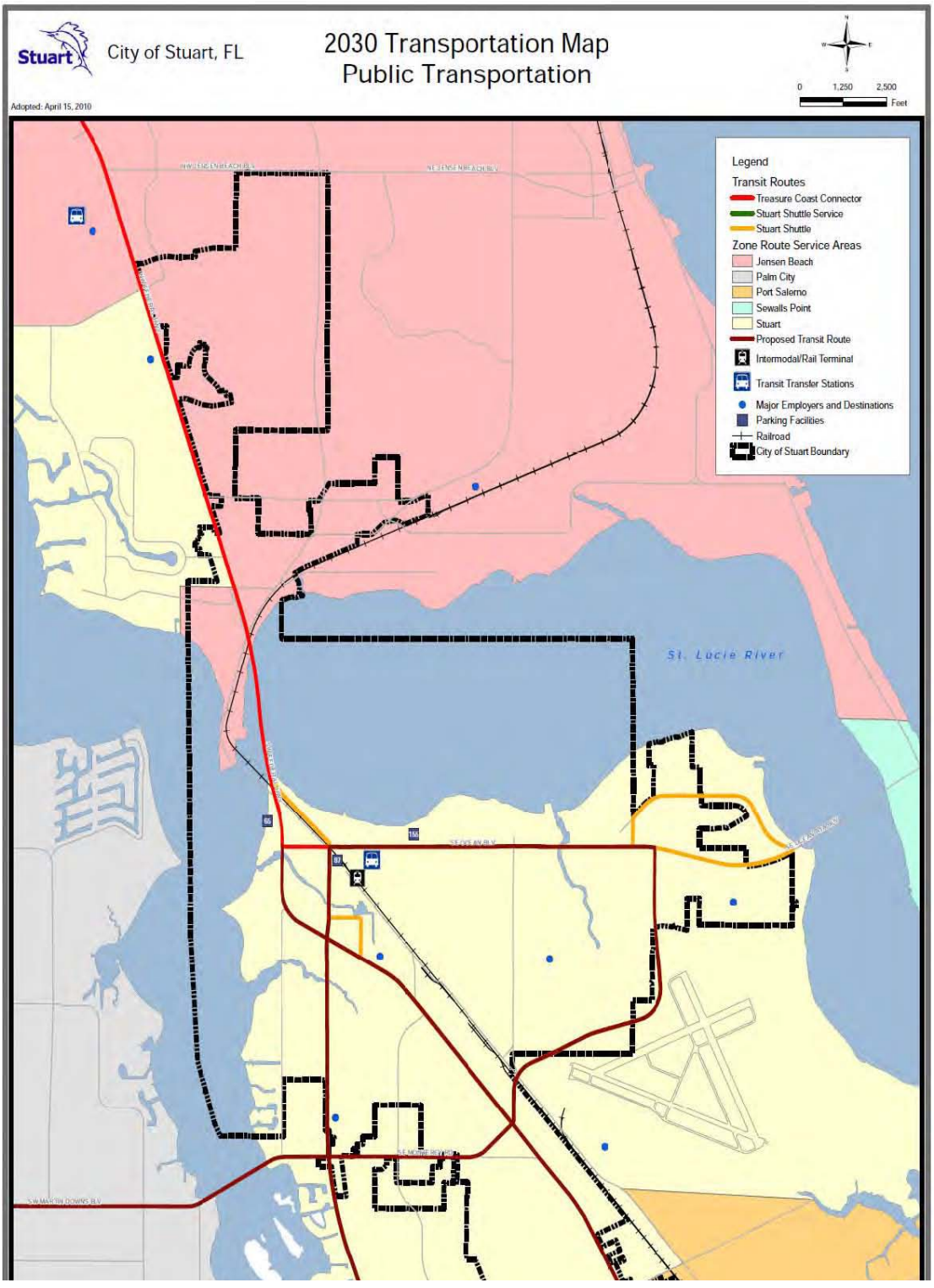

Adopted: April 14, 2010
0 1,250 2,500
Feet
Legend
Airport Clear Zones
Airport Structures
Airport Runway
City of Stuart Boundary
St. Lucie River


Stuart
City of Stuart, FL
2030 Transportation Map
Roadway Maintenance
Adopted: April 14, 2010
0 1,250 2,500
Feet
Legend
Martin County Road Network
Maintenance Responsibility
State Maintained
County Maintained
City of Stuart Maintained
Privately Maintained
Other
City of Stuart Boundary
St Lucie River

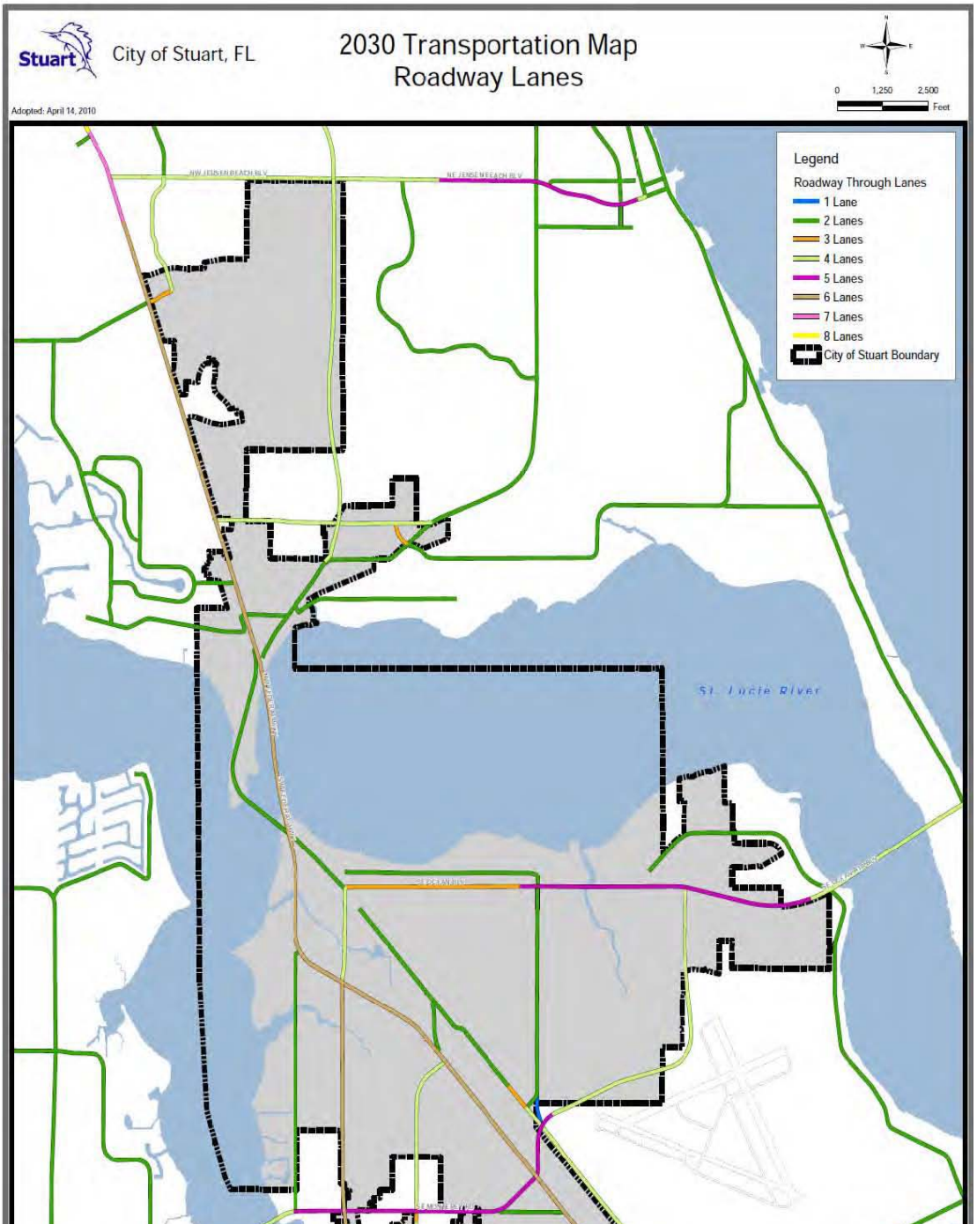


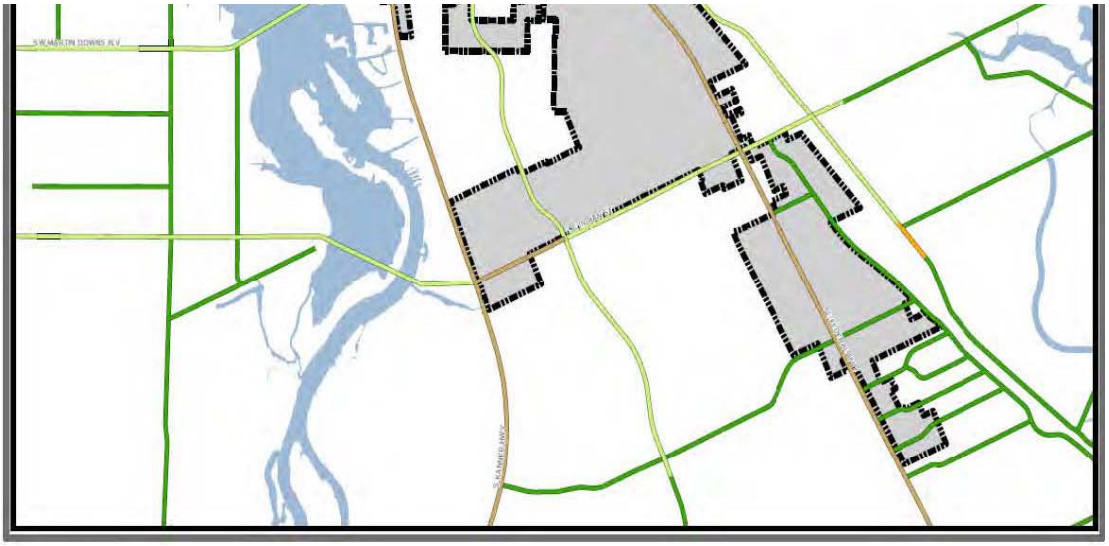

Stuart
City of Stuart, FL
2030 Transportation Map
Non Motorized Transportation System
Adopted: April 14, 2010
0 1,250 2,500
Feet
Legend
Sidewalks along main roads
Bike Lanes
Paved 4 foot shoulder
Multi-Use Path
City of Stuart Boundary
Martin County
St. Lucie River

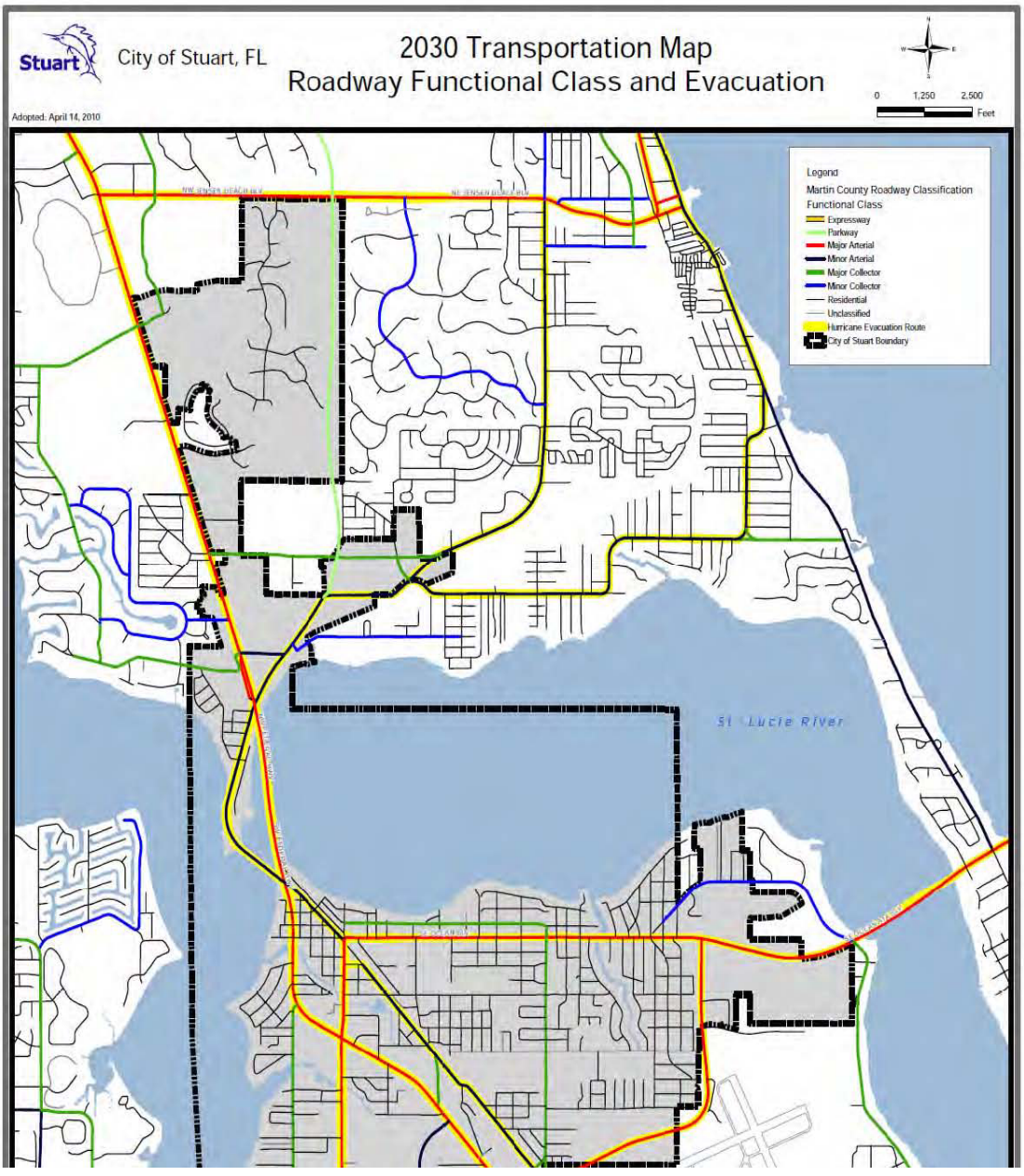


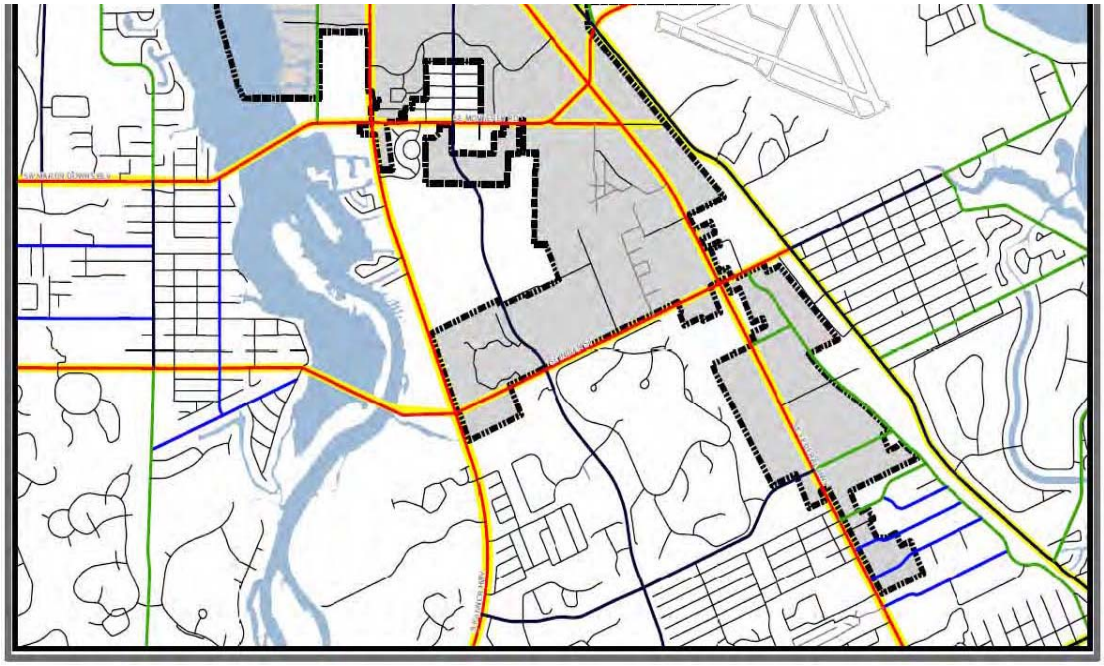

Stuart
City of Stuart, FL
2030 Transportation Map
Public Transportation
Adopted: April 15, 2010
0 1,250 2,500
Feet
Legend
Transit Routes
Treasure Coast Connector
Stuart Shuttle Service
Stuart Shuttle
Zone Route Service Areas
Jensen Beach
Palm City
Port Salerno
Sewalls Point
Stuart
Proposed Transit Route
Intermodal/Rail Terminal
Transit Transfer Stations
Major Employers and Destinations
Parking Facilities
Railroad
City of Stuart Boundary
St. Lucie River

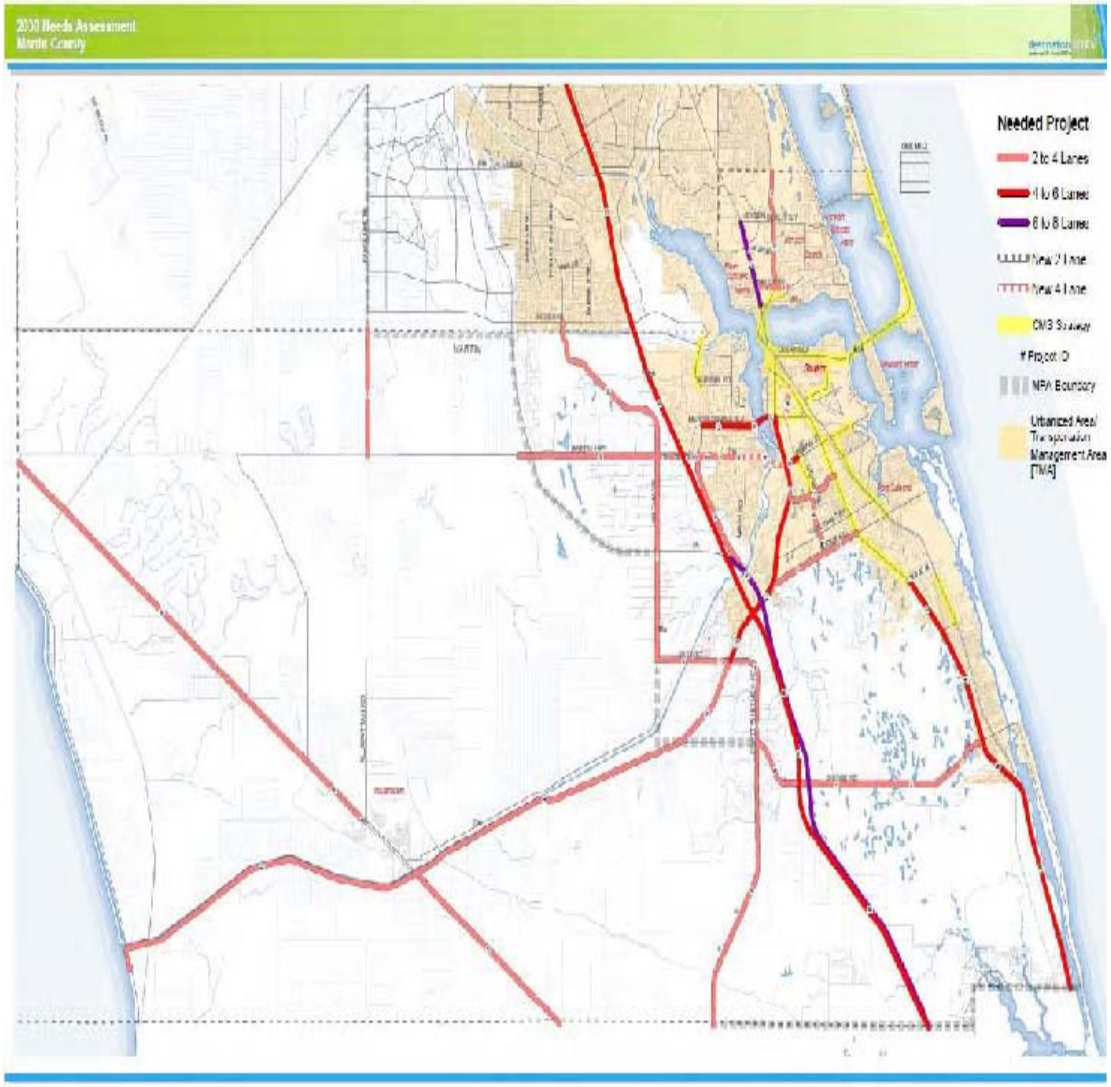


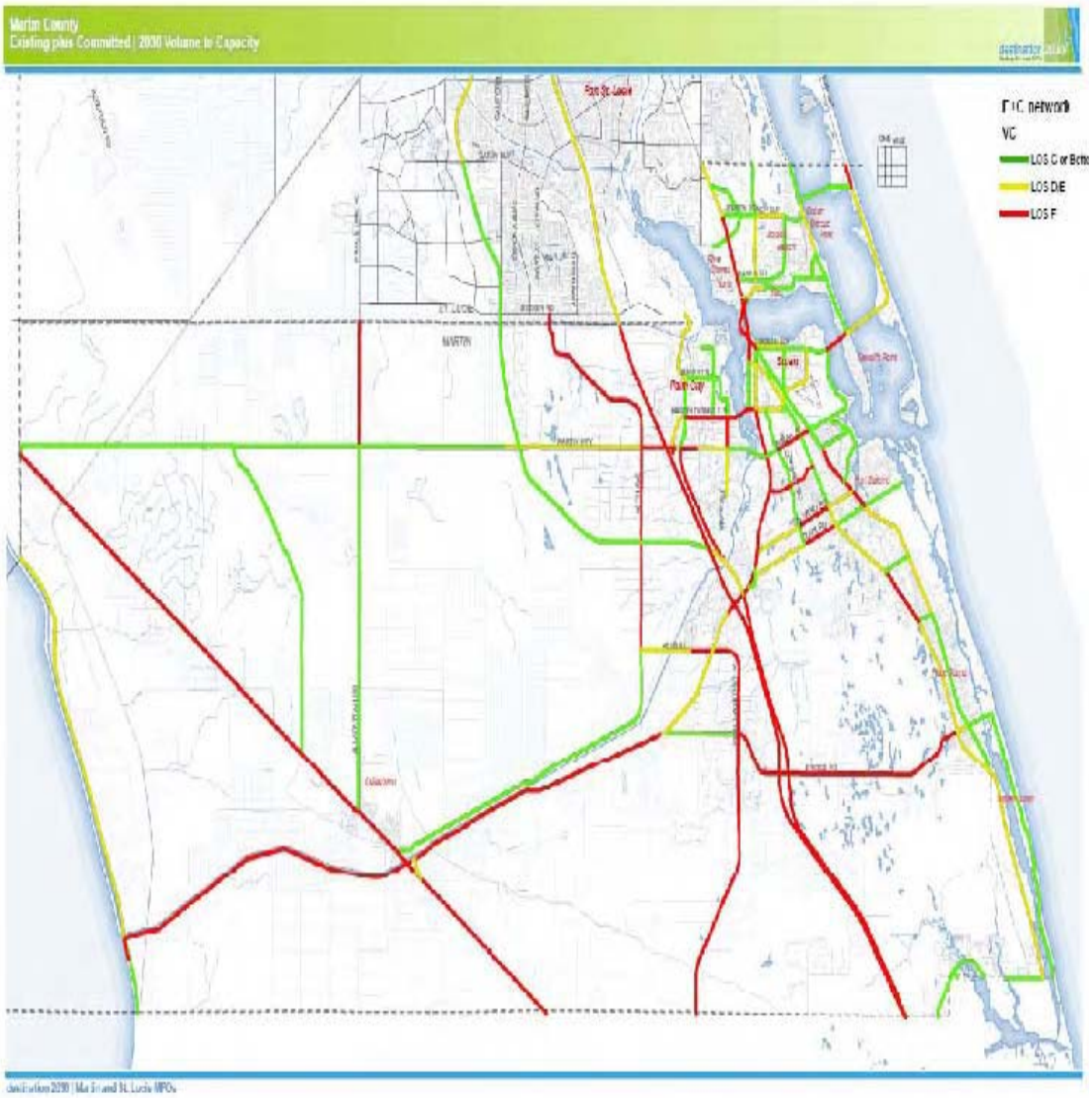

Stuart
City of Stuart, FL
2030 Transportation Map
Roadway Lanes
Adopted: April 14, 2010
0 1,250 2,500
Feet
Legend
Roadway Through Lanes
1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes
6 Lanes
7 Lanes
8 Lanes
City of Stuart Boundary
St. Lucie River




Stuart
City of Stuart, FL
2030 Transportation Map
Roadway Functional Class and Evacuation
Adopted: April 14, 2010
0 1,250 2,500
Feet
Legend
Martin County Roadway Classification
Functional Class
Expressway
Parkway
Major Arterial
Minor Arterial
Major Collector
Minor Collector
Residential
Unclassified
Hurricane Evacuation Route
City of Stuart Boundary
St Lucie River




2030 Needs Assessment
Martin County
Needed Project
2 to 4 Lanes
4 to 6 Lanes
6 to 8 Lanes
New 2 Lane
New 4 Lane
CMS Segment
Project ID
MPA Boundary
Urbanized Area/
Transportation
Management Area
(TMA)


Martin County
Existing plus Committed | 2030 Volume to Capacity
Port St. Lucie
Stuart
Palm City
MARTIN
LOS C or Better
LOS D/E
LOS F