Exhibit A

Text proposed for deletion is shown ~~stricken~~ and text proposed for addition is shown underlined. Text shown ~~double stricken~~ or double underlined has been relocated.

Supplement 55 provided by MuniCode is the base document for the EAR based changes shown.

Chapter 5 TRANSPORTATION ELEMENT

Adopted:	February 20, 1990	By Ordinance No. 373
Amended:	July 9, 1991	By Ordinance No. 400
Amended:	October 22, 1991	By Ordinance No. 403
Amended:	October 27, 1992	By Ordinance No. 419
Amended:	October 26, 1993	By Ordinance No. 430
Amended:	September 13, 1994	By Ordinance No. 448
Amended:	December 5, 1995	By Ordinance No. 484
Amended:	December 15, 1998	By Ordinance No. 537
Amended:	September 28, 1999	By Ordinance No. 555
Amended:	October 5, 2004	By Ordinance No. 655
Amended:	August 5, 2008	By Ordinance No. 800
Amended:	December 9, 2008	By Ordinance No. 814
Amended:	December 16, 2009	By Ordinance No. 846
Amended:	December 16, 2009	By Ordinance No. 856
Amended:	November 3, 2011	By Ordinance No. 898
Amended:	February 27, 2018	By Ordinance No. 1051
Amended:	September 14, 2021	By Ordinance No. 1168

Acronyms used in this chapter:

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ASDA	Accelerate Stop Distance Available
CBP	Customs and Border Protection
CEMP	Comprehensive Emergency Management Plan
CGMP	Comprehensive Growth Management Plan
CTC	Community Transportation Coordinator
DRI	Development of Regional Impact
ESF	Emergency Support Function
EMAS	Engineered Materials Arresting System
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed-based Operator
FDOT	Florida Department of Transportation
FEC	Florida East Coast (railway)
FHWA's	Federal Highway Administration
LDA	Landing Distance Available
LOS	Level of Service
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
NPIAS	National Plan of Integrated Airport Systems
Q/LOS	Quality/Level of Service ~~(handbook)~~
SIS	Strategic Intermodal System
TCMP	Traffic Congestion Mitigation Program

TCQSM	Transit Capacity and Quality of Service Manual
TCEA	Transportation Concurrency Exception Areas
TCRPM	Treasure Coast Regional Planning Model
TDP	Transit Development Plan
TODA	Take Off Distance Available
TORA	Take Off Run Available
TRIP	Transportation Regional Incentive Program

Section 5.1. Background

5.1.A. *Purpose and intent.* Concern for a safe, efficient, and balanced multimodal transportation system for both motorized and nonmotorized methods of travel is inherent in this Plan, as is the need for compatibility between the transportation system and adjacent land uses. The transportation network is the "supply" side of the "demand versus supply" equation; land uses represent the "demand" side. As development of vacant land continues, roadways face heavier demand. The ability of the roadway system to provide the proper level of service is therefore linked to the Future Land Use Element. The purpose of the Transportation Element is to ~~establish~~ plan for ~~an acceptable~~ multimodal transportation system in Martin County for both ~~future~~ motorized and nonmotorized transportation modes and in accordance with Florida Statutes ~~to plan for a multimodal transportation system~~.

Martin County's multimodal transportation system is a key component of its quality of life. All transportation planning efforts are focused on integrating the Transportation Element with both land use design and environmental concerns. The purpose of this element is to set forth a plan that advances a multimodal transportation ~~agenda~~ network that is efficient, safe, and sensitive to the other elements affected by transportation.

5.1.B. *Plan development.* The Martin County Comprehensive Growth Management Plan adopted April 1, 1982 required commencement of a comprehensive transportation study within one year of the Plan's adoption. The planning to complement this objective began in 1983 with the development of the Year 2005 Transportation Plan. It was endorsed by the Martin County Board of County Commissioners in November 1987. The Plan included the following major characteristics:

1. Determination of the traffic capacity and level of service (LOS) of the existing network;
2. Evaluation of the relationship between the transportation network and existing and future land use, using the Simplified Land Use Allocation Model and modeling socioeconomic data into future travel patterns;
3. Recommendations, including cost projections for required improvements to major thoroughfares and bridges emphasizing upgrades to the existing network system; and~~.~~
4. Information to assist policymakers in selecting alternative revenue sources such as impact fees.

Since that time, Martin County has established a Metropolitan Planning Organization (MPO), and following the 2000 U.S. Census, the urbanized area of the County became a part of the Port St. Lucie Urbanized Area. As required by federal regulations, the MPO is responsible for developing a Long Range Transportation Plan (LRTP). It is to be based on (1) the future land use categories, including their densities or intensities of use as shown on the future land use map(s), and (2) the projected integrated transportation system. It aims to ensure consistency between existing and proposed population densities, housing and employment patterns, as well as between the land uses and transportation modes and services proposed to serve the areas. The original LRTP, which used 2020 as its planning horizon, is updated every five years by the MPO. The update assesses transportation needs and establishes a long-range cost-feasible plan to implement those needs.

Section 5.1 of this element contains background information. Section 5.2 provides information on existing roadway conditions, information about the reporting of crash data, roadway network information, and level of service information. Section 5.3 provides information on other existing public transportation systems, including non-motorized pathways, transit, airports, ~~and other transportation facilities~~ railroads,

and waterways, comprised mainly of current facility locations and the extent of service provided. Section 5.4 summarizes the future transportation network, with Section 5.5 focusing on roadway needs, while Section 5.~~5~~6 summarizes the other future transportation needs of Martin County. Section 5.~~6~~7 ~~lists~~ sets the goals, objectives, and policies of the Transportation Element. The existing Transportation Map series is shown on Figures 5-1 through 5-4. The future Transportation Map series is shown on Figures 5-5 through 5-8.

~~5.1.B. *Purpose and intent.* Concern for a safe, efficient and balanced transportation system for both motorized and nonmotorized methods of travel is inherent in this Plan, as is the need for compatibility between the transportation system and adjacent land uses. The transportation network is the "supply" side of the "demand versus supply" equation; land uses represent the "demand" side. As development of vacant land continues, roadways face heavier demand. The ability of the roadway system to provide the proper level of service is therefore linked to the Future Land Use Element. The purpose of the Transportation Element is to establish an acceptable transportation system in Martin County for both future motorized and nonmotorized transportation modes and in accordance with Florida Statutes to plan for a multimodal transportation system.~~

~~Martin County's transportation system is a key component of its quality of life. All transportation planning efforts are focused on integrating the Transportation Element with both land use design and environmental concerns. The purpose of this element is to set forth a plan that advances a transportation agenda that is efficient, safe and sensitive to the other elements affected by transportation.~~

Section 5.2. Existing Roadways ~~Conditions~~

5.2.A. ~~*Lane geometry and functional classification*~~ *Overview*. Martin County contains approximately ~~1,275~~ 1,290 miles of roads. The network consists of approximately ~~58~~ 56 miles of limited access highways and access ramps, ~~133~~ 141 miles of major arterial roadways and parkways, and 121 miles of minor arterial roadways. Collector roadways and residential streets make up the remaining mileage. To establish whether roadways are eligible for funding from the Federal Highway Administration (FHWA), ~~T~~the Florida Department of Transportation (FDOT), Martin County, and the Martin Metropolitan Planning Organization (MPO) have adopted a map that depicts the functional classification of the roadway network based on the Federal Highway Administration's Highway Functional Classification system. This map is on file in the office of the Martin MPO and is available on the Martin MPO's website.

5.2.B. *Facilities and services*. A database identifying the characteristics and maintenance responsibilities of the road network is maintained by the Martin County Public Works Department. The ~~E~~existing ~~Transportation~~ Roadway Map series is shown on Figures 5-1A through 5-~~4~~1C; the County's functional classifications and evacuation routes are shown on Figure 5-1A, the maintenance responsibilities are shown on Figure 5-1B, and the number of lanes and failing level of service are shown on Figure 5-1C.

Editor's note(s)—Figures 5-1A—5-1C are on file in the office of the ~~Martin County~~ Growth Management Department and are available on the County's website.

~~5.2.B~~1. *Daily traffic volumes.* The annual Roadway Level of Service Inventory Report is generated by the Public Works Department and is used to provide the ~~current~~ average annual daily traffic volumes and growth rates, which are used to predict what roadway volumes have the potential to exceed the County's adopted LOS ~~thresholds~~ targets in 5 and 10 years. The reports are on file ~~with~~ in the Public Works Department and are available on the County's website. Peak season and directional factors for Martin County ~~have been~~ are defined by the FDOT and are established through the County's annual count program~~s~~.

~~5.2.C~~2. *Crash summary.* Crash information for all roads is collected by the Florida Highway Patrol, Martin County Sheriff's Office, and local police agencies. Martin County utilizes a crash record database. High crash areas are incorporated into the annual update of the Capital Improvements Program for ~~correction~~ the mitigation of unsafe conditions. Every other year, the Public Works Department prepares a Crash Surveillance Report that identifies, analyzes, and provides recommendations for reducing high-hazard intersections and fatal crashes as well as pedestrian and bicycle crashes. The reports are on file ~~with~~ in the Public Works Department and are available on the County's website.

~~5.2.D~~3. *Qualitative ~~L~~levels ~~of service targets on the existing system~~.* The American Association of State Highway and Transportation Officials (AASHTO) recognizes the roadway ~~L~~levels of service set by the Transportation Research Board in the Highway Capacity Manual.~~, ranked from A to F, defines~~ The level of service characterizes the ~~operation~~ general operating conditions of a roadway ~~segment~~facility in terms of traffic performance measures related to speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. The targets incorporate the quality of travel (how satisfied travelers are) and the amount of capacity used. Qualitative levels of service range from A (least congested) to F (most congested).

For general planning purposes, Martin County uses accepted methodologies to determine the inputs for analysis and review and the Generalized Service Volume Tables found in the FDOT's latest Multimodal Quality/Level of Service (Q/LOS) Handbook. The Handbook, consistent with the Highway Capacity Manual, contains qualitative descriptions of the general operating conditions for the Q/LOS targets, which are summarized below.

Quality / Level of Service	**General Operating Conditions**
A	Free flow
B	Reasonably free flow
C	Stable flow
D	Approaching unstable flow
E	Unstable flow
F	Forced or breakdown flow

The specific characteristics that influence the qualitative level of service differ by the surrounding area. ~~The operational capacities are set with peak hour/peak direction thresholds. For general planning purposes, Martin County uses the qualitative definitions and generalized tables of LOS standards, found in the FDOT's latest Quality/Level of Service (Q/LOS) Handbook. The Handbook contains qualitative descriptions of these LOS targets, which are described below.~~ They are based on the traveler's perception of how well the facility operates in the context surrounding the facility. The latest Multimodal Q/LOS Handbook establishes and classifies the different contexts, which are summarized below.

Context Classification	**Description of Surrounding Area**
C1 Natural	Natural or wilderness areas that are generally in permanent preservation
C2 Rural	Sparsely settled lands that may include agricultural land mixed with grasslands, woodlands, or wetlands
C2T Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas
C3R Suburban Residential	Mostly residential uses set in large blocks with a disconnected or sparse roadway network

C3C Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots set in large blocks with a disconnected or sparse roadway network
C4 Urban General	A mix of uses in one- to three- story buildings set in small blocks with a well-connected roadway network that may extend over long distances
C5 Urban Center	A mix of uses in one- to five- story buildings set in small blocks within a well-connected roadway network concentrated around a few blocks or within an identified civic or economic center of a community

~~. For specific determinations of roadway level of service, Martin County uses the methods in the Q/LOS Handbook. The roads that carry volumes in excess of the peak hour peak direction LOS are shown on Figure 5-1C.~~

~~Editor's note(s)—Figure 5-1C is on file in the office of the Martin County Growth Management Department.~~

~~Martin County's CGMP is consistent across elements, as evidenced by the cost-feasible program of capital improvements that maintain adopted permanent and interim levels of service for all roadway and public transportation facilities.~~

~~Characterizations of Levels of Service~~

~~A~~	~~•~~	~~Free flow, vehicle speed controlled only by traffic laws, driver may maneuver at will.~~
	~~•~~	~~Little or no delay at signalized intersections.~~
	~~•~~	~~Vehicles continue to drive through or slow down prior to passing through the intersection except for signal changes prior to arrival~~
~~B~~	~~•~~	~~Stable flow, slight interference from other vehicles, minimal delays at signalized intersections.~~
	~~•~~	~~Vehicles may have to stop briefly or slow down prior to moving through the intersection except for signal changes prior to arrival.~~
~~C~~	~~•~~	~~Stable flow, vehicle speed lower and maneuverability affected by other vehicles.~~
	~~•~~	~~Delays at most signalized intersections.~~
	~~•~~	~~Vehicles stop and then get through the intersection on the first green light. Queues begin to form.~~
~~D~~	~~•~~	~~Approaching unstable flow, slow but tolerable operating speeds, noticeable but tolerable delays at signalized intersections.~~
	~~•~~	~~Stopped cars are not delayed more than two cycles of the signal.~~
~~E~~	~~•~~	~~Unstable flow, capacity flow conditions with low, variable operating speeds and substantial delays at signalized intersections.~~
	~~•~~	~~Stopped cars are delayed for more than two cycles.~~
~~F~~	~~•~~	~~Unstable, stop-and-go forced flow~~
	~~•~~	~~Low speeds that may drop to zero for short time periods.~~
	~~•~~	~~Major delays at all critical signalized intersections along a roadway corridor.~~

The most current qualitative level of service on all major roadways in the County ~~shall be~~is presented in the annual Roadway Level of Service Inventory Report and relies on the context of the facility. The Q/LOS ~~for a given roadway segment~~ varies during the day with the volume of traffic using the facility. Usually, the worst portion of the day is the afternoon peak period. For the purposes of this plan, ~~T~~the adopted roadway Q/LOS ~~standards for the purposes of this plan~~ targets are stated in Policy 5.~~2~~3A.1. Generally, the ~~standards~~ targets maintain Q/LOS D during the peak season/peak hour/peak direction as the lowest tolerable level of service ~~on arterials in the rural and urban areas~~, except in certain Transportation Concurrency Exception Areas (TCEAs) established to encourage mixed-use development. For ~~all~~ roadways on the Strategic Intermodal System (SIS) and those funded with the Transportation Regional Incentive Program (TRIP) in accordance ~~with Section 339.2819,~~ Florida

Statutes, ~~the Transportation Regional Incentive Program (TRIP),~~ the adopted Q/LOS ~~standard~~ target shall be as designated by the FDOT.

Roadways operate differently year-to-year due to planned activities, such as construction projects, or unplanned activities, such as a significant weather-events or severe economic fluctuations; therefore, those roadways in Martin County that operate below the adopted Q/LOS targets consistently over multiple years are considered to have a failing level of service and are shown on Figure 5-1C.

~~5.2.E~~4. *Emergency Evacuation.* For planning purposes, the Martin County Sheriff's Office recommends using the following primary evacuation routes to gain access to Florida's Turnpike and Interstate 95, which are the most appropriate freeways to evacuate the County. The evacuation routes are depicted on Figure 5-1A. During an actual event, the Emergency Support Functions (ESFs) of Transportation (ESF 1), Public Works & Engineering (ESF 3), Firefighting (ESF 4), Search & Rescue (ESF 9), and Law Enforcement (ESF 16), will provide resource support to efficiently move evacuees to safer areas. In the event of a significant storm surge event or a potential breach of the Herbert Hoover Dike, evacuees in the following parts of the County will be directed by the Martin County Sheriff's Office and the appropriate law enforcement agencies to evacuate along the closest and safest routes available using the primary evacuation routes:

a. From the areas along the St. Lucie River, the Indian River Lagoon, and the Atlantic Ocean, the primary evacuation routes are: SR-A1A (NE Ocean Boulevard); SR-732 (NE Causeway Boulevard / NE Jensen Beach Boulevard); CR-707 (NE Dixie Highway); CR-723 (NE Savannah Road); SR-714 (SE Monterey Road); SE Indian Street; SE Cove Road; CR-708 (SE Bridge Road); CR-A1A (SE Dixie Highway); SR-5 (US-1 / NW Federal Highway); and SR-76 (S Kanner Highway).

b. From the area east of the South Fork of the St. Lucie River, the primary evacuation route is SR-76 (S Kanner Highway) toward Interstate 95.

c. From the area west of the South Fork of the St. Lucie River, the primary evacuation routes are SR-714 (SW Martin Downs Boulevard and SW Martin Highway) and CR-714 (SW Martin Highway) toward SR-91 (Florida's Turnpike) and/or Interstate 95.~~Martin County's Comprehensive Emergency Management Plan (CEMP), prepared by the Emergency Management Division and adopted by the Board of County Commissioners on December 1, 2009, complies with the State requirements for emergency evacuation. The CEMP provides preparedness, evacuation, and post disaster management for the County, including areas east of the Herbert Hoover Dike (Appendix I). This document hereby incorporated into the CGMP by reference.~~

d. From the area near the Herbert Hoover Dike, the primary evacuation routes are: SR-15 (US-98 / SW Conners Highway); SR-76 (SW Kanner Highway); SR-710 (SW Warfield Boulevard); CR-726 (SW Citrus Boulevard); and CR-609 (SW Allapattah Road).

Section 5.3. Other Existing Public Transportation Systems

Florida Statutes require~~s~~ consideration of all modes of transportation as part of the planning process ~~Transportation Element~~. An overview of ~~non-vehicular modes of~~ ~~transportation~~ the public pathways, transit, airports, railroads, and waterways is provided below to show the relationship to the entire transportation network.

5.3.A. *Existing Pathways.* The non-motorized pathways serve bicyclists and pedestrians. Martin County contains approximately 590 miles of public non-motorized pathways. The network consists of approximately 362 miles of sidewalks, 130 miles of bicycle lanes along arterial roadways, and 98 miles of multimodal pathways and trails. The interface of pedestrians, bicyclists, and vehicles requires careful design to ensure their safety and movement. Crashes involving pedestrians and bicyclists are included in the Crash Surveillance Report and mitigation strategies are developed in areas where a high number or severe crashes occur; these mitigation strategies are prioritized in the Capital Improvement Program.

The existing Public Pathways are shown on Figure 5-2.

Editor's note(s)—Figure 5-2 is on file in the office of the Growth Management Department and is available on the County's website.

5.3.A. *Airports.*

1. *Plan development.* In 2001, data and analysis for aviation facilities was updated to reflect new information available to Martin County. The Florida Aviation System Plan: Treasure Coast Region, 1992-2010 provided the framework for the 2001 revisions. The Western Martin County General Aviation Airport, Phase I Regional Aviation Needs was prepared for Martin County and the Florida Department of Transportation in April 1992. The purpose of the document was to investigate the general aviation activity in Martin County in fulfillment of the element's original objective 5.3A. In addition, the Master Plan Update for Witham Field was released in August 2001. These documents fulfilled objectives found within the original element and resulted in revisions as well. The Master Plan Update for Witham Field is incorporated by reference as data and analysis.

The service role of Martin County Airport/Witham Field is defined in the Airport Master Plan and the Federal Aviation Administration's National Plan of Integrated Airport Systems (NPIAS). Both the Master Plan and the NPIAS define the airport's service level as General Aviation.

Martin County Airport shall continue its role as a General Aviation Airport and the airport shall not become certificated under Federal Aviation Regulation (FAR) Part 139 and therefore shall not be eligible to accept Scheduled Commercial Airline service operating under Federal Aviation Regulation Part 121.

2. *Airport facilities overview.* There is one publicly owned, public-use airport in Martin County, Witham Field, and one privately-owned public use airport. Witham Field is a ±697-acre county-owned general aviation airport managed by an airport Director. It is located in the Stuart urban area just southeast of Monterey Road and east of Dixie Highway (CR A1A), which provides three points of ingress and egress for surface transportation as shown on Figure 5-9, the Airport Layout Plan, which is on file with the Airport Department.

Editor's note(s)—Figure 5-9 is on file in the office of the Martin County Growth Management Department and on the County's website.

Witham Field has three runways with taxiways. A fourth runway, 02/20, was closed in 1992. Apron and turf parking facilities in the general aviation area are located south of runway 12/30. Tower records indicate that the vast majority of the general aviation activity involves single-engine and light twin-engine aircraft. However, there is a regular and increasing use of the airport by jet aircraft, especially since some enhancements have been completed on the existing runways and taxiway system.

There are two full-service fixed based operators (FBO) at Witham Field. These are (1) Stuart Jet Center, and (2) Atlantic Aviation. The fixed based operators provide services per the Minimum Standards for Aeronautical Activities.

Another public-use airport is Indiantown Airport (fka Circle T Ranch). This airport is owned by a private enterprise and has a fixed based operator (FBO) with limited services on-site. The airport has a 6,300' × 300' turf runway. The facility currently has approximately ten based aircraft. The Indiantown Airport currently has no master plan.

There are four other airports in Martin County: Naked Lady Ranch, Cox's Hammock Airport, Tropical Plantation, and Ranch Colony Park (Tailwinds). There are several other unnamed airstrips in the County. There are also heliports at Martin Memorial Hospital, The Medalist and at Sailfish Point. For the purposes of long-range planning, major emphasis shall be given to the two public-use airports—Witham Field and Indiantown Airport. The layout of Witham Field Airport is shown on Figure 5-9, the Airport Layout Plan. Additional details on airport zoning districts are provided in the Land Development Regulations.

Editor's note(s)—Figure 5-9 is on file in the office of the Martin County Growth Management Department and on the County's website.

3. *Other airports.* For aviation planning purposes, Martin County is within the Treasure Coast region, which includes Martin, St. Lucie, Okeechobee and Indian River Counties. However, its proximity to Palm

~~Beach County, which is within the South Florida Metropolitan region, provides the County with access to a number of airports. Martin County is located approximately equidistant to two airports in the region. These are the Palm Beach International Airport and the St. Lucie County International Airport. The Treasure Coast region also includes the Vero Beach Municipal Airport and the Sebastian Municipal Airport. Palm Beach International Airport is approximately 40 miles south of Stuart, and is highly accessible Interstate 95 (i.e., within 45 minutes). The Palm Beach International Airport completed a major expansion and redevelopment project in 1989, has customs facilities, and is served by several commercial carriers.~~

~~The St. Lucie County International Airport is less than 30 miles to the north. This airport does not handle the same level of national and international flights as the Palm Beach International Airport. There is customs service, but the airport is currently not serviced by a commercial carrier.~~

~~Palm Beach County opened a reliever airport, North County Airport, in the North Palm Beach area in April 1994.~~

4. ~~*Existing level of service at the public-use airports.* In a fast growing area such as south Florida, the mix of aircraft, operating throughout a range of airspeeds in both visual and instrument conditions, places considerable stress upon the air traffic control system. In the past, this mix has included sport parachute jump activity, helicopters, ultralights, gliders, hot-air balloons, small single- and twin-engine general aviation aircraft, air carriers, corporate jets and turbo-props, flight training and a mix of military aircraft.~~

~~Witham Field is the only publicly owned public-use facility. There are two fixed based operators (FBOs) at the airport, which provide services to private aircraft owners. The bulk of the cargo in and out of the airport is related to the actual airplane components handled by Vought Aircraft Industries, which are almost always transported in and out by rail freight or truck lines. This is restricted to Vought Aircraft Industries' operations and the figures for the amount of cargo are not available at this time. The only other bulk product provided to this facility would be fuel for the FBOs. There is no cargo terminal at Witham Field and no scheduled commercial flights currently exist or shall be allowed in the future. Activities at Witham Field include general aviation uses, including business/pleasure aviation uses and flight training.~~

~~Witham Field has an annual service capacity of 365,000 operations per year. The following table shows the total operations and percentage of annual service capacity:~~

~~Years~~	~~Total Operations~~
~~2012~~	~~57,198~~
~~2013~~	~~69,939~~
~~2014~~	~~83,298~~
~~2015~~	~~89,059~~
~~2016~~	~~92,061~~

~~Indiantown Airport has a total annual capacity of 100,000 operations and is experiencing approximately 10,000 operations per year.~~

~~In order for an airport to provide acceptable levels of service, adequate surface access by road or rail must be provided along with land based facilities such as terminals, parking and cargo handling areas. The best airport system is ultimately only as good as the land and air access to the system airports. Therefore, these factors are very important in determining deficiencies. The Treasure Coast Regional Aviation System Plan outlined the following circumstances, which have an impact on Martin County:~~

~~a. The Palm Beach International Airport has expanded its capacity. The North Palm Beach General Aviation Reliever Airport has opened. Both of these facilities shall provide additional level of service to Martin County. St. Lucie International has begun planning for new facilities.~~

~~b. Even though the publicly owned public-use airport in Martin County may currently enjoy adequate year-round level of service, the growth in other areas of the Treasure Coast region may lead to more frequent use of Martin County's airport facilities.~~

~~c. Peak periods during weekends, holidays, and the winter tourist season do create some congestion at Witham Field. Currently, there is no congestion at Indiantown Airport.~~

~~There are no operational deficiencies at access roads to Witham Field or other airports in Martin County.~~

5.3.B. ~~*Public transportation*~~*Existing Transit*. ~~1. *Plan development.* Public transportation planning in Martin County is identified in the most recent versions of the county's Transit Development Plan or the MPO's Long Range Transportation Plan or Transportation Disadvantaged Service Plan. The County is required to update the Transit Development Plan by Rule 14-73, Florida Administrative Code, in order to be eligible for grant funds. 2. *Purpose and intent.* Florida Statutes require all local governments with a population of 50,000 or more to include public transportation considerations in their comprehensive plans. The purpose of this section is to ensure that the public transportation needs of all Martin County residents are adequately addressed and realistic plans are developed to meet future needs, based on changing service needs, demographics and traffic patterns.~~

~~3. *Existing conditions.*~~ Martin ~~County operates its own public transportation service. It~~ County's Public Transit System (Marty) ~~provides fixed-route services in Indiantown and Stuart, and operates along US-1 providing connections between St. Lucie and Palm Beach counties. It provides complementary ADA paratransit services as governed by the Federal Transit Administration to continue receiving federal grant funds.~~ is comprised of five routes — three fixed, one deviated fixed, and one express. Other transit agencies with opportunities to connect to Marty routes include Palm Tran, which operates in Palm Beach County, the Area Regional Transit, which operates in St. Lucie County, and Stuart's downtown Tram service, which includes two fixed routes providing stops at key locations within the downtown area. Marty's overall ridership has steadily increased to nearly 110,000 annual trips.

Marty also offers complimentary accessible paratransit service (Marty Access) to individuals with disabilities within a ¾-mile buffer of Marty's fixed routes. Marty Access is a shared-ride, door-to-door service and an eligibility-based program in compliance with the provisions of the Americans with Disabilities Act (ADA) of 1990. Marty Access ridership has recently declined.

The Community Transportation Coordinator (CTC) for Martin County arranges transportation for the transportation disadvantaged in accordance with the Memorandum of Agreement with the Florida Commission for the Transportation Disadvantaged and in accordance with Chapter 427, Florida Statutes.

The existing Public ~~Transportation~~ Transit System is shown on Figure 5-3.

Editor's note(s)—Figure 5-3 is on file in the office of the ~~Martin County~~ Growth Management Department and is available on the County's website.

~~5.3.C. *Non-motorized transportation systems.* The non-motorized transportation system serves bicyclists and pedestrians. The State Transportation Plan requires bicycles and pedestrians receive full consideration in the planning, design and construction of transportation facilities. Sidewalks and bikeways should be incorporated into state and regional plans along with local transportation plans and programs. The State also requires establishment of bikeways and sidewalks in conjunction with construction, reconstruction or changes in state facilities within five miles of an urban area. Exceptions may be made if consideration of a non-motorized facility is contrary to public safety, cost is disproportionate to need or probable use, or the absence of need or use has been determined. As part of the Long Range Transportation Plan, the MPO developed and adopted the Multimodal Cost Feasible Plan. This Plan serves as the guiding document Martin County uses to plan for and fund non-motorized transportation facilities and is hereby incorporated as data and analysis by reference.~~

~~*Pedestrian and bicyclist facilities.* The interface of pedestrians and vehicles requires careful design to ensure their safety and movement. Crashes involving pedestrians and bicyclists are included in the Crash Surveillance Report described above.~~

~~The existing Non-motorized Transportation System is shown on Figure 5-4.~~

~~Editor's note(s)—Figure 5-4 is on file in the office of the Martin County Growth Management Department and available on the County's website.~~

5.3.C. *Existing Airports*.

1. *Overview*. For aviation planning purposes, Martin County is within the Treasure Coast regional planning area, which also includes Palm Beach, St. Lucie, and Indian River Counties. Pubic-use airports in the Treasure Coast regional planning area include Palm Beach County Park (Lantana) Airport, Palm Beach International Airport, North Palm Beach County General Aviation Airport, Indiantown Airport, Witham Field, Treasure Coast International Airport, Fort Pierce Seaplane Base, Vero Beach Regional Airport, New Hibiscus Airpark, and Sebastian Municipal Airport. The Palm Beach International Airport, the only commercial service – primary airport in the region, is approximately 40 miles south of Stuart, and is highly accessible from Interstate 95. The Palm Beach International Airport has customs facilities, and is served by several commercial carriers. The Vero Beach Regional Airport is also a commercial airport, but it is not a primary airport; it is approximately 35 miles north of Stuart. This airport does not handle the same level of national and international flights as the Palm Beach International Airport, although there is a customs facility.

   The two public airport facilities in Martin County are Witham Field and Indiantown Airport, as shown on Figure 5-4. There are three private airports in Martin County: Naked Lady Ranch; Tropical Plantation; and Ranch Colony Park (Tailwinds). There are several private heliports, including those at the Cleveland Clinic Martin North Hospital, the Medalist Golf Club, and Sailfish Point. For the purposes of long-range planning, major emphasis shall be given to the two public-use airports.

Editor's note(s)—Figure 5-4 is on file in the office of the Growth Management Department and is available on the County's website.

2. *Facilities and services*.

   a. *Witham Field* is approximately 700 acres and is owned by Martin County and managed by an Airport Director. It is partly located in the City of Stuart, southeast of SR-714 (SE Monterey Road) and east of CR-A1A (SE Dixie Highway).

      The Western Martin County General Aviation Airport, Phase I Regional Aviation Needs Plan was prepared for Martin County and the Florida Department of Transportation in April 1992. The purpose of the document was to investigate the general aviation activity in Martin County in fulfillment of the element's original objective. In 2001, data and analysis for aviation facilities was updated to reflect new information available to Martin County. The Florida Aviation System Plan: Treasure Coast Region, 1992-2010 provided the framework for the 2001 revisions. The Master Plan Update for Witham Field was released in August 2001. These documents fulfilled objectives found within the original Transportation Element.

      The Witham Field Airport Master Plan was last updated in July 2023. The service role of Martin County Airport/Witham Field is defined in the Airport Master Plan and the Federal Aviation Administration's National Plan of Integrated Airport Systems (NPIAS). Witham Field is designated as a national General Aviation facility with $5.1 million in planned improvements eligible for federal funding over the system’s five-year planning period. Ingress and egress to the surface transportation network is provided through one point along SR-714 (SE Monterey Road) and three points along CR-A1A (SE Dixie Highway). Witham Field has three runways with taxiways. Apron and turf parking facilities in the general aviation area are located south of Runway 12/30.

      U.S. Customs and Border Protection (CBP) maintains a facility on Witham Field, which allows CBP officers to screen visitors and returning U.S. citizens, as well as cargo, arriving at the airport from a foreign country. The facility is unique in that it also serves as a port of entry for boaters. This makes it the first intermodal clearance facility of its kind built in the state of Florida.

There are two full-service fixed-based operators (FBOs) at Witham Field and other tenants that: offer aircraft avionics and maintenance services to the public; provide employment at corporate headquarters; provide access to aircraft through a local flying club; and manufacture aircraft component and parts for major aircraft companies. These FBOs and tenants, their subtenants, and other businesses associated with Witham Field have an economic impact of 1.3 billion dollars on the Martin County residents.

Details regarding development of the public airport facility district are provided in the Land Development Regulations.

b. *Indiantown Airport* is approximately 600 acres and is owned and managed by a private enterprise. The airport has one turf runway. Ingress and egress to the surface transportation network is through one point along CR-726 (SW Citrus Boulevard). There is one fixed-based operator (FBO) with limited services on-site. The Indiantown Airport is located within the Village of Indiantown; therefore, its growth, level of service, and proposed improvements are governed by the Village's Comprehensive Growth Management Plan.

5.3.D. *Existing Railroads~~/Seaports.~~*~~1. Railroads.~~ Martin County has three railroad corridors, two of the Florida East Coast (FEC) Railway and one of CSX Transportation. ~~None~~ Neither of these corridors has passenger stations or intermodal facilities. Florida East Coast Railway's main corridor ~~carries freight and~~ generally runs parallel to the eastern coastline from St. Lucie County to ~~the~~ Palm Beach County ~~line~~. Historically, it carried only freight, but a second track was recently added to carry high-speed passenger service, known as Brightline, however, the bascule bridge over the St. Lucie River remains a single track. This aged bascule bridge opens and remains open to navigation for at least ten minutes each hour.

~~A~~The secondary FEC Railway corridor carries freight in the western part of the County and runs north from Belle Glade to SR-710 (SW Warfield Boulevard) and then northeasterly toward Fort Pierce. The CSX Transportation corridor carries freight parallel to SR-710 (SW Warfield Boulevard) from ~~the~~ Okeechobee County ~~line~~ to ~~the~~ Palm Beach County ~~line~~. In Palm Beach County, the CSX Transportation corridor is shared with the South Florida Regional Transportation Authority, which operates South Florida's Commuter Rail System, known as Tri-Rail, south to Miami-Dade County. Together, these railroads are integral to freight transport between Jacksonville, Miami, and the Tampa area and passenger transport between Miami and Orlando.

The frequency and length of freight and passenger trains on the main Florida East Coast Railway corridor are significant physical barriers that impede the level of service for motor vehicles, pedestrians, and bicyclists on most major roadways and for vessels along the St. Lucie River. Delays are usually due to long freight trains, frequent passenger trains, and track repairs.

The existing ~~r~~Railroad ~~c~~Corridors are shown on Figure 5-3.

~~Editor's note(s) – Figure 5-3 is on file in the office of the Martin County Growth Management Department and available on the County's website.~~

5.3.E.~~2~~. *Seaports~~Existing Waterways~~*. ~~Martin County has no seaports, but there are two nearby – Port of Fort Pierce and Port of Palm Beach. Due to the proximity of these facilities in adjacent counties, no future needs have been identified.~~ Martin County has a unique location on the Atlantic coastline, allowing it to play a major role in water transportation even without a port terminal or related development.

The St. Lucie Inlet provides access from the Atlantic Ocean to the Atlantic Intracoastal Waterway and the St. Lucie River. It is extensively impacted by shoaling that significantly threatens the inlet's continued navigability. The inlet is considered particularly challenging for boaters due to strong tidal currents, rapidly shoaling bottom, changing water depths, and shifting sands, which are compounded by the inlet's small size. Continued inlet dredging is necessary to maintain this critical point of ocean access for the region's extensive marine industrial, commercial, and recreational activities.

The Atlantic Intracoastal Waterway connects the St. Lucie Inlet and the St. Lucie River to the Port of Fort Pierce and the Port of Palm Beach; it is the primary corridor for the movement of marine traffic through the counties.

The only cross-Florida ~~east/west~~ waterway ~~in the Treasure Coast region~~ is located in Martin County; it is~~:~~ the ~~cross-Florida~~ Okeechobee Waterway (~~i.e.,~~ St. Lucie Canal), which connects the St. Lucie River in the City of Stuart ~~and its environs~~ with the ~~western~~ Caloosahatchee River in the ~~g~~Gulf city of Fort Myers. This navigable waterway, developed by the U.S. Army Corps of Engineers, is 156 miles long. It ~~can~~ accommodates both ~~passenger and freight~~ recreational and commercial vessels and is fairly well used.

More than 75,000 vessels travel the St. Lucie River under the bascule bridge along the FEC Railway's main corridor each year. The frequency and duration of the bascule bridge closing for rail traffic will continue to significantly impede marine transportation within the County and along the Okeechobee Waterway (St. Lucie Canal).

Martin County has no seaports, but there are two nearby - Port of Fort Pierce and Port of Palm Beach. Due to the proximity of these port facilities in adjacent counties, no future needs have been identified in Martin County.

Section 5.4. Future Transportation Network

The future transportation network needs of Martin County are based on long-term projections established through the modeling efforts in the Martin Metropolitan Organization's Long Range Transportation Plan (LRTP), which addresses the roadways, pathways, transit, railroads, and waterways. The data and analysis found in the latest LRTP are hereby incorporated by reference. Martin County's CGMP is consistent across elements, as evidenced by the cost-feasible program of capital improvements that maintain adopted permanent and interim levels of service for all roadway and public transportation facilities, as described herein. The funding for public transportation projects is derived from gas taxes, impact fees, and various other state and federal programs. These funding sources and the funding projections from each source are provided in the Capital Improvements Element. The CGMP is based on the premise that existing and future development will be monitored to alleviate deterioration in the adopted level of service and to upgrade backlog conditions.

The future Transportation Map series is shown on Figures 5-5 through 5-7.

Section 5.5~~4~~. ~~Future~~ Roadway Needs

5.5~~4~~.A. *Traffic forecast and analysis.* The future ~~transportation network~~roadway needs of Martin County are based on ~~short-term projections and~~ long-term projections established through the modeling efforts ~~of~~ in the Martin Metropolitan Organization's Long Range Transportation Plan (LRTP) and short-term projections established in an annual needs assessment~~, which applies the transportation planning methodologies adopted by the FDOT~~.

~~For the short-term evaluation, the existing traffic volumes and growth rates from the annual Roadway LOS Inventory Report are used to project potential deficiencies in five and ten years as identified in the Annual Roadway Needs Assessment. The identified deficiencies are then programmed in the County's Capital Improvements Element, either in the five-year Schedule of Capital Improvements or in the ten-year plan, unless otherwise programmed in the FDOT's Five-Year Work Program or the MPO's Transportation Improvement Program.~~ For the long-term evaluation, the existing and future regional road network is modeled using the latest version of the travel demand modeling tool known as the Treasure Coast Regional Planning Model (TCRPM). The TCRPM is an activity-based travel demand model serving the regional transportation modeling needs for the three counties within Treasure Coast Region – Martin, St. Lucie, and Indian River.~~ Florida Standard Urban Transportation Modeling Structure.~~ The~~is travel demand model~~ TCRPM utilizes base-year and forecasted socioeconomic and multimodal transportation network data~~, as well as forecasted socioeconomic and forecasted multimodal transportation network data~~. Federal regulations require a 25-year planning horizon, with updates in the LRTP every five years by the Martin MPO. This ensures that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve the areas. ~~The Future Transportation Map series is shown on Figures 5-5 through 5-8, the Roadway System is shown on Figures 5-5A, 5-5B, and 5-5C.~~ ~~From the needs assessment, t~~The LRTP identifies future deficiencies in the existing and committed (funded for construction) roadway network and ~~prioritizes~~ includes a list of transportation projects that can be implemented from revenues projected to be collected during the concurrent 25-year planning horizon. These~~is~~ projects, intended to resolve the projected deficiencies, are~~is~~ formalized in the

Cost Feasible Plan. Each year, the Martin MPO prioritizes the ~~needed transportation~~ projects ~~that were~~ identified in the most recent Cost Feasible Plan and requests the FDOT use federal and state funds to incorporate~~s these~~ them into its ~~a~~ ~~f~~Five-~~y~~Year ~~Transportation Improvement~~Work Program~~, which contains federal and state funded transportation projects~~. Alternatively, ~~T~~the County may ~~identify these needed~~include locally-funded facilities for ~~implementation~~ in its Capital Improvements Plan.

For the short-term evaluation, the existing traffic volumes and growth rates from the annual Roadway LOS Inventory Report are used to project potential deficiencies in five and ten years and are identified in the Annual Roadway Needs Assessment. The identified deficiencies are then programmed in the County's Capital Improvements Element, either in the five-year Schedule of Capital Improvements or in the ten-year plan, unless otherwise programmed in the FDOT's Five-Year Work Program.

The future Roadway ~~System~~ Map series is shown on Figures 5-5A, 5-5B, and 5-5C. The County's functional classifications and evacuation routes are shown on Figure 5-5A, the maintenance responsibilities are shown on Figure 5-5B, and the number of lanes are shown on Figure 5-5C. Future right-of-way provisions are provided for in Policy 5.~~2~~3C.2.

Editor's note(s)—Figures 5-5A – 5-5C are on file in the office of the Growth Management Department and are available on the County's website.

~~5.4.B. *Analysis and LOS standards.*~~

~~*Roadway Capacity.* LOS standards and generalized LOS tables are essential for transportation planning. These standards incorporate:~~

~~1. The correlation between size of the urban area and acceptance of some highway congestion as a trade-off for other urban amenities;~~

~~2. The different roles provided by state facilities; and~~

~~3. Local flexibility in determining special transportation areas.~~

~~The standards also reinforce the growth management concepts of urban infill and infrastructure concurrent with the impact of development.~~

~~Equally important as adopting LOS targets is having a user-friendly measurement technique. The FDOT has developed generalized level of service tables based on the Highway Capacity Manual, which it recommends for broad planning applications and as a general guide to determine highway level of service and through-lane requirements on state roadways. The generalized tables are found in the FDOT's latest Q/LOS Handbook and are incorporated herein by reference.~~

~~The values shown in the generalized tables are based on the definitions and measurement techniques of the Highway Capacity Manual. It specifies that signalization characteristics (e.g., number of signals per mile, length of green light) are equally important as roadway characteristics (e.g., number of roadway lanes) in determining arterial levels of service. The generalized tables reflect this emphasis. They are also based on actual Florida traffic, roadway and signalization data, making them applicable throughout the State. However, it is recognized that traffic characteristics vary by area and facility. Thus, unlike the operating LOS targets, the generalized tables are not statewide standards; rather, they are guidelines for measuring highway level of service.~~

~~FDOT has adopted the LOS targets and generalized LOS tables for use on state highways. These targets represent the state-of-the-art in highway planning applications. Together they implement growth management concepts and emphasize the importance of managing access on the state highway system.~~

~~In addition to the generalized tables, the FDOT's latest Q/LOS Handbook provides for conceptual planning to obtain a solid determination of the level of service of a facility and to determine situations when the generalized tables simply are not accurate enough. Highway Capacity Software is the appropriate tool for conducting these types of analysis. Martin County will use these methods where applicable in updating the Concurrency System analysis.~~

~~*County traffic analysis techniques.* Current County traffic analyses techniques use the FDOT's latest Q/LOS Handbook, which reflects the current version of the Federal Highway Capacity Manual. The next update to the LRTP will also be based on the latest Handbook.~~

~~*Adopted LOS standard*. The LOS standard for all roadways in unincorporated Martin County is LOS D in the peak hour/peak direction. Standards for the State Highway System are guided by FDOT's latest 'LOS Policy'. This standard is formally stated in Policy 5.2A.1.~~

5.5.B. *Roadways not ~~currently~~ meeting the Q/LOS ~~criteria~~ targets.*

1. *Overview.* Roadways that are considered to have a failing level of service as identified in Section 5.2.B.3 ~~These types of roads~~ are ~~defined~~described as follows:

   a) *Constrained facilities:* Roadways that will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints. Physical constraints primarily result from intensive development adjacent to the roadway, making the cost of expansion prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations.

   b) *Backlogged facilities:* Roadways that are (1) operating at a level of service below the minimum standards, (2) not programmed for construction in the first three years of the FDOT's adopted work program or the five-year schedule of improvements in the Capital Improvements Element and (3) not a constrained facility, as defined in a) above.

2. *Strategies.* ~~Acceptable strategies for~~ Establishing one or more of the following tools is considered an acceptable strategy to address~~ing~~ these types of roads ~~are~~:

   a) *Transportation Concurrency Management Area:* A geographically compact area where intensive development exists or is planned in a manner that will ensure adequate mobility and further achievement of state planning goals and policies. These include discouraging urban sprawl, encouraging revitalization of downtowns, designating redevelopment areas, protecting natural resources, protecting historic resources, maximizing efficient use of public facilities and promoting public transportation, bicycling, walking and other alternatives to the single-occupant automobile.

   b) *Transportation Concurrency Exception Area:* An urban area where infill and redevelopment are encouraged and exceptions to the transportation concurrency requirement are allowed, provided that alternative modes of transportation, land use mixes, urban design, connectivity and funding are addressed. It is meant to encourage development where infrastructure already exists, thereby reducing urban sprawl. The concurrency exception applies to all land uses, development and types of facilities within the Area.

   c) *Long Term Transportation Concurrency Management System:* A mechanism that allows development to continue while roadway capacity is planned, designed, and constructed, and funding for this work is accumulated. Such systems are based on an established 10-year program of improvements, identified in the Capital Improvements Element, which will return the backlogged facility to an acceptable level of service. Typically, these systems are accompanied with a temporary variance to the adopted level of service.

   d) *Multimodal Transportation District:* An area delineated on the future land use map where vehicle mobility is given secondary priority in favor of assuring a safe, comfortable and attractive pedestrian environment with a convenient connection to public transportation. Such districts must incorporate community design features that will reduce automobile trips or vehicle miles of travel and that support an integrated, multimodal transportation system.

5.5.C. *Vulnerability Assessment*. In addition to prioritizing projects that improve extreme weather resiliency and/or harden infrastructure against Sea Level Rise (SLR), the Martin MPO adopted a Transportation Network Resiliency Study in December 2022; the Resiliency Study includes a set of criteria to prioritize future mitigation projects to address vulnerable transportation infrastructure assets. The Resiliency Study reviewed

multiple levels of vulnerability including flooding threats, excessive heat, and socioeconomic vulnerability. As a result, twelve (12) prioritization criteria were formed to assist local governments during the planning process.

~~5.4.C. *Financing for capital improvements.* The funding for road projects is derived from gas taxes, road impact fees and various other state and federal programs. These funding sources and the funding projections from each source are provided in the Capital Improvements Element. The CGMP is based on the premise that existing and future development will be monitored to alleviate deterioration in the adopted level of service and to upgrade backlog conditions. The balance of the County's transportation trust fund is used for general roadway maintenance and rehabilitation and for matching state and federal funds to reduce backlogs.~~

Section 5.6~~5~~. Other ~~Future~~ Transportation Needs

5.6.A. *Pathway Needs*. The purpose of this section is to establish guidelines for developing the future public non-motorized pathway needs and mitigation strategies for safer facilities. The Long Range Transportation Plan (LRTP) is updated every five years and includes a cost feasible multimodal plan. The MPO regularly reviews and updates a Bicycle, Pedestrian & Trails Master Plan that includes trends in non-motorized pathways and prioritizes recommendations for safer and expanded bicycle and pedestrian facilities. The Master Plan identifies methods to support and enhance the recreational trail network by providing greater connectivity between existing trails in and around local, County, and State parks. Additionally, the Master Plan provides guidance to expand the County's non-motorized pathways to better serve and connect residents to social, commercial, and community hotspots within the area. Together, the LRTP and the Master Plan are used to identify proposed pathways in the County's five-year schedule of capital improvements or the FDOT's Five-Year Work Program.

The future Public Pathways are shown on Figure 5-6.

Editor's note(s)—Figure 5-6 is on file in the office of the Growth Management Department and is available on the County's website.

In addition to additional pathway needs, it is important to identify mitigation strategies that can reduce the level of stress and increase the safety of the pedestrians and bicyclists on the existing facilities.

The American Association of State Highway and Transportation Officials (AASHTO) recognizes the levels of traffic stress set by the Transportation Research Board in the Highway Capacity Manual. The level of traffic stress characterizes the general comfort or willingness of a cyclist or pedestrian to use a facility. Levels of traffic stress, established in the FDOT's Multimodal Q/LOS Manual range from 1 to 4, with 1 representing the most comfortable, and 4 representing the least comfortable. The following table, which is provided to introduce the level of stress concept and to recognize that the adequacy of a pathway is not determined by the number cyclists and pedestrians it carries, shows the general characteristics of pathway users. These levels of traffic stress can be established, once realistic levels of stress targets are evaluated and established as set forth in Policy 5.4A.11.

Level of Traffic Stress	**General User Characteristics**	
	Cyclists	**Pedestrians**
1	Most children can confidently use the facility	All users feel safe and comfortable and are willing to use the facility
2	Most adults will tolerate using the facility	Most users are willing to use the facility
3	Confident cyclists who prefer having their own dedicated space for riding will tolerate the facility	Some users are willing to use the facility, but others may only use the facility when there are limited route and mode choices available

4	Only users with limited route or mode choice or cycling enthusiasts that choose to ride under stressful conditions will tolerate the facility	Only users with limited route and mode choice are willing to use the facility (difficult or impassable by users with a wheeled mobility device)

Existing and proposed facilities can be evaluated based on the Crash Surveillance Report and the context classification described in Section 5.2.B by using the methodologies established in the FDOT's Multimodal Q/LOS Manual.

The following strategies can be implemented to reduce the level of stress and increase safety for cyclists:

1. Providing continuous separated or shared pathways.
2. Providing 7-foot buffered pathway adjacent to travelway where posted speeds are less than 40 mph.
3. Providing a rigid barrier between the pathway and the travelway where posted speeds are 40 mph or greater or where the pathway is on a bridge longer than ¼-mile.

The following strategies can be implemented to reduce the level of stress and increase safety for pedestrians:

1. Providing continuous pathways.
2. Providing a horizontal separation between the pathway and the travelway where posted speed is 25 mph.
3. Providing a horizontal and a vertical separation between the pathway and the travelway where posted speeds are greater than 30 mph.

~~5.5.A. *Future aviation and related facilities needs.* 1. *Airport needs.* The future aviation needs for Martin County are summarized in the Airport Master Plan Update, August 2001. That study indicated that the County's capacity at Witham Field would be sufficient provided necessary improvements are made.~~

~~The Master Plan Update utilized the FAA Aviation Forecast to establish the preliminary baseline forecasts and general aviation operations for Witham Field. The results for Witham Field are shown below:~~

~~Airport~~	~~Base Year~~		~~Forecast*~~	
	~~1999~~	~~2007~~	~~2010~~	~~2020~~
~~Witham Field (Based Aircraft)~~	~~204~~	~~234~~	~~228~~	~~253~~
~~Witham Field General Aviation (Operations)~~	~~119,533~~	~~80,641~~	~~146,704~~	~~166,609~~
~~Witham Field Military (Operations)~~	~~582~~	~~298~~	~~851~~	~~966~~
~~Witham Field Air Taxi~~	~~2,868~~	~~6,453~~	~~2,479~~	~~2,816~~

~~Source: Master Plan Update: Witham Field, Martin County, Florida, August 2001, Hoyle, Tanner and Associates. The data in the table above shall be revised following the next Witham Field Master Plan Update.~~

~~Airport~~	~~Year~~	~~Year~~	~~Year~~	~~Year~~
	~~2005~~	~~2006~~	~~2007~~	~~2008~~
~~Non-jet operations~~	~~88,402*~~	~~77,049~~	~~67,935~~	~~55,909~~
~~Jet operations~~	~~8,805**~~	~~11,458~~	~~12,706~~	~~10,005~~
~~Total~~	~~89,207~~	~~88,507~~	~~80,614~~	~~65,914~~

~~* Estimated due to full year Jet Operations being unavailable~~

~~** Does not include Jan. and Feb. 2005~~

~~The 2001 Master Plan Update identified the facility requirements for Martin County Airport/Witham Field.~~

~~2. *Future aviation plan (Witham Field).* Witham Field shall not become certified under FAR Part 139 and shall not be eligible to accept Scheduled Commercial Airline service operating under FAR Part 121. The airport needs at Witham Field are outlined in the 2001 Airport Master Plan. The Florida Department of Transportation designated funds for the development of an Airport Master Plan Update for Witham Field. The most recent Master Plan was completed in 2001. Figure 5-9, the Airport Layout Plan, shows the boundary for Witham Field Airport. A FAR Part 150 noise study has been completed by Martin County. Martin County anticipates a Master Plan Update in Fiscal Year 2009.~~

~~Editor's note(s)—Figure 5-9 is on file in the office of the Martin County Growth Management Department and available on the County's website.~~

5. 6~~5~~.B. ~~*Future public transportation needs*~~*Transit Needs.~~*Plan requirements.* The purpose of this section is to establish guidelines for developing a plan for the future public transit needs of Martin County, based on changing service needs, demographics, and traffic patterns. The Transit Development Plan (TDP) is updated every five years. ~~Future plans~~The TDP must ~~keep in mind~~ be consistent with the County's ~~mandates~~ goals and recognize that increasing demands and decreasing resources will require the exploration of funding agreements between the FDOT, incorporated municipalities, and the private sector to share responsibility for public ~~transportation~~ transit. During development of these plans, corridors for public ~~transportation~~ transit should be designated.

1. A public ~~transportation~~ transit system in Martin County should be complemented by inter-community linkages with Palm Beach and St. Lucie Counties, and a special "fast-link" system between the City of Port St. Lucie and the Stuart urban area.
2. Future public ~~transportation~~ transit plans should consider the possible impacts of anticipated street and highway improvements on the public ~~transportation~~ transit system as well as transportation management programs and designated public ~~transportation~~ transit corridors.

~~Future LOS standards.~~ The future LOS ~~standards~~ targets for public ~~transportation~~ transit will depend ~~heavily~~ on the ~~funding sources, operating agency and geographic service areas. The Future Public Transportation System is shown on Figure 5-7. LOS standards shall~~ methodologies established in the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual (TCQSM) and should consider the following:

~~1.~~● Frequency of service~~: Days per week, times per day and times per hour~~;

~~2.~~● Service area coverage~~: Minimum walking distance/time to bus stops and to final destinations (i.e., major employment, retail or recreational centers)~~;

~~3.~~● Hours of operation~~: These should consider the journey to work (morning and afternoon) trip patterns~~;

- Perceived travel time;
- Access and passenger loading; and
- Reliability.

~~4. Costs: These should be reasonable but enough to cover some main operational functions without excessive subsidies. Costs could also vary based on the travel distance between outlying areas and the urbanized area.~~

The future Public Transit System is shown on Figure 5-7.

Editor's note(s)—Figure 5-7 is on file in the office of the ~~Martin County~~ Growth Management Department and is available on the County's website.

5.6.C. *Airport Needs.* The future aviation needs for Martin County were evaluated in the July 2023 Witham Field Airport Master Plan Update. The Plan identified the existing and future based aircraft (operational, airworthy aircraft kept at Witham Field more than six months of the year) and aircraft operations (an aircraft

landing or takeoff, including touch and go operations). The based aircraft is projected to increase by approximately 1.4% annually, while the annual operations are projected to increase by approximately 1.6% annually. There are 170,800 aircraft operations anticipated in 2040, which is less than half of the annual service capacity of 365,000 operations per year. The Plan indicates the capacity at Witham Field will be sufficient, provided necessary improvements are made.

Given the current conditions, and to accommodate these projected increases in base aircraft and operations, the improvements are programmed in the County's Capital Improvements Element, either in the five-year Schedule of Capital Improvements or in the ten-year plan, unless otherwise programmed in the FDOT's Five-Year Work Program or the MPO's Transportation Improvement Program.

Witham Field shall continue its role as a General Aviation Airport and shall not become certified under Federal Aviation Regulation (FAR) Part 139 and shall not be eligible to accept Scheduled Commercial Airline service operating under FAR Part 121. Figure 5-8, the future Public Airport Boundary, shows the extents of planned improvements at Witham Field; more details regarding the improvements can be found on the Airport Layout Plan, which is incorporated by reference, is on file in the office of the Airport, and is available on the County's website.

Editor's note(s)—Figure 5-8 is on file in the office of the Growth Management Department and available on the County's website.

5.6.D. *Railroad Needs*. The future railroad improvement needs are prioritized by the need to increase the safety and reduce congestion delays of the users of roads, pathways, transit, and waterways as well as the desire to enhance passenger connectivity between Miami and Orlando. Such improvements are either identified in the Long Range Transportation Plan or proposed as policy.

5.6.E. *Waterway Needs.* The Martin Metropolitan Planning Organization adopted a Martin and St. Lucie Regional Waterways Plan that provides a brief history of the transportation on the County's waterways including dredging, inlets, bridges, and navigational constraints. The Waterways Plan also emphasizes the importance of maintaining these waterways as part of a multi-modal system for the movement of people and freight it in a way that promotes and maximizes the economic vitality and public benefit of the region. As part of the Martin and St. Lucie Regional Waterways Plan, waterborne passenger transportation services were evaluated, including water taxis, high-speed ferries, and seaplanes. Potential water taxi networks in Stuart and Port Salerno were identified which could operate in conjunction with special events and programming. Such transportation services are either identified in the Long-Range Transportation Plan or proposed as policy.

In addition to providing marine transportation services, the Waterways Plan also emphasizes the opportunities for coordinated dredging and deeper channels in key waterways, including in the St. Lucie Inlet, to provide direct marine navigational benefits. Channel dredging also enables access by larger vessels to boat builders, marinas, and service facilities, which will expand economic benefits of the waterways.

Section 5.7~~6~~. Goals, objectives, and policies

Goal 5.1 To develop and implement a transportation network that is coordinated and consistent with municipal, County, state, federal and regional planning programs and planning programs of adjacent jurisdictions.

Objective 5.1A. To prepare an annual report of transportation planning needs and implementation activities to document consistency with the plans of federal, state, regional and local planning programs and provide for adequate private sector input.

Policy 5.1A.1. Assess annual roadway needs. The County shall prepare an annual roadway needs assessment. The annual needs assessment shall rely on the latest available traffic volumes and growth rates to project potential deficiencies in five and ten years, and shall be used to provide input into the FDOT Five-Year Work Program, the Martin County Capital Improvements Plan and the Capital Improvements Element of the CGMP. Changes in roadways shall be included in the annual needs assessment and, where appropriate, added to the Capital Improvements Plan and Capital Improvements Element.

Policy 5.1A.2. Assess other transportation needs. The County shall regularly assess the needs of other transportation systems, including public transportation, rail, sidewalks, bikeways and greenway trails, through updates to the MPO's Long Range Transportation Plan.

Policy 5.1A.3. Establish coordination procedures with municipalities. Martin County shall establish specific coordination procedures with municipalities, Treasure Coast Regional Planning Council and the FDOT to assure ongoing communication. Such communication shall be further assured through regular meetings with these agencies. The Martin MPO will be used to enhance coordination between the agencies and municipalities named above.

Policy 5.1A.4. Seek public participation in transportation planning. The County shall evaluate public participation in planning and implementing the transportation improvement program and, if necessary, initiate changes to improve opportunities for private sector representatives to provide input.

Policy 5.1A.5. Plan for comprehensive long range transportation needs. The Long Range Transportation Plan, the Transit Development Plan and related annual reports shall consider the State's adopted Five-Year Work Program, Florida Transportation Plan, state land development plan, strategic regional policy plan and applicable roadway plans of local municipalities.

Policy 5.1A.6. Functionally classify all roadways. The County will coordinate with the State in continuing review and evaluation of the State's functional classification system for major roadways.

Policy 5.1A.7. Amend the CGMP to incorporate construction changes. The County will amend the CGMP if construction of any of the transportation improvements identified in the Long Term Concurrency Management System are eliminated, deferred or delayed. The amendment shall specify the default LOS standard, if any, that will be binding for issuance of development orders and permits.

Policy 5.1A.8. Prepare annual peak-hour LOS report. Martin County will develop an annual peak-hour LOS map or report.

Objective 5.1B. To ensure that the Long Range Transportation Plan is consistent with the Future Land Use Element and map and with proposed population densities and housing and employment patterns.

Policy 5.1B.1. Ensure Transportation CGMP amendments are consistent with other elements and plans. All proposed amendments to the Transportation Element will include a comprehensive statement of findings documenting that the proposed modification is consistent with the future land use map, the five-year FDOT Work Program and plans of neighboring jurisdictions (where applicable).

Policy 5.1B.2. Ensure other CGMP amendments are consistent with this Element. All proposed amendments to the Future Land Use Map shall be consistent with this Transportation Element, the FDOT Five-Year Work Program, and transportation plans of neighboring jurisdictions.

Policy 5.1B.3. Review and provide input to the FDOT Work Program. The County and MPO shall provide input and review each subsequent version of the FDOT Five-Year Work Program.

Policy 5.1B.4. Review local governments' traffic plans. The County and MPO will provide input and review the traffic circulation plans and programs of local municipalities and adjoining counties for compatibility with this element.

Policy 5.1B.5. Notify public of transportation planning activities. The County will establish a mailing list to ensure that all interested agencies are informed of transportation-related activities and improvements via copies of correspondence.

Policy 5.1B.6. Encourage mixed-use developments. Where allowed by law, Martin County shall encourage mixed-use developments, such as traditional neighborhood developments, that minimize trips and maintain traffic-generating attractors within the development. Martin County shall consider establishing Transportation Concurrency Exception Areas, Transportation Concurrency Management Areas or Multimodal Districts to promote non-vehicular mobility, as allowed by law. Chapter 18 designates Martin County Community Redevelopment Areas as Transportation Concurrency Exception Areas.

Goal 5.2 To establish an integrated transportation system consistent with future development plans.

Objective 5.23A. To consider safety, aesthetics, socioeconomic impacts (i.e., neighborhood disruption) and adequate neighborhood circulation when implementing transportation improvement projects.

Policy 5.23A.1. Apply design criteria for gateways. The County shall apply the adopted design criteria for landscaping and signage along new and existing roadways designated as gateways to the community. It shall also implement an annual program to landscape and maintain median strips and rights-of-way in coordination with the FDOT, where appropriate.

Policy 5.23A.2. Provide for landscape buffers. The County's minimum right-of-way requirements for roadways shall provide for linear landscape buffers.

Policy 5.23A.3. Promote safe roadway designs. The County shall promote roadway designs that are safe and efficient by:

(1) Requiring adequate storage and areas for merging;

(2) Prohibiting hazardous access from driveways and traffic lanes by using safe systems of ingress and egress (i.e., turn lane policies);

(3) Requiring acceleration and deceleration lanes, turning lanes or parallel access lanes, where appropriate;

(4) Minimizing conflicts between roadway, pedestrian, bicyclist and rail traffic; and

(5) Providing adequate capacity for emergency evacuation and emergency response vehicles.

Policy 5.23A.4. Separate vehicles from pedestrians. Traffic flow systems shall be designed to achieve reasonable separation of vehicles and pedestrians, particularly in areas where children are concentrated, including schools, parks and residential areas.

Policy 5.23A.5. Prepare Crash Surveillance Report. Martin County shall continue to refine the crash *reporting* system to produce crash rate information for applicable road links and intersections and incorporate this information into priority setting for improvements for the five-year road program. Every other year, the Public Works Department prepares a Crash Surveillance Report that identifies, analyzes and provides recommendations for reducing high-hazard intersections and fatal crashes as well as pedestrian and bicycle crashes.

Policy 5.23A.6. Maintain file of traffic studies. The County shall maintain a current file of all traffic studies transmitted in support of proposed private developments. These studies shall use the data requirements and analysis techniques required by Article 5 of the Land Development Regulations.

Policy 5.23A.7. Monitor traffic flow. The County shall regularly monitor traffic flow and shall undertake special traffic studies to develop specific local programs to:

(1) Assure that the County's traffic counting programs are coordinated with and provide data to the City of Stuart and the FDOT;

(2) Resolve existing or anticipated traffic circulation problems and issues;

(3) Support special grant programs;

(4) Respond to specific policies of the federal or state government or other regional or local public agencies.

Policy 5.23A.8. Protect neighborhoods. The County will ensure that development of major transportation routes (rail or roadway) discourages neighborhood displacement and protects community and neighborhood integrity.

Policy 5.23A.9. Encourage neighborhood circulation. In reviewing proposed developments, the County shall encourage adequate neighborhood circulation and multiple access points from neighborhoods to the arterial/collector system. Safe and convenient on-site traffic flow and parking shall be required for all development. Facilities shall be designed with efficient internal circulation.

Policy 5.23A.10. Manage access. Driveways and medians shall be designed to meet appropriate County and FDOT standards. Driveways and medians shall be coordinated with on-site standards, on-site traffic operations and parallel access roads. To maximize roadway capacity and safety, the number of driveway connections should be minimized while their spacing should be maximized.

Policy 5.23A.11. Limit access connections on SW Citrus Boulevard. Driveway and side street connections on CR-726 (SW Citrus Boulevard) will be spaced a minimum of 660 feet apart between the Troupe Indiantown Drainage District canal crossing and CR-76A (SW 96th Avenue).

Policy 5.23A.12. Restrict parking on arterials and collectors. The County shall restrict on-street parking on all arterial and collector roads based on criteria set forth in the Land Development Regulations.

Policy 5.2A.13. Plan for off-road travel. The County shall continue to work with the East Coast Greenway Alliance to plan a north-south and east-west trail system for off-road, non-motorized travel, extending the full length of the County. The County shall maximize use of the trails listed in Table 9-1 and ensure consistency with Policy 9.1J.3.

Objective 5.23B. To plan and develop a transportation system that preserves environmentally sensitive areas; conserves energy and natural resources; reduces greenhouse gases and carbon emissions; and minimizes adverse environmental impacts.

Policy 5.23B.1. Avoid improvements in hazardous and sensitive areas. The County shall avoid transportation improvements that encourage or subsidize increased development in coastal high-hazard areas or environmentally sensitive areas identified in the Coastal Management and the Conservation and Open Space Elements.

Policy 5.23B.2. Avoid access to sensitive areas. To prevent undue pressure for the development of sensitive areas, interchanges and other road/rail improvements shall not be placed or constructed in a manner that would provide access to environmentally protected or sensitive areas or other areas to be conserved.

Policy 5.23B.3. Limit facilities in sensitive areas. If no feasible alternative exists, needed transportation facilities may traverse environmentally protected or sensitive lands or conservation areas. However, such access shall be limited and shall incorporate design techniques that minimize negative impacts on natural systems, such as:

- Utilizing bridges, box culverts, and other means to elevate facilities over environmentally sensitive lands or conservation areas to allow for continued wildlife migration and to maintain a consistent rate and volume of water flow; and
- Installing fences along non-elevated facilities in a manner that encourages wildlife migration under the elevated facilities rather than across those non-elevated (at-grade) facilities.

Policy 5.23B.4. Replace bascule span bridges. Where feasible, bascule span bridges (drawbridges) shall *either* be replaced with fixed span bridges or modified in order to reduce environmental impacts and potential traffic circulation problems.

Policy 5.23B.5. Prevent erosion in road/rail routes. New roadways or rail routes shall be designed to prevent and control soil erosion; minimize clearing and grubbing operations; minimize stormwater runoff; and avoid unnecessary changes in drainage patterns.

Policy 5.23B.6. Support energy-efficient transportation. The County shall pursue and support *transportation* systems (e.g., express buses, high-occupancy vehicles, bikeways) that reduce air quality degradation and help conserve energy.

Policy 5.23B.7. Seek opportunities for intermodal facilities. The County shall seek opportunities for land-based and water-based intermodal logistics facilities as a means of increasing transportation efficiency and reducing vehicular travel.

Objective 5.2C. To plan and maintain a transportation system that is resistant to flooding threats, excessive heat, and socioeconomic vulnerabilities.

Policy 5.2.C.1. Develop prioritization criteria. The County shall develop and adopt specific performance criteria to evaluate the level of resiliency considered in the design of a transportation network project.

Policy 5.2C.2. Prioritize projects that are resilient to extreme weather. The County shall prioritize projects that will improve extreme weather resiliency or that will harden infrastructure against Sea Level Rise (SLR).

Goal 5.3 To develop, operate, and maintain an efficient and cost-effective roadway network that provides for ease of mobility and meets the adopted Q/LOS ~~standards~~target.

Objective 5.3~~2~~A. To ensure that no roadways in Martin County operate at a level of service lower than the standard established in Policy 5. 3~~2~~A.1.

Policy 5.3~~2~~A.1. Establish a base qualitative level of service. The qualitative level of service (Q/LOS) ~~standard~~ target for ~~all~~ roadways in unincorporated Martin County is Q/LOS D in the peak hour/peak direction. Standards for the State Highway System are guided by FDOT's latest 'LOS Policy'. The methodology for determining roadway facilities' qualitative level of service shall adhere to the methodologies identified in the latest FDOTs Multimodal Q/LOS Handbook.

Policy 5.3~~2~~A.2. Ensure roadway capacity is available. The County shall pursue implementation of development agreements or planned unit developments and other mechanisms to help ensure that road projects are constructed and adequate roadway capacity is available to accommodate the impacts of new development.

Policy 5.3~~2~~A.3. Apply a transportation impact fee. All development shall be subject to the applicable transportation impact fee. Impact fees shall continue to be utilized, as appropriate, on state and County transportation networks to make capacity improvements needed to accommodate new development.

Policy 5.3~~2~~A.4. Provide impact fee credit for improvements not site-related. Developments requiring site plan approval shall be required to dedicate sufficient rights-of-way to meet the minimum widths set forth in Policy 5.3~~2~~C.2. These developments may be required to construct roadway improvements, not site-related, to meet projected State/County transportation needs. Any roadway construction and/or right-of-way dedication required by a development order and implemented by a developer, other than site-related improvements, shall be credited against road impact fees in accordance with Article 6 of the Land Development Regulations.

Policy 5.3~~2~~A.5. Review development order proposals. The County shall review master and final site plan applications for consistency with the projects listed in the Capital Improvements Element, for right-of-way needs measured against Policy 5.3~~2~~C.2, and for impacts on the adopted LOS standards.

Policy 5.3~~2~~A.6. Require a transportation analysis. A transportation analysis in accordance with Article 5 of the Land Development Regulations shall be provided by all proposed residential and nonresidential developments.

Policy 5.3~~2~~A.7. Correlate development orders to level of service. Master site plans that reserve capacity and final site plans shall not be approved except in the following circumstances:

(1) All road links, bridges, and intersections affected by the development are operating at or above the ~~base~~ qualitative LOS ~~standard~~target. Procedures for analyzing the potential traffic impacts on roadways and the ability of the roadway segments to accommodate the traffic impact and the anticipated traffic volumes are adopted in Article 5 of the Land Development Regulations, including the specification of impact criteria. In all cases, adopted roadway qualitative LOS ~~standards~~ targets throughout the County shall be maintained; or

(2) The site plan falls within a designated Transportation Concurrency Exception Area; or

(3) If one or more link, bridge, and/or intersection affected by the development is operating below the base LOS standard, one of the following conditions applies:

(a) The improvement~~s~~ needed to ~~provide~~ meet the ~~base~~ qualitative LOS target ~~are~~ is under construction; or

(b) The improvement~~s~~ needed to ~~provide~~ meet the ~~base~~ qualitative LOS target ~~are~~is the subject of a binding, fully executed contract for construction; or

(c) The improvement~~s~~ needed to ~~provide~~ meet the ~~base~~ qualitative LOS target ~~are~~is programmed to start construction no later than the third year of either the FDOT's Five-Year Work Program or Martin County's Capital Improvements Plan, and to complete construction by the fifth year; or

(d) The improvement~~s~~ needed to ~~provide~~ meet the ~~base~~ qualitative LOS target ~~are~~is guaranteed in an enforceable development agreement. Such agreement may include development agreements pursuant to Florida Statutes section 163.3220 or an agreement or development order issued pursuant to Florida Statutes chapter 380, provided that road improvements required by a Development of Regional Impact (DRI) development order shall not be considered for concurrency for property outside the boundaries of the DRI unless either provisions of Policy 5.3~~2~~A.7.(~~2~~3)(a) or (b) above are satisfied;

(e) The improvement needed to meet the qualitative LOS target is the subject of an agreement to pay for or construct its proportionate share of the improvements in a manner consistent Florida Statutes section 163.3180(5)(h)(1), provided the proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility as set forth in the Land Development Regulations; or

(~~e~~f) There is an approved Traffic Congestion Mitigation Plan that will enable the road and bridge system within the affected traffic area or roadways and bridges outside the affected area to meet the qualitative LOS ~~standards~~ target in this policy. Procedures for analyzing potential traffic impacts on roadways and the ability of roadway segments to accommodate both the traffic impact and anticipated traffic volumes are in Article 5 of the Land Development Regulations, including the specification of impact criteria. In all cases, adopted road~~way~~ qualitative LOS ~~standards~~ target throughout the County will be maintained; or

(~~f~~g) The project has de minimis traffic impacts (defined as an impact that would not affect more than one (1) percent of the ~~maximum~~ generalized service volume of the affected transportation facility at the ~~adopted~~ qualitative level of service target). No impact will be de minimis if the sum of the existing roadway volumes and the projected volumes from the approved projects would exceed 110 percent of the maximum volume at the adopted level of service of the affected transportation facility. However, the impact of a single-family home on an existing lot will constitute a de minimis impact on all roadways, regardless of the level of deficiency of the roadway. Further, no impact will be de minimis if it would exceed the adopted level of service of any affected designated hurricane evacuation route.

Policy 5.3~~2~~A.8. Pursue joint ventures on state roads. The County and the MPO shall pursue joint participation agreements with the FDOT for improvement of state roadway deficiencies identified in this element. As with past and current joint participation ventures between the County and FDOT, the ~~following~~ delineation of responsibilities should be assigned for the following: right-of-way acquisition; design; and construction.

Policy 5. 3~~2~~A.9. Prohibit residential development on Hutchinson Island. All new residential development on Hutchinson Island served by the ~~Evans Crary Bridge~~Stuart or Jensen Beach causeways shall be limited to single-family residences at a density of two units per gross upland acre.

Policy 5.3~~2~~A.10. Plan and implement traffic congestion mitigation. The County shall increase the efficiency of the existing thoroughfare system and reduce peak hour/peak season congestion by developing traffic congestion mitigation plans using accepted and innovative transportation system management techniques.

Policy 5.3~~2~~A.11. Investigate strategies to enhance transportation network. Martin County shall investigate the various transportation management strategies, as appropriate, to improve system efficiency and enhance safety.

Policy 5. 3~~2~~A.12. Promote "Complete Streets". To the extent feasible, the County shall promote and implement the concept of "Complete Streets" that accommodate all users, including motorized vehicles, bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.

Policy 5.3~~2~~A.13. Require connectivity of new commercial development. The County shall enhance the efficiency of the major roadway network by requiring new adjacent commercial developments, located along or accessed by arterial and collector roadways, to provide for circulation between sites and to maintain connectivity of the street network consistent with Article 4 of Division 19 of the Land Development Regulations.

Policy 5.3~~2~~A.14. Require connectivity between residential and nonresidential development. The County shall encourage new residential developments to provide for interconnectivity with non-residential developments to promote overall mobility.

Policy 5.3~~2~~A.15. Require connectivity among existing nonresidential development. Where possible, the County shall require and initiate interconnectivity among existing adjacent non-residential developments, while minimizing negative impacts to existing residential developments.

Objective 5.3~~2~~B. To strive to make the levels of service on the Strategic Intermodal System consistent with the level of service D adopted for the County roadway system.

Policy 5.3~~2~~B.1. Seek strategies to shift traffic from SIS. Martin County will analyze and identify financially feasible strategies to facilitate the movement of local traffic from roadways that are part of the Strategic Intermodal System onto roadways that are not part of these systems.

Objective 5.3~~2~~C. To protect existing and future rights-of-way from building encroachment.

Policy 5.3~~2~~C.1. Establish building setbacks for future transportation needs. Building setbacks, as established in the County's Land Development Regulations shall reserve sufficient space for future traffic circulation and reduce the undesirable and adverse impacts of noise, congestion, and related safety hazards associated with intensified future land uses.

Policy 5.3~~2~~C.2 Establish minimum right-of-way widths. Minimum right-of-way widths, as established in the County's Land Development Regulations, shall reserve sufficient space for future traffic circulation and reduce the undesirable and adverse impacts of noise, congestion, and related safety hazards associated with intensified future land uses.

Policy 5.3~~2~~C.4. Adopt a thoroughfare right-of-way plan. Within one year after adoption of a Long Range Transportation Plan update, the County shall evaluate the Needs Assessment plan to determine whether new or existing corridors will require right-of-way in addition to the minimum width set forth in Land Development Regulations. Should such corridors exist, the County shall adopt and/or update a Thoroughfare Right-of-Way Plan to reflect the need and purpose for each designated corridor.

Policy 5.3~~2~~C.5. Coordinate with municipalities. Martin County shall coordinate with the City of Stuart, the Village of Indiantown, and other jurisdictions ~~on potential corridors subject to Policy 5.2C.6.~~ in conjunction with the analysis for updates to the Long Range Transportation Plan. Martin County shall continue to coordinate with the City of Stuart, the Towns of Sewall's Point, Ocean Breeze Park, and Jupiter Island, and the Village of Indiantown to protect rights-of-way on state and county roads in municipal jurisdictions.

Policy 5.3~~2~~C.6. Earmark funds for right-of-way acquisition. The County shall include in its annual Capital Improvements Element a minimum of $100,000.00 ~~earmarked~~ for ~~an advanced~~ right-of-way acquisition ~~program~~.

~~**Goal 5.3** To establish an integrated transportation system consistent with future development plans.~~

~~*Objective 5.3A.* To consider safety, aesthetics, socioeconomic impacts (i.e., neighborhood disruption) and adequate neighborhood circulation when implementing transportation improvement projects.~~

~~*Policy 5.3A.1. Apply design criteria for gateways.* The County shall apply the adopted design criteria for landscaping and signage along new and existing roadways designated as gateways to the community. It shall also implement an annual program to landscape and maintain median strips and rights-of-way in coordination with the FDOT, where appropriate.~~

~~*Policy 5.3A.2. Provide for landscape buffers.* The County's minimum right-of-way requirements for roadways shall provide for linear landscape buffers.~~

~~*Policy 5.3A.3. Promote safe roadway designs.* The County shall promote roadway designs that are safe and efficient by:~~

~~(1) Requiring adequate storage and areas for merging;~~

~~(2) Prohibiting hazardous access from driveways and traffic lanes by using safe systems of ingress and egress (i.e. turn lane policies);~~

~~(3) Requiring acceleration and deceleration lanes, turning lanes or parallel access lanes, where appropriate;~~

~~(4) Minimizing conflicts between roadway, pedestrian, bicyclist and rail traffic; and~~

~~(5) Providing adequate capacity for emergency evacuation and emergency response vehicles.~~

~~*Policy 5.3A.4. Separate vehicles from pedestrians.* Traffic flow systems shall be designed to achieve reasonable separation of vehicles and pedestrians, particularly in areas where children are concentrated, including schools, parks and residential areas.~~

~~*Policy 5.3A.5. Prepare Crash Surveillance Report.* Martin County shall continue to refine the crash *reporting* system to produce crash rate information for applicable road links and intersections and incorporate this information into priority setting for improvements for the five-year road program. Every other year, the Public Works Department prepares a Crash Surveillance Report that identifies, analyzes and provides recommendations for reducing high-hazard intersections and fatal crashes as well as pedestrian and bicycle crashes.~~

~~*Policy 5.3A.6. Maintain file of traffic studies.* The County shall maintain a current file of all traffic studies transmitted in support of proposed private developments. These studies shall use the data requirements and analysis techniques required by Article 5 of the Land Development Regulations.~~

~~*Policy 5.3A.7. Monitor traffic flow.* The County shall regularly monitor traffic flow and shall undertake special traffic studies to develop specific local programs to:~~

~~(1) Assure that the County's traffic counting programs are coordinated with and provide data to the City of Stuart and the FDOT;~~

~~(2) Resolve existing or anticipated traffic circulation problems and issues;~~

~~(3) Support special grant programs;~~

~~(4) Respond to specific policies of the federal or state government or other regional or local public agencies.~~

~~*Policy 5.3A.8. Protect neighborhoods.* The County will ensure that development of major transportation routes (rail or roadway) discourages neighborhood displacement and protects community and neighborhood integrity.~~

~~*Policy 5.3A.9. Encourage neighborhood circulation.* In reviewing proposed developments, the County shall encourage adequate neighborhood circulation and multiple access points from neighborhoods to the arterial/collector system. Safe and convenient on-site traffic flow and parking shall be required for all development. Facilities shall be designed with efficient internal circulation.~~

~~*Policy 5.3A.10. Manage access.* Driveways and medians shall be designed to meet appropriate County and FDOT standards. Driveways and medians shall be coordinated with on-site standards, on-site traffic operations and parallel access roads. To maximize roadway capacity and safety, the number of driveway connections should be minimized while their spacing should be maximized.~~

~~*Policy 5.3A.11. Limit access connections on SW Citrus Boulevard.* Driveway and side street connections on CR-726 (SW Citrus Boulevard) will be spaced a minimum of 660 feet apart between the Troupe Indiantown Drainage District canal crossing and CR-76A (SW 96th Avenue).~~

~~*Policy 5.3A.12. Restrict parking on arterials and collectors.* The County shall restrict on-street parking on all arterial and collector roads based on criteria set forth in the Land Development Regulations.~~

~~*Policy 5.3A.13. Plan for off-road travel.* The County shall continue to work with the East Coast Greenway Alliance to plan a north-south and east-west trail system for off-road, non-motorized travel, extending the full length of the County. The County shall maximize use of the trails listed in Table 9-1 and ensure consistency with Policy 9.1J.3.~~

~~*Objective 5.3B.* To plan and develop a transportation system that preserves environmentally sensitive areas; conserves energy and natural resources; reduces greenhouse gases and carbon emissions; and minimizes adverse environmental impacts.~~

~~*Policy 5.3B.1. Avoid improvements in hazardous and sensitive areas.* The County shall avoid transportation improvements that encourage or subsidize increased development in coastal high-hazard areas or environmentally sensitive areas identified in the Coastal Management and the Conservation and Open Space Elements.~~

~~*Policy 5.3B.2. Avoid access to sensitive areas.* To prevent undue pressure for the development of sensitive areas, interchanges and other road/rail improvements shall not be placed or constructed in a manner that would provide access to environmentally protected or sensitive areas or other areas to be conserved.~~

~~*Policy 5.3B.3. Limit facilities in sensitive areas.* If no feasible alternative exists, needed transportation facilities may traverse environmentally protected or sensitive lands or conservation areas. However, such access shall be limited and shall incorporate design techniques that minimize negative impacts on natural systems, such as:~~

- ~~Utilizing bridges, box culverts, and other means to elevate facilities over environmentally sensitive lands or conservation areas to allow for continued wildlife migration and to maintain a consistent rate and volume of water flow; and~~
- ~~Installing fences along non-elevated facilities in a manner that encourages wildlife migration under the elevated facilities rather than across those non-elevated (at-grade) facilities.~~

~~*Policy 5.3B.4. Replace bascule span bridges.* Where feasible, bascule span bridges (drawbridges) shall *either* be replaced with fixed span bridges or modified in order to reduce environmental impacts and potential traffic circulation problems.~~

~~*Policy 5.3B.5. Prevent erosion in road/rail routes.* New roadways or rail routes shall be designed to prevent and control soil erosion; minimize clearing and grubbing operations; minimize stormwater runoff; and avoid unnecessary changes in drainage patterns.~~

~~*Policy 5.3B.6. Support energy-efficient transportation.* The County shall pursue and support *transportation* systems (e.g. express buses, high-occupancy vehicles, bikeways) that reduce air quality degradation and help conserve energy.~~

~~*Policy 5.3B.7. Seek opportunities for intermodal facilities* The County shall seek opportunities for land-based and water-based intermodal logistics facilities as a means of increasing transportation efficiency and reducing vehicular travel.~~

Goal 5.4. To establish the County as friendly to pedestrians and bicyclists by developing a safe ~~bicycle and pedestrian transportation system~~ network of non-motorized pathway accessible to all major public and private facilities.

Objective 5.4A. To improve the transportation system to appropriately accommodate bicycle~~i~~ists and pedestrians. ~~design and facility requirements.~~

Policy 5.4A.1. Report crashes involving bicyclists and pedestrians. The County ~~shall develop a bicycle and pedestrian crash reporting program~~utilize the crash record database to identify road segments and intersections having frequent bicyclist- and pedestrian-related crashes, with particular attention given to hazards, bottlenecks, and barriers.

Policy 5.4A.2. ~~Construct sidewalks and bicycle facilities in~~ Encourage non-motorized pathways on ~~s~~State ~~projects~~ arterials and collectors. The County shall ~~request~~ encourage the construction of sidewalks and bicycle facilities in conjunction with the construction, reconstruction, or change ~~in~~ on any ~~s~~State ~~facility~~ owned arterial or collector having a context classification of C2T (Rural Town), C3R and C3C (Suburban Residential and Commercial), C4 (Urban General), and C5 (Urban Center)~~within five miles of an urban area~~.

Policy 5.4A.3. Include bicycle lanes on new/resurfaced County arterials and collectors ~~and arterials~~. The County shall ~~mandate~~ provide bicycle lanes or paved shoulders (or the equivalent) on all new or resurfaced ~~collector or~~ County-owned arterials and collectors ~~roadways~~ that are not physically or financially constrained.

Policy 5.4A.4. Construct sidewalks on County arterials and collectors ~~and arterials~~. The County shall strive to provide a sidewalk along both sides of all County-owned arterials and collectors having a context classification of C2T (Rural Town), C3R and C3C (Suburban Residential and Commercial), C4 (Urban General), and C5 (Urban Center).

Policy 5.4A.5. Develop a sidewalk and bicycle facilities improvement program. The County shall develop an improvement and maintenance program for sidewalks and bicycle facilities that establishes a committee to review and recommend prioritized improvements to sidewalks and bicycle facilities ~~and recommend improvements~~.

Policy 5.4A.6. Prioritize needed sidewalks and bicycle facilities. The County shall identify and prioritize sidewalks and bicycle facilities intended to connect or complete both existing and proposed facilities in a manner that provides a complete pedestrian and bicyclist circulation system. The County shall consider such improvements in the Capital Improvements Plan.

Policy 5.4A.7. Identify and seek funding for ~~sidewalks and bicycle facilities~~non-motorized pathways. The County shall identify and seek funding sources for sidewalks and bicycle facilities improvements and maintenance programs.

Policy 5.4A.8. Require pedestrian displays at traffic signals. ~~Where appropriate and in conjunction with the FDOT, t~~The County shall ~~require or~~ coordinate with the State and provide pedestrian visual displays and audible count-down devices at all signalized intersections with pedestrian crosswalks. ~~the time of traffic signal installation and modification, and shall pursue signal coordination with the State.~~

Policy 5.4A.9. Meet the needs of bicyclists and pedestrians in developments. The County shall encourage ~~the development of~~ communities that foster non-motorized ~~vehicular~~ travel by. ~~The County shall~~ requiring ~~developers to provide bicycle facilities and sidewalks~~ non-motorized pathways in proposed developments. ~~in accordance with acceptable engineering standards. The County shall encourage the development of communities that foster nonvehicular travel.~~

Policy 5.4A.10. Inform public of bicycle facility and sidewalk standards. The County shall inform public and private sector planning/engineering and development agencies of the most recent standards for sidewalks and bicycle facilities from the FDOT and American Association of State Highway and Transportation Officials (AASHTO).

Policy 5.4A.11. Enhance bicyclist and pedestrian safety along bridges and major arterials. The County shall develop standards and encourage the State to develop standards that increase the safety of bicyclists and pedestrians along bridges and major arterials, which may include providing a rigid barrier between the facilty and the travelway where the posted speed is 40 mph or greater or where the bridge is longer than ¼-mile.

Policy 5.4A.12. Establish a base level of traffic stress. The County shall evaluate and establish level of traffic stress targets for the public non-motorized pathway system in unincorporated Martin County

based on context classification and methodologies established in the FDOT's Multimodal Q/LOS Manual.

Objective 5.4B. To develop a network of non-motorized pathways that connects pedestrians and bicyclists~~e transportation system that connects all~~ to major travel destinations ~~to~~ and population concentrations.

Policy 5.4B.1. ~~Establish pedestrian and bicycle facilities~~ Provide non-motorized pathways around schools. In accordance with ~~guidelines from the~~ AASHTO and ~~the~~ FDOT guidelines, the County shall ~~establish~~ provide non-motorized pathways that connect surrounding neighborhoods to ~~pedestrian and bicycle facilities around~~ schools, with emphasis on areas not serv~~ic~~ed by school buses.

Policy 5.4B.2. Provide pedestrians and bicyclists ~~and pedestrians~~ access to ~~retirement and handicapped~~ residential~~ce~~ centers serving the public, the disabled, and the elderly. In accordance with AASHTO ~~or~~ and FDOT guidelines, the County shall provide ~~for~~ pedestrians and bicyclists~~e~~ access to residential centers that serve the public, the disabled, and the elderly. ~~in areas encompassing retirement and handicapped residence centers, as well as public, commercial and service buildings~~. This ~~should~~ includes bicycle parking ~~at these locations~~.

Policy 5.4B.3. Provide pedestrians and bicyclists access to non-residential centers serving the public. In accordance with AASHTO and FDOT guidelines, the County shall provide pedestrians and bicyclists access to non-residential centers that serve the public. This includes bicycle parking.

Policy 5.4B.4~~3~~. Develop ~~sidewalks and bicycle facilities~~ non-motorized pathways in public areas. The County shall work with local municipalities, neighboring counties, and the Florida Department of Environmental Protection to develop ~~sidewalks and bicycle facilities~~ non-motorized pathways in beach access areas, community, regional, and state parks, and other facilities, such as ~~off-roadway travel corridors and~~ drainage ~~canal~~, railroad, and utility corridors. ~~rights-of-way.~~

Policy 5.4B.5~~4~~. Provide ~~sidewalks and bicycle facilities~~ non-motorized pathways at County facilities. The County shall assure that all County facilities, which are accessible to the public, ~~(~~such as libraries, community centers, and administrative offices~~)~~, address the needs of bicyclists and pedestrians. ~~Where sidewalks and bicycle facilities are needed, the County shall incorporate the current FDOT design standards.~~

Goal 5.5 To ensure the coordination and continuation of an efficient and economical system of public ~~transportation~~ transit to benefit all County residents, in an effort to reduce the reliance on single-occupancy vehicles and fuels that emit high levels of carbon, thereby reducing greenhouse gases.

Objective 5.5A. To provide an efficient public ~~transportation services~~ transit system with safe and convenient transit shelters and accommodations for the special needs of the transportation disadvantaged based on existing and proposed land uses, especially those that are major trip generators and attractors~~.; safe and convenient public transportation terminals; land uses; and accommodation of the special needs of the transportation disadvantaged.~~

Policy 5.5A.1. Provide financial support for public ~~transportation~~ transit. The County shall provide local financial support towards the public ~~transportation~~ transit system, as required by federal or state grants, including the required match and operations deficit. The County shall encourage provision of public ~~transportation~~ transit services by qualified public and private agencies.

Policy 5.5A.2. Fund the needs of the transportation disadvantaged. The County shall continue to ~~maintain the current level of service~~ provide~~d through its~~ funding contributions to meet the needs of the transportation disadvantaged.

Policy 5.5A.3. Plan for a regional public ~~transportation~~ transit authority. The County shall assist the Martin MPO in long range planning and development of strategies for the creation of a regional public ~~transportation~~ transit authority.

Policy 5.5A.4. Provide ~~transportation~~ transit service to the elderly and disadvantaged. The County shall ~~support the designated transportation coordinator's top priority of providing~~ prioritize a safe and convenient ~~transportation~~ transit system to accommodate the special needs of the physically, socially, and economically disadvantaged riders of all ages.

Policy 5.5A.5. Support the paratransit system. The County shall continue to support a paratransit system (i.e., van pool) and shall educate the public concerning this alternative transportation service~~s~~.

Policy 5.5A.6. Encourage additional funding ~~to~~ for the transportation ~~provider~~ disadvantaged and individuals with disabilities. The County shall investigate additional funding sources and encourage additional funding ~~sources available to~~ for the CTC and Marty Access ~~transportation provider~~.

Policy 5.5A.7. Encourage employers to promote public ~~transportation~~ transit. The County shall assist the ~~FDOT~~ Business Development Board of Martin County, the Martin County Economic Council, and the various Chambers of Commerce to encourage and/or require major employers in the County to use innovative means of providing their employees access to public ~~transportation~~ transit ~~to their employees~~ while recognizing the availability of public transportation alternatives and the limitations of constrained roadways. Examples of potential programs include flexible work hours and~~,~~ sponsored car/van pool programs.

Policy 5.5A.8. Require major industrial development to incorporate access to public ~~transportation~~transit. Any new major industrial development within one-half mile of a public ~~transportation~~ transit corridor, as designated through the adoption of the Transit Development Plan, shall incorporate at least one public ~~transportation~~ transit stop (such as a shelter, bus bay, or loop).

Policy 5.5A.9. Strive to expand the ~~fixed-route public transportation~~ transit system. ~~The Indiantown to Stuart shuttle, the Stuart shuttle, and the Treasure Coast Connector routes should be~~The County shall strive to expand~~ed~~ or add to the transit system to provide access to the community centers in each of the Community Redevelopment Areas, transit centers, ~~with access to~~ passenger rail stations, regional and community parks, and other major ~~shopping~~ retail centers.

Policy 5.5A.10. Strive to expand access to rail transportation. ~~To~~ The County shall collaborate with the Florida East Coast (FEC) Railway, CSX Transportation, and ~~the~~ potential service providers to develop a plan to coordinate ~~potential~~ expanded freight and passenger rail access ~~routes to~~ outside the urban corridor of the County.

Objective 5.5B. To continue to protect existing public transportation rights-of-way.

Policy 5.5B.1. Establish minimum lane widths to support public ~~transportation~~ transit. The County's minimum right-of-way requirements for roadways shall ~~ensure~~ provide for ~~that~~ lanes that are wide enough to accommodate public ~~transportation~~ transit vehicles.

Objective 5.5C. To continue to protect future public transportation rights-of-way and exclusive public ~~transportation~~ transit corridors, as appropriate, as part of the long-range planning process.

Policy 5.5C.1. Establish a base level of service. The County shall establish level of service targets for the public transit system in unincorporated Martin County based on the methodologies established in the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual (TCQSM). The LOS targets should consider: frequency of service; service area coverage; hours of operation; perceived travel time; access and passenger loading; and reliability.

Policy 5.5C.~~1~~2. Accommodate curbside pick-up and bus movement. The designation of rights-of-way and construction/reconstruction of arterial and collector roadways and residential streets shall allow for adequate curbside pick-up and bus turning in appropriate areas.

Policy 5.5C.~~2~~3. Designate public ~~transportation~~ transit corridors. In coordination with the ~~master public transportation~~ Transit Development ~~p~~Plan ~~being developed by the MPO and the FDOT~~, ~~exclusive~~ public ~~transportation~~ transit corridors shall be designated ~~as needed~~. Implementation of this policy ~~shall~~ should improve roadway levels of service on the roadways as people reduce vehicle use in favor of ~~mass transport~~ public transit.

Objective 5.5D. To establish transit within Martin County to connect to nearby major regional hubs such as Port St. Lucie, Palm Beach County, and points beyond.

Policy 5.5D.1. Encourage transit-friendly neighborhoods. The County shall establish transit corridors and transit neighborhood centers that provide for specific design features to encourage and support the use of transit.

Goal 5.6 To provide for an airport transportation system consistent with the planning programs of Martin County, state, federal, regional and local jurisdictions.

Objective 5.6A. To coordinate land use and transportation planning and implementation at Witham Field with the development of aviation facilities. This shall be a continuing objective.

Policy 5.6A.1. Require development within boundary consistent with the County Code. All development *or* redevelopment on the airport property shall be consistent with the Future Land Use Map series and Martin County Land Development Regulations. No expansion of Witham Field shall occur outside the boundaries shown on Figure 5-~~9~~8, the Airport Boundary~~Plan~~ without an amendment to the CGMP.

~~Editor's note(s) — Figure 5-9 is on file in the office of the Martin County Growth Management Department and available on the County's website.~~

Policy 5.6A.2. Operate as an integral part of the state aviation system. ~~The airport~~ Witham Field shall operate as an integral part of the Florida Aviation system as administered by the FDOT.

Policy 5.6A.3. Operate in conformance with state and federal regulations. Martin County shall operate ~~all airport facilities~~ Witham Field in conformance with applicable state and federal regulations.

Policy 5.6A.4. Operate and construct airport facilities consistent with the County Code. In constructing or operating airport-related facilities, the County, lessee or any agent responsible for providing services at ~~airport facilities~~Witham Field shall abide by the CGMP of the County and the City of Stuart (where appropriate), especially the ~~c~~Coastal ~~m~~Management, Future ~~l~~Land ~~u~~Use, ~~c~~Conservation and Open Space, and Transportation ~~aviation and traffic circulation~~ ~~e~~Elements.

Policy 5.6A.5. Coordinate road improvements and development. The Airport Director ~~Department~~ shall coordinate all related roadway improvements and development activities at ~~the airport~~ Witham Field with the Growth Management Department, all involved agencies, and concerned members of the public.

Policy 5.6A.6. Include costs and responsible entity for all improvements in CIE. The appropriate costs and responsible agency for all improvements in the Airport Master Plan and the FDOT Five-Year Work Program shall be reflected in the Capital Improvements Element.

Policy 5.6A.7. Require all permits prior to construction. No construction or related activities shall commence at ~~the airport~~ Witham Field until all required permits and leases are obtained.

Policy 5.6A.8. Utilize professional expertise of available resources. Martin County shall utilize the professional expertise and advice of planning and administrative staff of the County, City of Stuart, Treasure Coast Regional Planning Council, FDOT, Florida Department of Environmental Protection, and the FAA.

Policy 5.6A.9. Encourage support for funding. Through the County's legislative and congressional *delegations*, the County Commission shall encourage support for funding applications recommended by Martin County.

Goal 5.7 To make all feasible and safe efforts to increase the capacity of navigation and weather reporting facilities at Witham Field to meet current and projected needs of County residents while recognizing the limitations imposed by existing surrounding residential areas.

Objective 5.7A. To keep taxiways and transient ramps in an acceptable state of repair and maintenance to ensure optimum use of all available capacity.

Policy 5.7A.1. Keep one crosswind runway lit. Martin County shall ensure that one crosswind runway at Witham Field is kept lit.

Policy 5.7A.2. Coordinate surface transportation to ensure access. ~~Martin County~~ The Airport Director shall coordinate with Martin County and the FDOT to ensure adequate access to the airport is provided via the existing and proposed surface transportation network ~~to ensure adequate access to the airport~~.

Objective 5.7B. To ensure Witham Field Airport is developed as directed by Martin County, in accordance with the existing Airport Facilities and Layout Plan, ~~the Regional Comprehensive Policy Plan, and~~ the Continuing Florida Aviation System Planning Process, and the FAA Master Plan.

Policy 5.7B.1. Develop a runway improvement plan. A program for adequate pavement, lighting and directional aid improvements to selected runways shall be developed for a five-year period.

Policy 5.7B.2. Develop parking, taxiways, and blast pad improvement plan. Adequate additional parking (vehicular and aircraft), taxiways and blast pads shall be developed in accordance with the existing plan and annual updates of the FDOT Five-Year Work Program and the FAA Master Plan.

Policy 5.7B.3 Provide additional service upgrades by the FBOs. Additional service upgrades shall be provided by the fixed base operators at Witham Field in accordance with the existing fixed base operator standards and any updates.

Goal 5.8. The County shall limit the expansion of runways and taxiways.

Objective 5.8A. To update the Martin County Airport/Witham Field Airport Master Plan as necessary to comply with the FAA's National Plan of Integrated Airport Systems.

Policy 5.8A.1. Limit role to General Aviation Airport. The Martin County Airport shall continue its role as a General Aviation Airport. The airport shall not become certified under Federal Aviation Regulation (FAR) Part 139 and therefore shall not be eligible to accept scheduled commercial airline service operating under Federal Aviation Regulation Part 121.

Policy 5.8A.2. Require CGMP amendment for runway extension(s). Extension or expansion of the runway distances listed below shall require an amendment to the CGMP.

Runway	TORA	TODA	ASDA	LDA
12	5826	5826	5826	5366
30	5826	5826	5826	5826
16	5000	5000	4120	3790
34	5000	5000	4750	3870
7	4646	4646	4646	4646
25	4646	4646	4646	4646

- Take Off Run Available (TORA): Start of take-off run to 200 feet before the beginning of the runway protection zone.
- Take Off Distance Available (TODA): Equal to the total amount of usable pavement.
- Accelerate Stop Distance Available (ASDA): Usable pavement after providing for a standard (1,000-foot) safety area (600-foot safety area if an Engineered Materials Arresting System~~,~~ (EMAS) is used).
- Landing ~~d~~Distance ~~a~~Available (LDA): Usable pavement from landing threshold to beginning *of standard safety area.*

Policy 5.8A.3. Restrict service capacity. The Board of County Commissioners shall not approve any Capital Improvements Element amendment that would expand the Witham Field annual service capacity.

Policy 5.8A.4. Require lessee or facility acquirer to pay cost of benefits. Any plan for lease or acquisition of airport facilities shall be based on an economic study that assures that those benefiting shall pay the cost, and that acquisition and improvements shall not increase ad valorem taxes.

Policy 5.8A.5. Include assessment of effects in study of airport expansion or relocation. The study of any airport expansion and/or a new airport location shall include an assessment of all positive and negative effects on the surrounding community.

Policy 5.8A.6. Coordinate other types of transportation with future needs. Martin County shall coordinate roadway and transit service improvements with the future needs of seaports, airports, and other related transportation facilities.

Goal 5.9. To provide aviation facilities that efficiently and safely meet the needs of the citizens of Martin County.

Objective 5.9A. To ensure that airport operations in Witham Field's clear zones, approach surfaces, transition surfaces, horizontal surfaces or conical surfaces are not obstructed.

Policy 5.9A.1. Adhere to height restrictions. Height restrictions adopted by the County shall be adhered to.

Policy 5.9A.2. Prohibit structures that interfere with airport operations. The County shall encourage ~~A~~all municipalities in the County ~~shall~~ to enact ordinances prohibiting structures or obstructions that affect takeoff and landing at airports.

Objective 5.9B. To ensure Witham Field's airport safety record continues and to enhance operational safety.

Measure: Facilities are regularly inspected and problem areas are corrected.

Policy 5.9B.1. Maintain security systems, parking areas, taxiways and runways. Airport security systems, parking areas, taxiways and runways shall be maintained to ensure optimum safety at all times.

Policy 5.9B.2. Provide runway ~~500-foot-wide~~ safety areas ~~or EMAS~~. Each runway ~~should~~ shall have either a 500-foot ~~-~~wide safety area of maintained graded turf or an ~~. The Board of County Commissioners has voted to install~~ Engineered Materials Arresting System (EMAS). ~~at the ends of runways 12 and 30. When installed, the EMAS shall replace the graded turf requirement for these runways.~~

Objective 5.9C. To maintain and improve aviation facilities at Witham Field.

Measure: An annual inventory of facilities is conducted prior to assignment in the annual Transportation Improvement Program.

Policy 5.9C.1. Annually inventory all infrastructure. All infrastructure, ~~such as~~ including, but not limited to, the drainage system, safety fencing, taxiways, lighting, pavement markings, and aprons shall be inventoried and assigned to an annually updated maintenance program ~~by airport management in coordination with Martin County~~.

Policy 5.9C.2. Provide adequate restroom and storage facilities and water outlets. All restrooms and storage facilities shall be adequate~~,~~ and water outlets (for aircraft cleaning) shall be provided. ~~and storage facilities shall be upgraded at Witham Field.~~

~~*Objective 5.9D.* To encourage the continued public use of Indiantown Airport and investigate its long term potential as a recreation airport.~~

~~*Policy 5.9D.1. Support community efforts to continue public use and operation of Indiantown Airport.* Martin County shall cooperate with the Indiantown community in its efforts to ensure that the Indiantown Airport continues to operate for the public.~~

Goal 5.10 To ensure that provisions for future aviation transportation facilities are developed in a manner that minimizes adverse environmental impacts.

Objective 5.10A. To ensure improvements at any airport facility are in accordance with the County's Land Development Regulations.

Policy 5.10A.1. Site new or expanded facilities on least environmentally sensitive lands. New or *expanded* airport/aviation facilities shall be sited on the least environmentally sensitive lands, and shall be consistent with the Conservation and Open Space Element.

Policy 5.10A.2. ~~Restrict future land plan to~~ Ensure development is compatible with airport uses. The ~~future land use plan of~~ zoning applied to any airport ~~facility~~ in unincorporated Martin County shall ~~be~~ restricted ~~-~~ uses to those ~~uses~~ that are compatible with the airport and its environs.

Policy 5.10A.3. Identify methods to protect natural resource. Prior to expansion of existing airport/aviation facilities or siting of new aviation facilities, methods for protection of natural resources shall be identified.

Policy 5.10A.4. Preserve native or endangered species of fauna and flora. Improvement of the airport shall be in accordance with the County's conservation and open space policies regarding the preservation of native or endangered species of fauna and flora.

Policy 5.10A.5. Retain additional surface water runoff. Additional surface water runoff caused by airport expansion shall be retained on-site.

Objective 5.10B. To minimize noise created by airport operations by following the accepted FAA standards for similar general aviation airports.

Measure: A comprehensive noise abatement plan for Witham Field has been developed as part of the Airport's FAR Part 150 Study.

Policy 5.10B.1. Require takeoffs and landings to comply with federal standards. To minimize noise impacts beyond the boundaries of the airport, the takeoff or landing of aircraft shall comply with federal standards.

Policy 5.10B.2. Implement measures to reduce potential noise impacts. The Martin County Board of County Commissioners shall continue to implement measures to reduce potential noise impacts from aviation activities at ~~publicly~~County-owned public-use airports.

Policy 5.10B.3. Monitor progress of noise compatibility program. The Martin County Board of County Commissioners shall continue to monitor the progress of the airport's noise compatibility program.

Goal 5.11 To provide a transportation system that is effectively coordinated with railroad operations.

Objective 5.11A. Minimize delays to pedestrians, cyclists, motorists, and boaters. The County shall seek ways to minimize delays to users of the public transportation system, including pedestrians, cyclists, motorists, and boaters.

Policy 5.11A.1. Require preemption at all railroad crossings adjacent to signalized intersections. The County shall coordinate with the railroad operator(s) and the Florida Department of Transportation to establish the appropriate phase sequencing for preempted traffic signals on roadway crossings located between 200 and 500 feet from a signalized intersection.

Policy 5.11A.2. Support grade-separated rail crossings. The County shall support vertical separation of the grade crossing of SR-714 (SE Monterey Road) over the Florida East Coast (FEC) Railway to eliminate delays and potentially hazardous conflicts for all users.

Policy 5.11A.3. Identify grade separated pathways for pedestrians and cyclists. The County shall identify and seek funding for one or more public pathways over the Florida East Coast (FEC) Railway.

Policy 5.11A.4. Support the replacement of the St. Lucie River railroad bridge. The County shall encourage and support the award of eligible FDOT and USDOT grants to be used for the design and implementation of a plan to replace and expand the current 1933 single-track railroad drawbridge with a higher doubletrack drawbridge, providing better access for boaters and less interruption for motorists.

Policy 5.11A.5. Support the construction of a passenger train station. The County shall collaborate with the City of Stuart to establish and maintain a passenger train station and parking garage that will result in significant public benefits, including improved quality of life for residents and economic development for the community.

Goal 5.12 To recognize, support, and maintain marine transportation as a driver of local economics, recreation, and enjoyment.

Objective 5.12A. Coordinate dredging of the St. Lucie Inlet and local waterways. The County shall coordinate and support the dredging of the St. Lucie Inlet and local waterways, using the most environmentally sensitive methods, to provide direct marine navigational benefits and economic benefits by enabling access by larger vessels to boat builders, marinas, and service facilities.

Policy 5.12A.1. Prioritize maintenance dredging. The County shall continue to prioritize and seek funding for the maintenance dredging of the St. Lucie Inlet and reinforce this request with comprehensive data regarding marine industries.

Policy 5.12A.2. Assess shoaling and dredging needs. The County will consider developing a dredging working group of members from the Florida Inland Navigational District, the South Florida Water Management District, the US Army Corps of Engineers, and the Marine Industries Association of the Treasure Coast to assess shoaling and dredging needs throughout the waterways following annual storm seasons.

Policy 5.12A.3. Maintain the channel in Manatee Pocket. The County shall maintain the channel in the Manatee Pocket to enable deeper-draft vessels to access local marinas and service facilities.