
Village of Indiantown
Transportation and Mobility Element
Data, Inventory and Analysis

This analysis does not establish new regulatory requirements or conditions of approval.

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INTRODUCTION

This document provides the relevant data, inventory and analysis of transportation conditions in support of the Village's Transportation Element of the Comprehensive Plan, as described in Florida Statutes (FS) 163.3177(1)(f). This data and analysis may be utilized in developing updated and new goals, objectives and policies in the Village Transportation and Mobility Element.

Guiding Principles

Principle 1 – Discourage sprawl and encourage an efficient use of the urban cluster by directing new development and infrastructure to areas where mobility can be provided via multiple modes of transportation.

Principle 2 – Reduce vehicle miles traveled and related greenhouse gas emissions through the provision of mobility within compact, mixed use, interconnected developments which facilitate walking and biking.

Principle 3 – Safety for all users will be an overall principle for the Transportation and Mobility Element.

The Village of Indiantown's Transportation and Mobility Element has 3 goals:

1. *Implement an Efficient Transportation and Mobility Plan:* The Village of Indiantown shall develop and maintain a multimodal circulation system that provides efficient travel for all users and that supports and enhances the community's environment, economy, and residential character.
2. *Implement a Safe Transportation Plan:* The Village of Indiantown shall develop and maintain a multimodal transportation system that provides safety for all users and facilitates the use of alternative transportation.
3. *Implement a Transportation Program that is Cost Feasible:* The Village of Indiantown's Transportation Program shall be cost feasible. The Village shall pursue grant funding opportunities to offset transportation infrastructure costs. The Capital Improvements Plan shall include grant funding to leverage tax dollars when feasible.

This Transportation Element is closely coordinated with the Future Land Use, Capital Improvements, and Intergovernmental Coordination Elements to ensure that the transportation needs of current and future residents, institutions, businesses, and visitors are met for all modes of transportation. The relevant Data, Inventory and Analysis (DIA) of changes to state laws and local transportation conditions addresses the types, locations, capacity, and quality of existing and proposed facilities. This information will inform the review of the Goals, Objectives, and Policies in the Village's Transportation Element.

The Transportation Element Data, Inventory and Analysis is prepared in coordination with the current adopted Martin County Metropolitan Planning Organization (MPO) 2050 Long Range Transportation Plan (LRTP); the current 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP); and the current 2045 Florida Transportation Plan. Relevant transit data and priorities in the 2025-2035 Martin County MPO Transit Development Plan (TDP) are referenced as well.

PLANNING HORIZON

Section 163.3177, F.S., requires that each comprehensive plan include at least two planning horizons: one for at least 10 years and one for at least 20 years. The two planning horizons established for the Village of Indiantown's Comprehensive Plan are fiscal year 2040 for the short-term planning period and fiscal year 2050 for the long-term planning period.

STATUTORY REQUIREMENTS

Section 163.3177, Florida Statutes, requires the Transportation and Mobility Element to reflect the data, analysis and associated principles and strategies relating to:

- Existing levels of service and system needs
- Availability of transportation facilities and services
- Growth trends and travel patterns
- Existing and projected intermodal deficiencies and needs
- Projected levels of service and system needs
- Strategies to correct existing facility deficiencies
- Alternative modes of travel, such as public transportation, pedestrian and bicycle travel
- Aviation, rail, seaport facilities, access to those facilities and intermodal terminals
- Capability to evacuate the Village before an impending natural disaster
- Airports and land use compatibility around airports
- Identification of land use densities, building intensities and transportation management programs to promote public transportation systems.

COMMUNITY WORKSHOPPING AND PUBLIC PARTICIPATION

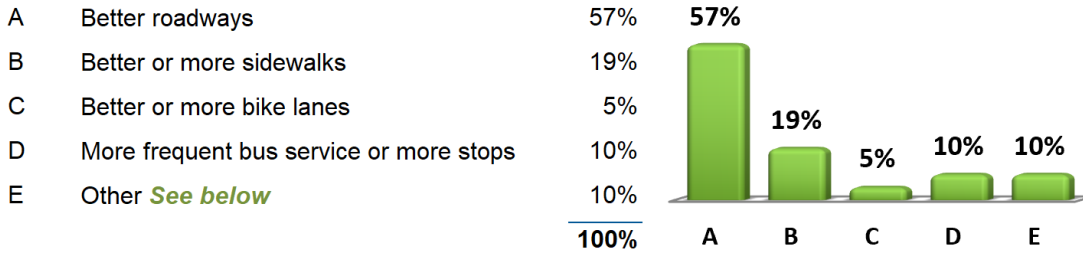
An important consideration during data collection for the Comprehensive Plan is public input. The Village hosted two public workshops to inform this Comprehensive Plan update. In recognition of the Village's diverse community, for many of whom Spanish is a first language, the Village facilitated one meeting in Spanish, held on October 30th, 2025, at Holy Cross Catholic Church; and one meeting in English (with certified interpreter available for any Spanish speaking attendees) on November 18th, 2025, at the Elisabeth Lahti Library.

The Workshops included live polling of survey questions with real-time results. For anyone unable to attend a workshop, the Village website included links to online surveys comprised of the same questions posed at the live meetings, in English and Spanish. To provide even more opportunities to engage residents, businesses, and stakeholders throughout the update, the Village posted meeting dates, draft documents, and project updates on the Village's website and social media platforms.

Community participation was notably low. Staff observed that participation levels may have been affected by broader community concerns and other external factors during the outreach period. As a result, workshop and survey results should be interpreted as informative but not statistically representative of the Village as a whole.

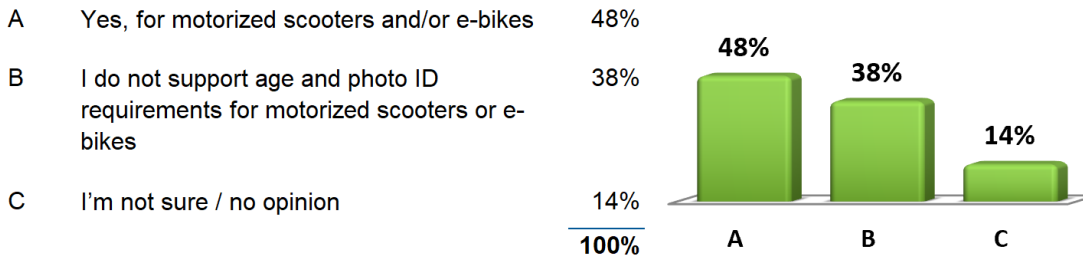
Across both workshops and online surveys, over 60% of respondents self-identified as Village residents, and 43% said they previously participated in the inaugural Comprehensive Plan workshops. As shown in the graphed results below, a majority of respondents ranked roadway improvements as the highest priority among multi-modal improvement needs. A plurality of respondents was supportive of the Village imposing age and ID requirements for motorized scooters and/or e-bikes, and believed the Village was appropriately prioritizing infrastructure improvements in general.

7) Which transportation improvement is the highest priority for you?

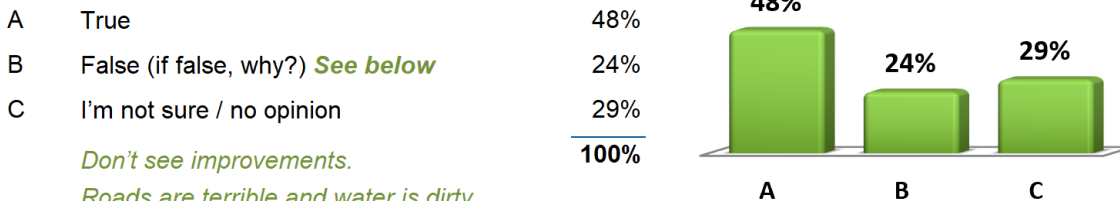


*Development and implementation of a multi-modal transportation network.
More walkability.*

8) New state laws allow the Village to enforce minimum age and photo ID requirements to use motorized scooters and electric bikes. Would you support new local requirements?



18) I believe the Village is prioritizing its infrastructure improvements (roads, water, sewer, parks) the right way.



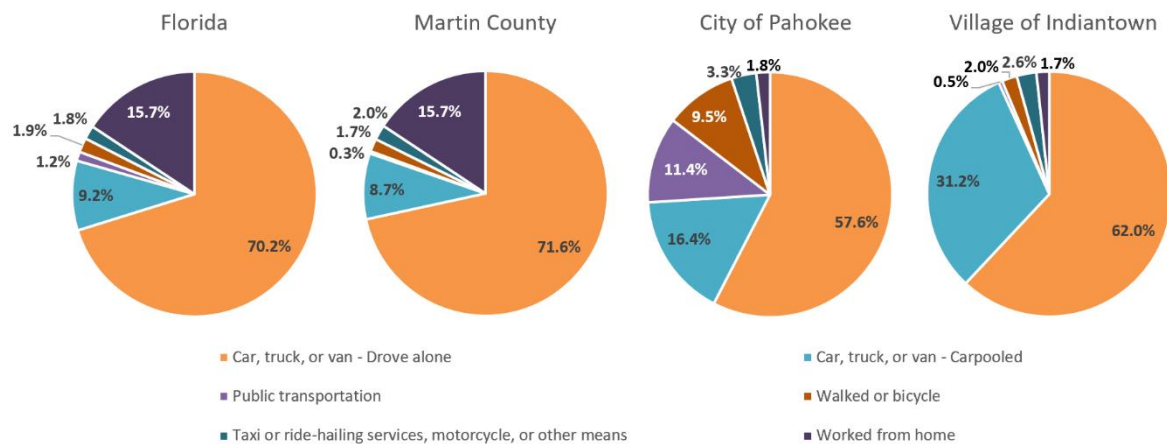
*Don't see improvements.
Roads are terrible and water is dirty.
Roads are frequently too narrow and flood easily and impassably. Water is unsafe to drink.
We cannot afford what we have.*



TRANSPORTATION TO WORK

The U.S. Census Bureau American Community Survey 5-year Estimates (2024) provides travel-to-work mode estimates for the Village and comparative jurisdictions, including the state, Martin County, and a regional, rural peer municipality, the City of Pahokee. This data is displayed in **Graph TM-1** below. The majority (~62%) of Village workers commute in a single-occupancy vehicle, slightly lower than the County and state generally. A significantly larger share of Village workers (more than three times) carpool compared to the County and state. Although a small share (~2%), Village workers are also slightly more likely to walk or bike to work than workers in the County and state generally. These higher shares of alternative modes come at the expense of a significantly lower share of Village workers who work from home, compared to the County and state (roughly ~2% versus nearly ~16%). The Village's modal distribution is more similar to that of its peer Pahokee, although the Village has significantly fewer workers using public transit or walking/biking, offset by more carpooling workers.

GRAPH TM-1 ACS 2024 MODES OF TRAVEL TO WORK

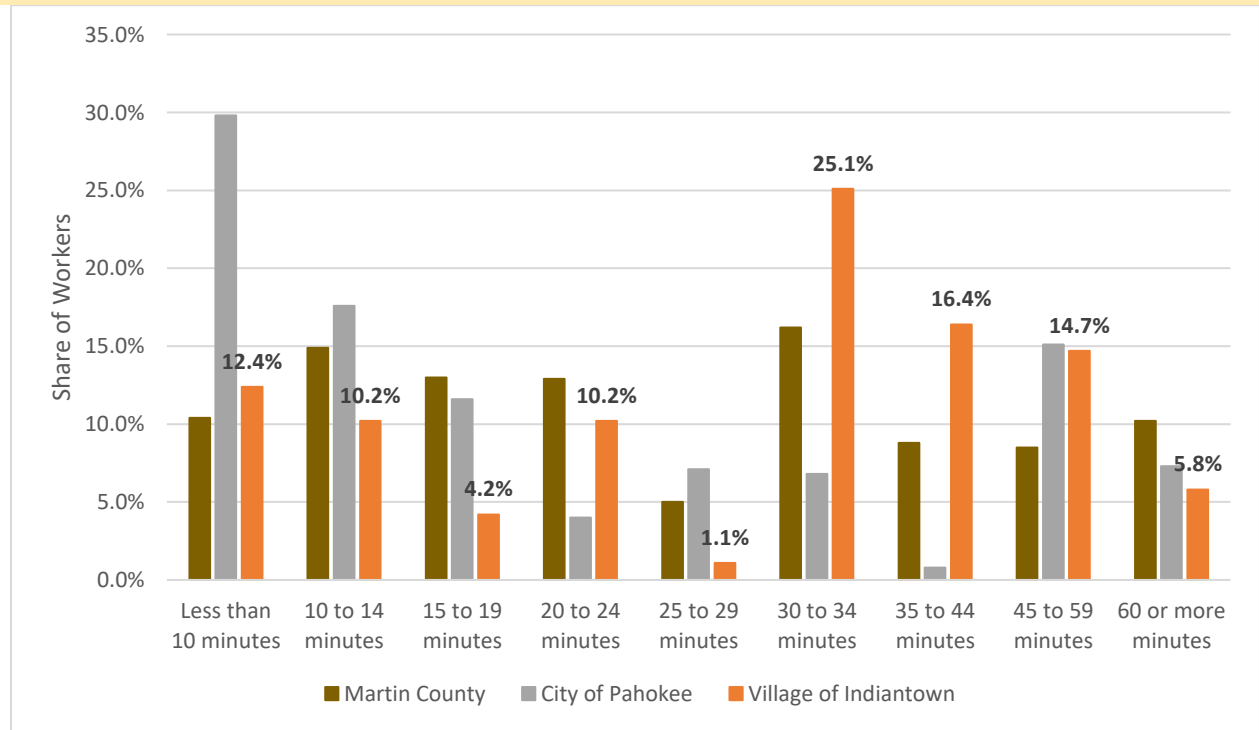


Source: US Census Bureau ACS 2024 5-Year Averages

As shown in **Graphs TM-2** and **TM-3**, the Village's resident workers tend to have slightly longer commutes compared to workers in Martin County overall and in the peer City of Pahokee. According to 2024 ACS 5-Year Estimates, the mean commute time for Village workers is 28.5 minutes, compared to 28.4 minutes for Martin County and 21.5 minutes for Pahokee. By commuting time group, most Village workers travel between 30 and 59 minutes for work, notably higher than the County and peer city. However, a slightly smaller share of workers in the Village have extended commutes of 60 or more minutes compared to both the County and peer city.

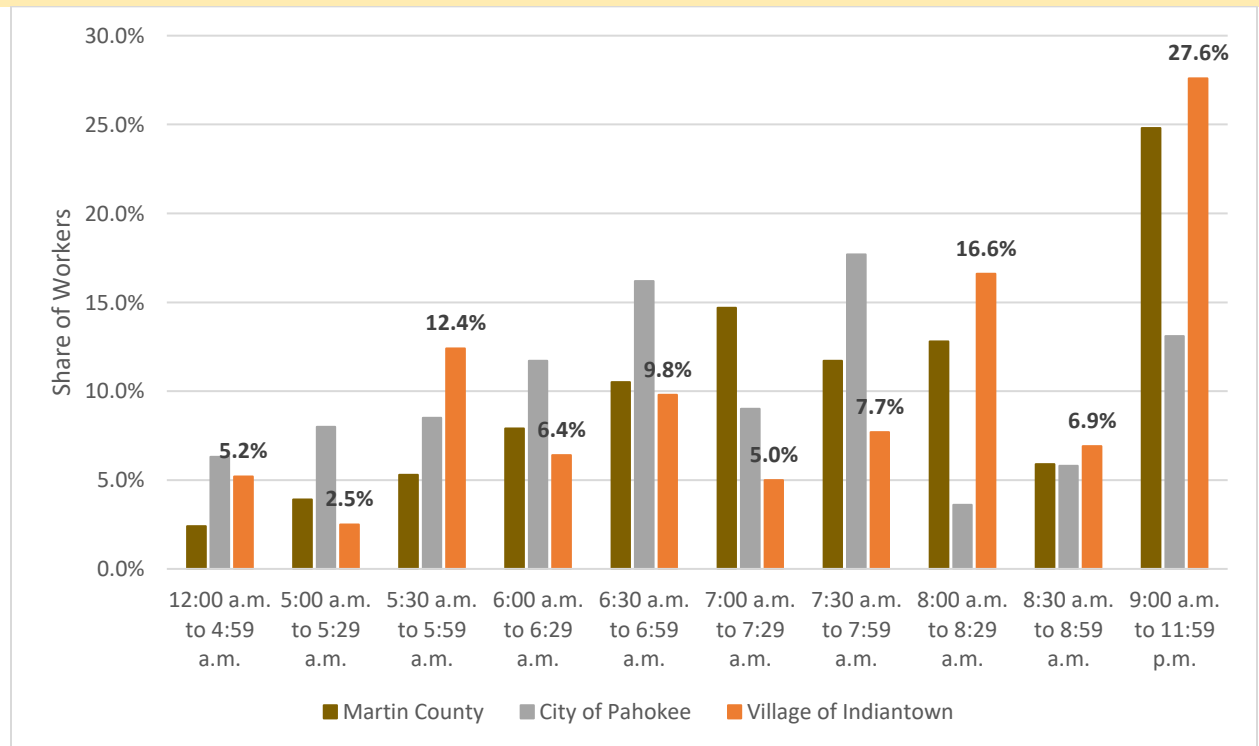
The majority of Village resident workers are likely to leave for work either between 5:30 and 6:00 a.m., between 8:00 and 8:29 a.m., or between 9 a.m. and 11:59 p.m. Relative shares of workers departing at these time ranges is higher in the Village than in the County and peer city. Such commuting departure time distribution estimates may result in relatively less traffic on local roadways during morning "rush-hour" times. Such commuting departure time trends reflect the Village's primary industries and occupations as highlighted in the Future Land Use Element Data, Inventory and Analysis: relatively fewer office occupations and more construction, agriculture, and retail industries.

GRAPH TM-2 COMPARATIVE TRAVEL TIME TO WORK



Source: US Census Bureau, ACS 5-Year Estimates 2024

GRAPH TM-3 COMPARATIVE TIME OF DEPARTURE TO GO TO WORK



Source: US Census Bureau, ACS 5-Year Estimates 2024

ROADWAY NETWORK OVERVIEW

Indiantown is served by a network of state, county, and local roads, ranging from major corridors to neighborhood streets. All roadways within the Village are assigned a Functional Classification based on an agreement between the Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT), and the Martin County MPO. This classification system groups roads by the type of service they provide—such as purpose, speed, and connectivity—and is updated every 10 years following the U.S. Census. FDOT is currently coordinating updates statewide for the 2024–2026 cycle. Generally, arterials carry large amounts of traffic between or across urban areas, and collectors collect traffic from neighborhood streets and distribute it to the arterials.

FUNCTIONAL CLASSIFICATION AND JURISDICTION

The functional classifications are defined as follows:

Major Arterial – primarily focuses on carrying through traffic; usually provide service that is relatively continuous, long in trip length, and high operative speeds. Major Arterials are divided into three categories: *Interstate, Freeways & Expressways*, and *Other*.

Minor Arterial – provides service for through traffic movement similar to a major arterial but provides greater land access and distributes traffic to smaller geographical areas than the major arterial.

Major Collector – collect and distribute significant amounts of traffic between arterials, minor collectors, and local roads at moderate to low operating speeds; provide for more accessibility to adjacent properties than arterials.

Minor Collector - collect and distribute moderate amounts of traffic between arterials, major collectors, and local roads at relatively low operating speeds with greater accessibility than major collectors.

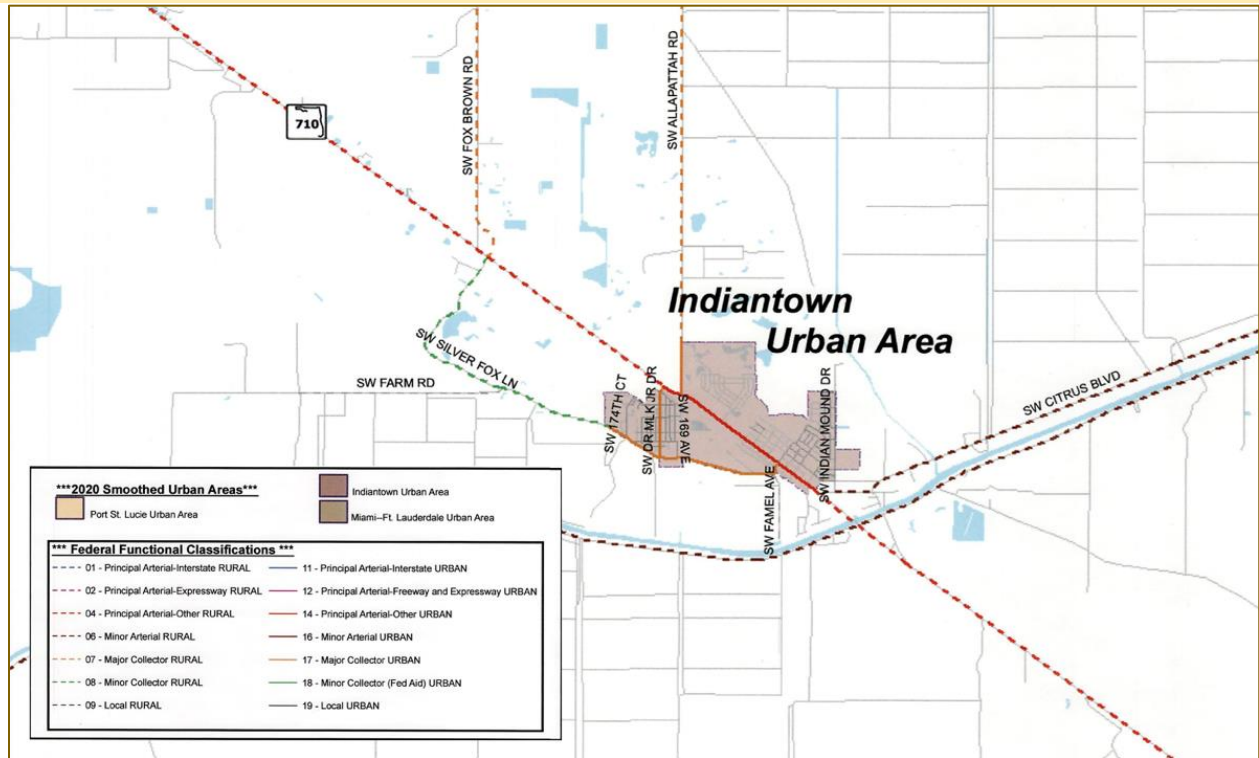
Local Street – permits direct access to abutting property and connections to a higher order roadway; provides service that is relatively low in volume and short average trip length or minimal through traffic movements.

Roadway jurisdiction refers to the governmental entity responsible for maintenance and access control. FDOT oversees roads of statewide significance, while Martin County maintains regionally important roads, and the Village of Indiantown is responsible for local neighborhood streets. Within Indiantown, SW Warfield Boulevard (SR 710) and Kanner Highway (SR 76) are the only FDOT roadways. SR 710 is also part of FDOT's Strategic Intermodal System (SIS), which supports statewide passenger and freight movement. Martin County roads include SW Allapattah Road, SW Citrus Boulevard, SW Farm Road, SW Fox Brown Road and SW Silver Fox Lane, connecting Indiantown to other areas within the County. Indiantown maintains SW Dr. Martin Luther King Jr. Drive, in addition to local neighborhood streets.

2020 URBAN AREA BOUNDARIES / FEDERAL FUNCTIONAL CLASSIFICATION

Figure TM-1 displays the adopted 2020 Urban Area Boundaries and Federal Functional Classification Map for the Village of Indiantown area in western Martin County, as approved in 2025. Appendix Map 8 displays the current adopted FDOT General Highway Map for Martin County with detail for the Village area, as adopted in 2015. This map does not reflect changes to roadway jurisdiction since the Village’s incorporation, as well as the renaming of the Seaboard Coast Line Railroad to the CSX Railroad and should be updated.

FIGURE TM-1 FDOT 2020 UAB AND FUNCTIONAL CLASSIFICATION – VILLAGE AREA



Source: FDOT

TRANSITION TO MOBILITY PLAN AND MOBILITY FEE

In 2021, the Village Council contracted with the consultant NUE Urban Concepts to develop a Mobility Plan and Mobility Fee, in order to provide the Village with a new funding source to fund transportation projects necessitated by new growth, while not raising total transportation-related fees on new development within the Village.

On November 16, 2023, the Village Council adopted Ordinance 07-2023, including the prepared Mobility Plan and Mobility Fee Technical Report and Fee Schedule as well as a new Chapter 8, Division 2 “Mobility Fees and Mobility Plan” to the Village Land Development Regulations. In addition, the Village entered into an interlocal agreement with Martin County to reduce the transportation impact fees collected by the Village on behalf of the County considering the new Village mobility fees. The adopted Mobility Plan and interlocal agreement are provided as appendices to this DIA.

By adopting the Mobility Plan, the Village proposes to change its existing system for concurrency management based upon typical Level of Service (LOS) standards for individual roadway segments. These

standards compare roadway traffic volumes to FDOT-calculated design capacity based upon context and functional classifications, number of lanes, turn lanes, etc. This is reflected in adopted LOS “D” for SIS facilities and LOS “C” for all other roadways. Under the Mobility Plan, the Village evaluates the transportation network within the Village as a whole (an interconnected network distributing traffic), comparing Vehicle Miles of Travel (VMT) to Vehicle Miles of Capacity (VMC) utilizing the combined length of roadways by number of lanes. This analysis is further segmented by splitting estimated VMT and VMC by government entity with jurisdiction over the portion of the roadway network: State, County, and Village.

The Village’s current Mobility Plan includes a base year of 2022 and a plan horizon of 2045 for its VMT and VMC estimates. For the purposes of this updated DIA through 2050, the Village uses the assumed compound annual growth rates (CAGR) for State, County and Village VMTs from the Mobility Plan (2022-2045) and projects straight-line linear trends to estimate the 2040 and 2050 horizon VMTs. For VMCs, the Village cross-referenced the most up-to-date Martin County MPO 2050 LRTP for cost-feasible improvements to Village network roadways. It is important to note that these estimates are subject to change as the Village regularly updates its Mobility Plan study with more current data from FDOT and local sources as well as more detailed analysis.

Tables TM-1, TM-2 and TM-3 summarize the total roadway lengths, lane miles, VMTs, VMCs and ratios for the roadway network serving the Village, broken out by roadway jurisdiction, for 2022 (Mobility Plan base year), the 2040 planning horizon and the 2050 planning horizon.

TABLE TM-1 2022 AREAWIDE VMT AND VMC ANALYSIS

Government Entity	Length (miles)	Lane Miles	2022 VMT	2022 VMC	VMT to VMC Ratio (VMT/VMC)
Travel Within Village					
County	9.81	19.63	20,512	85,277	0.24
State	4.35	11.5	45,678	99,388	0.46
Village	6.02	12.04	2,907	27,285	0.11
Total	20.19	43.17	69,097	211,950	0.33

Source: Village of Indiantown Mobility Plan & Mobility Fee Technical Report, NUE Urban Concepts, December 2022

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TABLE TM-2 2040 AREAWIDE VMT AND VMC ANALYSIS

Government Entity	Length (miles)	Lane Miles	2040 VMT*	2040 VMC	VMT to VMC Ratio (VMT/VMC)
Travel Within Village					
County	9.81	19.63	25,919	85,277	0.30
State	4.35	17.42	57,329	141,090	0.41
Village	6.02	12.04	3,358	27,285	0.12
Total	20.19	49.09	86,606	253,652	0.34

Source: BCLA

*VMT calculated using Mobility Plan Technical Report estimates CAGRs (2022-2045).

TABLE TM-3 2050 AREAWIDE VMT AND VMC ANALYSIS

Government Entity	Length (miles)	Lane Miles	2050 VMT*	2050 VMC	VMT to VMC Ratio (VMT/VMC)
Travel Within Village					
County	9.81	19.63	27,421	85,277	0.32
State	4.35	17.42	60,565	141,090	0.43
Village	6.02	12.04	3,483	27,285	0.13
Total	20.19	49.09	91,469	253,652	0.36

Source: BCLA

*VMT calculated using Mobility Plan Technical Report estimates CAGRs (2022-2045).

As shown above, based on VMT projections utilizing the Village’s Mobility Plan estimates and VMC projections utilizing the Martin MPO 2050 LRTP, the roadway network serving the Village is projected to show adequate capacity through the 2040 and 2050 planning horizons. These estimates are anticipated to be regularly updated along with the Mobility Plan, seeking to align projections with best estimates of local and regional population/worker growth.

ROADWAY IMPACT FEES

In 2023, the Village and the County entered into an Interlocal Agreement for the collection of road impact fees which recognizes that portions of the impact fees are duplicative because the Village is providing a portion of the facilities for which the fees are levied. This agreement, also referenced in the Intergovernmental Data, Inventory and Analysis, authorizes the Village to collect impact fees on behalf of the county for transportation with the following modification to which both parties agreed:

Development within the corporate limits of the Village will pay 30% of the Martin County Roads impact fee and 100% of the Pedestrian/Bicycle Pathways impact fee. The road impact fee collected specifies an expenditure area for County roads west of Interstate 95 (I-95) as follows:

- 1) CR-714 (SE Martin Highway) and CR-609 (SW Allapattah Road);
- 2) CR-726 (SW Citrus Boulevard) and SW 96th Street;
- 3) SR-76 (SW Kanner Highway) and CR-708 (SW Bridge Road); and
- 4) SR-710 (SW Warfield Boulevard) and CR-726 (SW Citrus Boulevard).

This agreement reflects the recommendations of the Village’s Mobility Plan and Mobility Fee.

BICYCLE AND PEDESTRIAN FACILITIES

The Martin County MPO published inventory maps of pedestrian and bicycle facilities countywide in 2019. These maps, adjusted to highlight the Village area, are shown in **Appendices Maps 1 and 2**. There have been some additional sidewalk connections made in the Downtown area, but no additional bicycle facilities, since the maps were published.

Generally, there are sidewalk facilities along one side of the road for most main roads in the Village in the Downtown and Booker Park neighborhood areas. There are also sidewalks along Warfield Boulevard as it traverses the Village core. There is only one section of designated bicycle lane in the Village, along Warfield

Boulevard as it enters the Village from the southeast, terminating at SW Seminole Drive. However, there is some paved shoulder along Warfield Boulevard throughout the remainder of the Village.

“Walk Score” (walkscore.com) is a resource utilized by the Martin County MPO in its Data, Inventory, and Analysis for the upcoming 2050 LRTP, which provides scores across pedestrian, bicyclist and/or transit modes for a particular location. These scores are computed based on proximity to nearby places of interest, such as grocery stores, general retail, dining, parks, schools and entertainment, and safety or “friendliness” (e.g., facility availability) of particular modes.

For this Data, Inventory and Analysis, three distinct neighborhood areas were analyzed for their WalkScore metrics: Booker Park, Indianwood, and the Downtown area. No neighborhoods ranked highly for walk scores, and only Downtown was rated with a bike score of “somewhat bikeable,” or 52/100. Booker Park and Indianwood are ranked as significantly more car-dependent.

	Booker Park	Indianwood	Downtown
Walk Score	<i>Car-Dependent</i> 24/100	<i>Car-Dependent</i> 11/100	<i>Somewhat Walkable</i> 57/100
Bike Score	N/A	N/A	<i>Somewhat Bikeable</i> 52/100

These results are likely to be due to a number of factors:

- There is no sidewalk network within Indianwood.
- The sidewalk network is incomplete in Booker Park and core Downtown neighborhoods.
- There is only one dedicated bicycle facility in the Village, spanning a portion of Warfield Boulevard southeast of the Downtown area with no connections to other facilities.
- There is a limited variety and number of places of interest within walking distance of each neighborhood area, and the Booker Park and Indianwood neighborhoods are especially distant from such places of interest.

TRANSIT – MARTY

MARTY (Martin County’s Public Transit Service) is the public transit bus system run by the Martin County Government that serves Martin County, Florida, inclusive of the Village of Indiantown. The system includes interchanges with Palm Tran (Palm Beach County Public Transit) and Treasure Coast Connector (St. Lucie County Public Transit). The MARTY offers fixed routes that typically runs from 6:00 a.m. and 8:00 pm Monday through Friday. Cost of this service is \$1.50 for a local-fixed route (\$3.00 for an all-day pass and \$20 for 20 boardings). Commuter Buses are \$2.00 (\$20 Express Pass for 10 boardings). All MARTY buses are equipped with wheelchair lifts and bicycle racks. Fixed Route buses are equipped with ramps for ease in boarding and aligning with mobility devices. MARTY can accommodate walkers, canes and most wheelchairs both manual and powered. However, it may not be able to accommodate a wheelchair/mobility device longer than 48 inches or wider than 30 inches or if the total weight when occupying the wheelchair is more than a total of 600 pounds. It is important to note that, according to the Americans with Disabilities Act (ADA), fixed routes are not intended to be a comprehensive system for transportation for individuals with disabilities. However, the MARTY system offers ADA Paratransit Service, which is a shared ride, door-to-door provided to ADA eligible individuals and whose origin and destination fall within ¼ of a mile of a fixed route service. This service runs the same hours as the fixed routes, 6:00 a.m. to 8:00 pm Monday

through Friday. MARTY offers a discounted fare (half price) to persons over the age of 65, and persons with disabilities. Free fair is offered to Veterans who provide their identification card. The MARTY **Route 2** deviated fixed-route currently serves the Village of Indiantown. This route has a line haul segment between Stuart and Indiantown that then becomes a fixed route which circles within Indiantown.

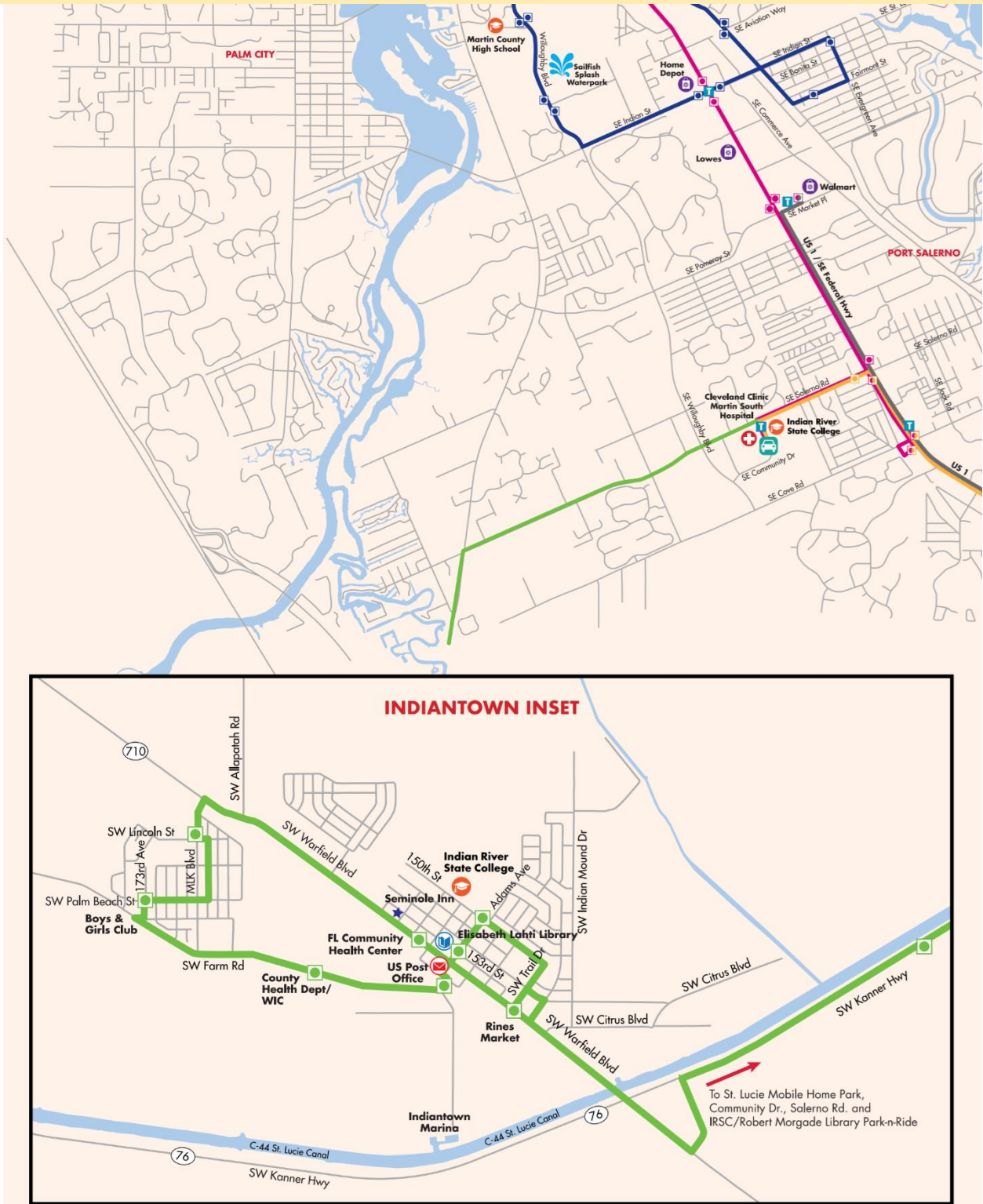
Route 2 Indiantown Details

Major Destinations and Transfer Stations	Headways	Span of Service
Rines Market, Florida Department of Health, U.S. Post Office, Elisabeth Lahti Library, Boys & Girls Club, Indian River State College*, Cleveland Clinic Martin South Hospital*	35-minutes within Indiantown & 160-minutes from Indiantown to Robert Morgade Library	6:00 a.m. to 7:35 p.m. Monday through Friday

*Denotes transfer location

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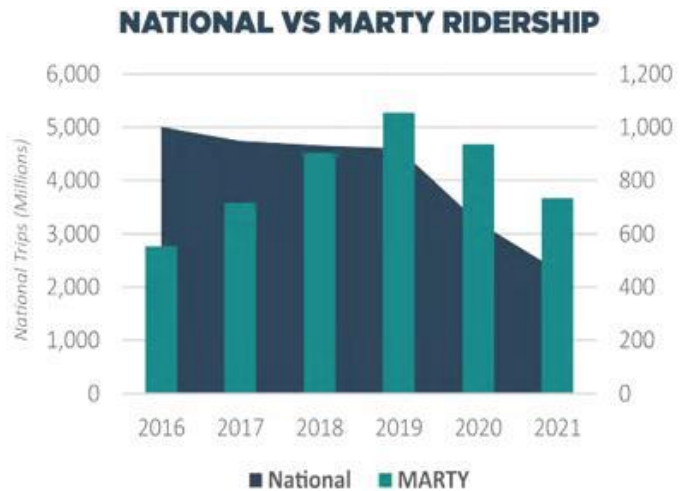
FIGURE TM-2 MARTY BUS ROUTES – VILLAGE SERVICE ROUTE DETAIL



Source: Martin MPO

MARTY TRANSIT DEVELOPMENT PLAN (TDP) MAJOR UPDATE FISCAL YEARS 2025-2034

The Metropolitan Planning Organization (MPO) in close coordination with Martin County Public Transit (Marty) management and staff prepared a major update to the Martin County Transit Development Plan (TDP) for Fiscal Years 2025 to 2034. This document was finalized in July 2024. The TDP provides a strategic blueprint for public transportation in Martin County for the next ten years. As a precursor to the TDP, the MPO implemented a Transit Efficiency Study (TES) of the Marty system to examine its efficiency. The resulting analysis revealed metrics for factors such as passenger trips, vehicle miles, revenue hours and operating costs over a five year period (2016-2021). The study indicated that Marty experienced an overall 8% increase in ridership (inclusive of Covid impacts), while transit agencies nationwide, including Florida, experienced an overall decline of more than 55%. The study included a Ten-Year Demand analysis for Fiscal Years 2025-2034. Overall, ridership was estimated to increase by 13% in 2034 with the highest increases in ridership for Routes 1, 2 and 20Z. Route 2, service to Indiantown, has a projected 12.7% increase of boardings in the 2025-2034 planning horizon (14,143 boardings for 2025 compared with 15,942 boardings for 2034).



The plan included recommendations or improvement strategies for the Marty over the planning horizon of 2025-2034. These improvements were grouped into four strategies ranging from no/low cost to reallocation of existing resources to strategies that would require additional funding. The following improvements are recommended for the Indiantown Route 2:

Strategy 1 – Reallocate Resources

Extend Route 2 to include a stop at Walmart in Stuart, which was noted as a desired shopping destination for Indiantown Residents.

Strategy 2 – Increase Span of Service and include TNC Option

Pilot “Saturday Shift” program was recommended for **Route 2** includes Transportation Network Companies (TNC) within a $\frac{3}{4}$ - mile distance of existing routes alignments. TNCs are companies that use apps to connect passengers with drivers who provide rides using their personal vehicles (examples are Uber and Lyft). This strategy is a customer centric, cost-efficient approach for moving people. TNCs are on-demand and are more flexible than traditional transit routes. They are particularly popular in Florida, so riders are not out in the heat and other elements waiting for the next bus.

Pilot “Sunday Shift” program for Route 2 includes (TNC) services within a $\frac{3}{4}$ -mile distance of existing route alignments.

Strategy 3 – Add Bus Stops

Forty new priority locations were recommended including locations in Indiantown.

Strategy 4 – Create an Aspirational Network with a Hub

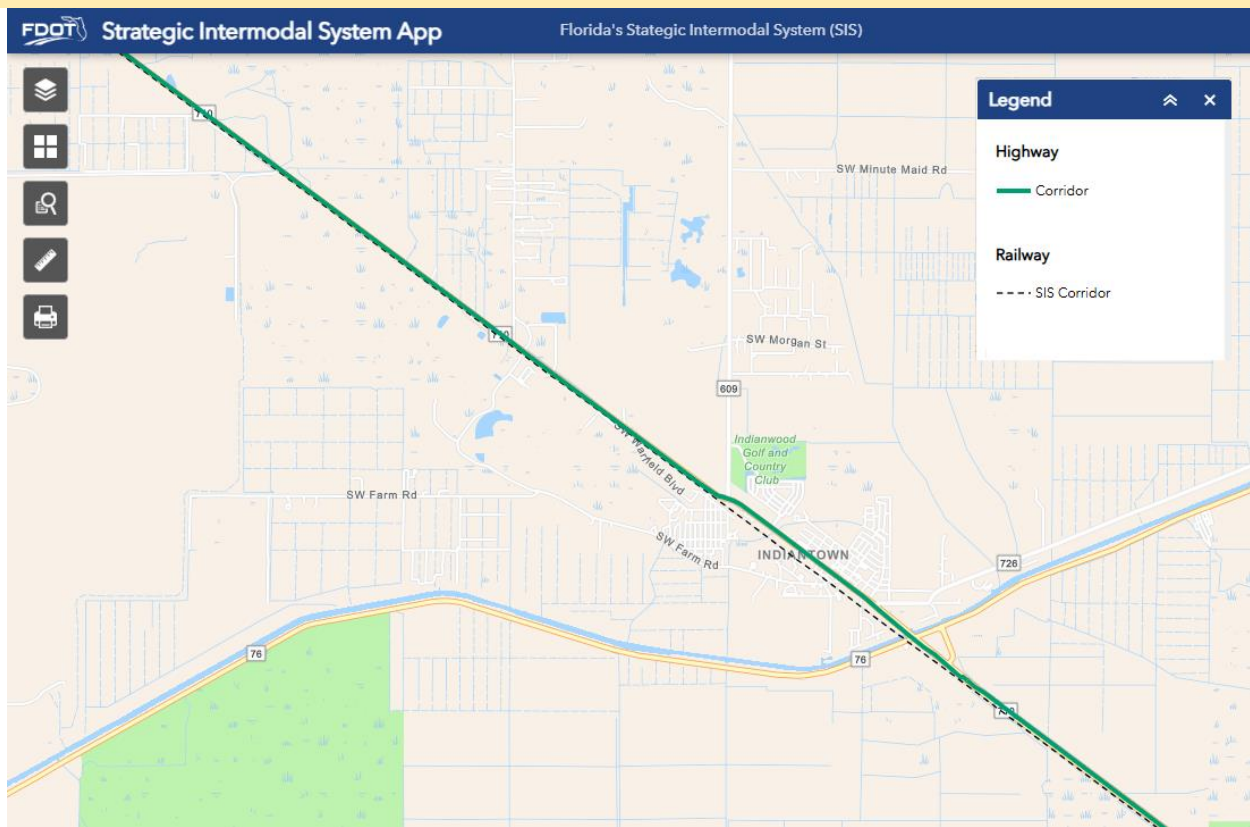
This included a restructuring of service delivery to provide for a new local TNC service in Indiantown.

STRATEGIC INTERMODAL SYSTEM (SIS) FACILITIES

In 2003, the Florida Legislature and Governor established the Strategic Intermodal System (SIS) to enhance Florida's transportation mobility and economic competitiveness. The SIS is a statewide network of high-priority transportation facilities, including the State's largest and most significant airports, spaceports, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. These facilities represent the state's primary means for moving people and freight between Florida's diverse regions, as well as between Florida and other states and nations. All SIS facilities are eligible for state transportation funding.

There are two SIS facilities within the Village of Indiantown as shown on **Figure TM-3**: one highway corridor (SR 710 / Warfield Boulevard) and one railway corridor (CSX Railroad).

FIGURE TM-3 SIS FACILITIES WITHIN THE VILLAGE



Source: FDOT SIS App

AIRPORTS

There is one airport within the Village that is privately owned (Clyde Dawson) but open to the public. The size of the airport is approximately 600 acres. It has one runway of turf/grass that is 6,300 feet long and 75 feet wide. It has been operating since the early 1960s.

MARINAS

Although there are no deep-water ports in Indiantown, there are two marinas in Indiantown:

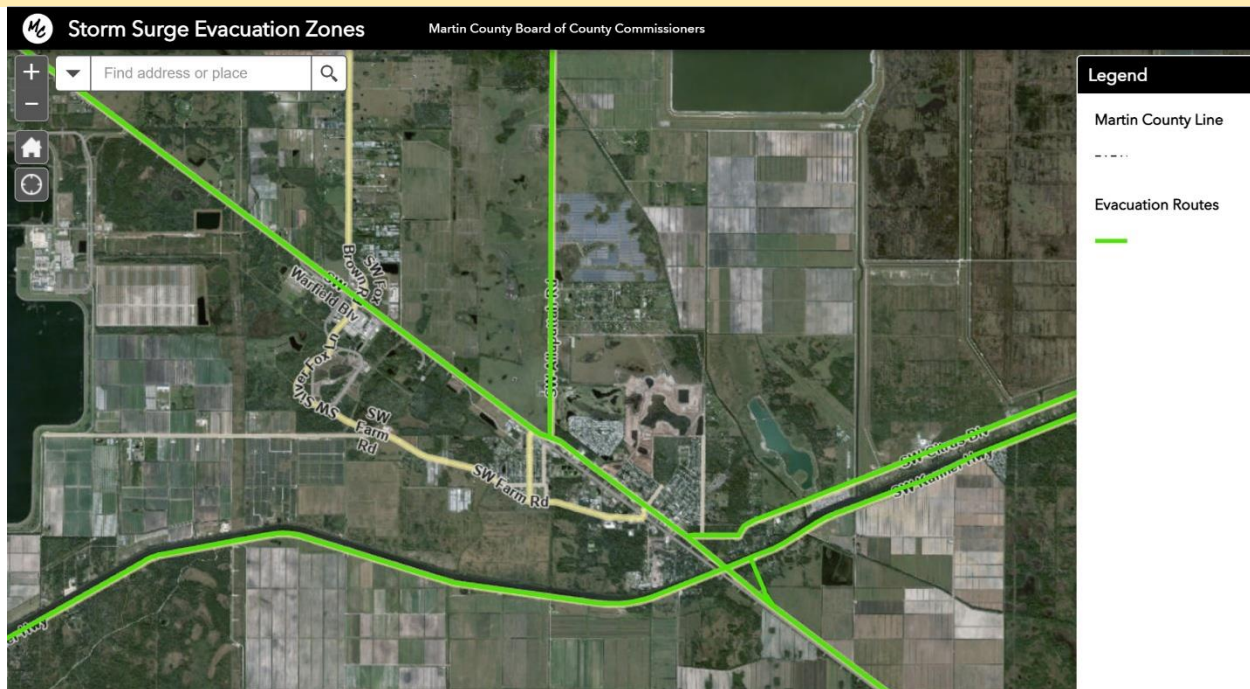
Indiantown Marina, 16300 SW Famel Boulevard: with full service slips, boat ramp, 30-50-ton lifts, dry & wet storage and Indiantown Marina Center, 21043 SW Citrus Boulevard, a 38 acre facility with dockage, workspace, long term storage, haul out capacity with 100t and 25T travel lifts.

The closest deep-water ports are located in the Port of Palm Beach and the Port of Fort Pierce. Deep-water ports are able to accommodate large oceangoing commercial vessels with widths of 30 feet or more.

EMERGENCY EVACUATION

According to Martin County Emergency Management, there are no distinct evacuation zone areas within the Village due to its distance from the coastal hazard areas. However, Martin County's evacuation orders will always include mobile or manufactured homes for the entire County, including within the Village, based on wind threat. Roadways serving as evacuation routes for the Village include SW Warfield Blvd / SR 710, SW Allapattah Rd, Kanner Hwy / SR 76, SW Citrus Blvd.

FIGURE TM-4 EVACUATION ROUTES SERVING THE VILLAGE



Source: Martin County Emergency Management

Martin County Emergency Management has identified two Emergency Shelters, located at Warfield Elementary School (15260 SW 150th St.) and Indiantown Middle School (16303 SW Farm Rd.). Shelters are opened as needed during an emergency, and not all shelters may open at the same time. Shelters are designed to temporarily house residents of the barrier island, low-lying or flood-prone areas, [evacuation zones](#), mobile or manufactured homes, or those without shelter.

TRAFFIC OPERATIONS AND INFRASTRUCTURE MANAGEMENT

The Martin County Traffic Division, under Public Works, is responsible for the operation and maintenance of traffic signals, signal systems, flashing beacons, streetlights, signage, and school flashers in Martin County. The Traffic Division’s mission is to ensure the orderly, safe, and efficient movement of people and goods by maintaining an appropriate balance between well-organized operations and safety along the transportation network of Martin County. In addition, the division conducts crash surveillance reports to identify, analyze and provide recommendations for reducing high-hazard intersections and fatal crashes as well as pedestrian and bicycle crashes.

Traffic signals manage the flow of vehicles, bicycles, and pedestrians at intersections and other critical points on the roadway. Signals are carefully timed and maintained to ensure efficient and safe travel across the county. The Martin County Traffic Division is responsible for the regular maintenance, repair, and upgrading of all traffic signals, including:

- Monitoring signals for proper operation.
- Adjusting signal timing to optimize traffic flow.
- Installing new technologies like adaptive traffic signals, which adjust in real-time based on current traffic conditions.

CRASH DATA AND ANALYSIS

Statewide, crash data in Florida is compiled by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and made available via a publicly accessible dashboard on the FLHSMV website. Additional analysis and mapping are provided by the University of Florida GeoPlan Center’s *Signal Four Analytics*, an interactive, web-based system designed to support the crash mapping and analysis needs of law enforcement, traffic engineering, transportation planning agencies, and research institutions in the state of Florida.

Table TM-4 below lists the number of crashes between 2016 and 2025 through August 26, the latest date of available crash data as of this reporting, broken out by injury severity. According to Signal Four Analytics, there have been a total of eight crash fatalities in the past 10 years in the Village, with a peak in 2023. Other non-fatal crash types peaked in 2022, a trend seen in other communities. Crash location mapping is provided in **Appendix Maps 10-13**.

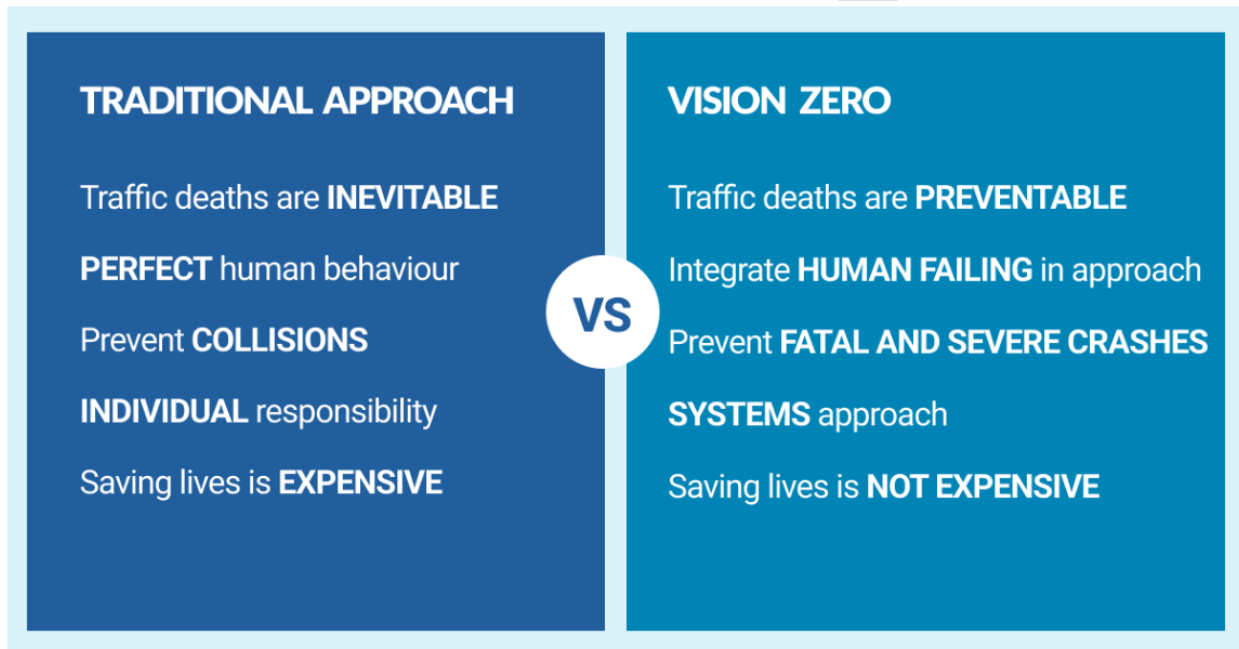
TABLE TM-4 VILLAGE CRASHES, SERIOUS INJURIES, AND FATALITIES 2016-2025

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Fatality	1	0	0	0	0	0	2	3	1	1
Serious Injury	1	3	1	2	4	6	10	7	7	5
Injury	40	42	22	39	33	53	89	65	71	29
No Injury	135	139	121	141	167	172	185	167	176	89
Total Crashes	177	184	144	182	204	231	286	242	255	124

Source: *Signal Four Analytics*, *2025 Data reflects 1/1/25 – 8/26/25

VISION ZERO

Although the Village has adopted goals, objectives and policies providing for safety for all modes of transportation, the Village may consider adoption of a Vision Zero policy or commitment. Vision Zero is a strategy to eliminate roadway deaths and severe injuries, while increasing safe, healthy, equitable mobility for all. It is built on the belief that all people have the right to safe mobility. The foundation of Vision Zero is the Safe System approach, which recognizes that people will sometimes make mistakes and that human bodies are vulnerable. The adoption of a Vision Zero resolution should be coordinated with the establishment of a Vision Zero Task Force to produce an implementable Action Plan.



Source: visionzeronetWORK.org

MARTIN MPO IDENTIFIED TRANSPORTATION SYSTEM IMPROVEMENTS

The Martin MPO, founded in 1993, is a federally mandated public agency responsible for coordinating improvements across all facets of the transportation network in Martin County. MPOs (Metropolitan Planning Organizations) are designated and funded through federal legislation for areas with a population of 50,000 or more.

The Martin MPO Board consists of eight voting members, including Mayor Carmine Dipaolo, who represents the Village. One of the MPO's key planning documents is the **Long-Range Transportation Plan (LRTP)**, which sets a long-term vision for all modes of travel—bicycling, driving, walking, and public transit. This plan influences the development of the **5-Year Transportation Improvement Program (TIP)** and the **List of Project Priorities**, which guide funding through the Florida Department of Transportation (FDOT). As of this report, the most current LRTP is the **2050 LRTP**, adopted by the MPO Board in October 2025.

The highest-ranked project in the **FY26–FY30 List of Project Priorities** is the **State Road (SR) 710** improvement from **Van Buren Avenue to the Martin/Okeechobee County Line**, which runs through the **Village of Indiantown**. SR 710, also known locally as **SW Warfield Blvd** and **Indiantown Road**, is recognized as a **regionally significant transportation corridor** and is part of the **Strategic Intermodal System (SIS)** in Martin County. It is also part of the regionally significant freight network.

The project involves **widening the roadway** from the Martin/Okeechobee County Line to SW Van Buren Avenue due to safety concerns related to crashes and fatalities in the area. Planned improvements include:

- Intersection upgrades at **SR 710 and CR 609/SW Allapattah Road** (including the addition of signals and turn lanes)
- **Realignment of the curve at CR 714**, just before its intersection with SR 710, to reduce the severity of the curve and improve safety

Funding for this project is included in the **FY26–FY30 TIP**, covering the following phases:

- **Project Development & Environment (PD&E)**
- **Preliminary Engineering (PE)**
- **Right of Way (ROW) acquisition**
- **Railroad/utility coordination**
- **Construction and environmental mitigation**

Construction is expected to begin in **July 2029**.

TRANSPORTATION ANALYSIS

This element addresses mobility for all transportation systems serving pedestrians, bicyclists, transit users, and motorized vehicle users, as well as those systems providing airport, seaport, and rail transportation. The data provided includes a variety of local, state, and federal agency sources. In summary:

- The Village's resident workers are more likely to carpool compared to Countywide and Statewide workers generally and are less likely to work from home.
- Village resident workers tend to have slightly longer commutes compared to workers in Martin County overall and in the peer City of Pahokee. However, a smaller share of workers in the Village have extended commutes of 60 or more minutes compared to both the County and peer city.
- The majority of Village resident workers are likely to leave for work either between 5:30-6:00 a.m., between 8:00-8:29 a.m., or between 9 a.m. and 11:59 p.m., possibly resulting in relatively less traffic on local roadways during morning "rush-hour" times.
- The Village's primary roadway network includes major and minor arterials, major collectors, and local roads. The Village's current adopted LOS standards include daily and peak-hour conditions: LOS "D" for State SIS roadways and LOS "C" for all other roadways. Per the adoption of the Village's Mobility Plan in 2023, the Village may evaluate amending concurrency policies accordingly, recognizing an interconnected roadway network that distributes traffic.
- Based on the Village's Mobility Plan technical report estimates (using the report's 2022-2045 CAGR), projected VMT to VMC ratios for 2040 and 2050 are projected to be below the report's estimated 0.75 trigger to plan for additional capacity. The Village may consider regular updates to account for new proposed and approved development in the Village and region over time.
- According to WalkScore, the Village has relatively low scores for walkability and bikeability, especially in the Indianwood and Booker Park neighborhood areas.
- Martin County's transit service, MARTY, maintains a bus route serving the Village, with several stops in the Village and connections to amenities in eastern Martin County and beyond. Bus service operates on weekdays with 35-minute headways within the Village and longer, 160-minute headways on inter-route connections to the Robert Morgade Library.
- Although the Village is not within a distinct evacuation zone, Martin County includes manufactured and mobile homes in all evacuation orders. Evacuation routes serving the Village include Warfield Blvd, Allapattah Rd, Kanner Hwy and Citrus Blvd.
- According to Signal Four Analytics, there have been eight crash fatalities in the Village since 2016, with a peak in 2023. Less severe crashes peaked in 2022. Severe crashes most often occurred in the Booker Park neighborhood at MLK Drive / Farm Rd, along Warfield Blvd, and at the intersection of Warfield Blvd and Kanner Highway. The Village may consider adopting a Vision Zero policy or commitment to oversee and implement transportation safety policies.
- The Martin County MPO has programmed improvements to SR 710 / Warfield Blvd as a top priority in its FY26-FY30 List of Project Priorities, including realignment, widening and intersection improvements.

DEFINITIONS AND ACRONYMS

Development - Means new development, redevelopment, or expansion of existing development.

Level of Service (LOS) - A qualitative examination of traveler quality of service provided by a transportation facility or service.

Local Roads - Generally, provide access to abutting properties. Local roads possess relatively low traffic volumes, operating speeds, and trip lengths and minimal through traffic movements. When high traffic volumes compromise a local road's ability to accommodate pedestrian and bicycle traffic, the road should be considered for designation as a significant local road.

Long Range Transportation Plan (LRTP) - A county transportation organization's long range (25-year) strategy, financial, and capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated every five years and may be amended as a result of changes in projected federal, state, and local funding, major improvement studies, congestion management system plans, interstate interchange justification studies and environmental impact studies.

Major Arterials - Facilitate relatively long trip lengths at moderate to high operating speeds with somewhat limited access to adjacent properties. Major arterials generally serve major centers of activity in urban areas and have the highest traffic volume corridors.

Major Collectors - Collect and distribute significant amounts of traffic between arterials, minor collectors, and local roads at moderate to low operating speeds. Major collectors provide for more accessibility to adjacent properties than arterials.

Minor Arterials - Provide somewhat shorter trip lengths than major arterials and generally interconnect with and augment major arterial routes at moderate operating speeds and allowing somewhat greater access to adjacent properties than major arterials.

Minor Collectors - Collect and distribute moderate amounts of traffic between arterials, major collectors, and local roads at relatively low operating speeds with greater accessibility than major collectors.

Mobility - Movement of people and goods.

Mode - Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger, or freight), transit, space, and water.

Multimodal - Incorporating more than one travel mode.

Paratransit – The transporting of people by conveyances, or systems of conveyances, traveling on land or water, local or regional in nature, and available for use by the public. Public transit systems may be either governmentally owned or privately owned. Public transit specifically includes those forms of transportation commonly known as “paratransit.”

Strategic Intermodal System (SIS) - Florida's transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

Transit – For the purposes of this analysis, a mode of public or private mass transportation, alternative to private single-occupancy motor vehicle travel, whereby the passenger is typically not in control of the mechanism of transport which typically runs along fixed, scheduled, or bounded routes, including, but not limited to bus, trolley, train, ferry, or subway.

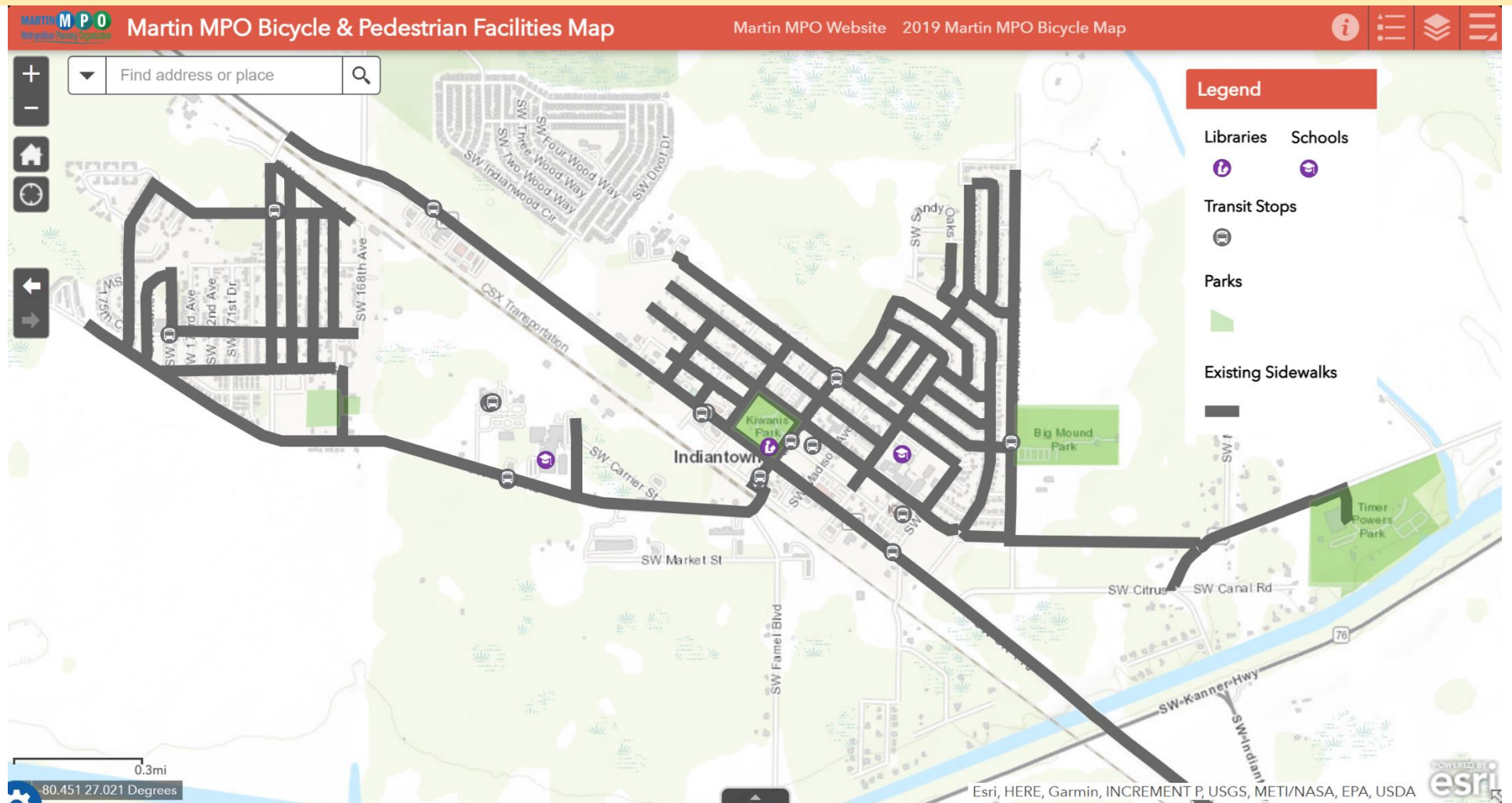
Transit Development Plan (TDP) – The regular 10-year planning document compiled by the county public transit organization, analyzing current transit uses and conditions, trends, and future needs and funding sources.

Transportation Improvement Program (TIP) - A comprehensive and prioritized list of transportation projects funded over a five-year period that is consistent with the Long-Range Transportation Plan (LRTP). The TIP is based upon funding data contained within the FDOT Tentative Work Program (also known as the Citizen's Report).

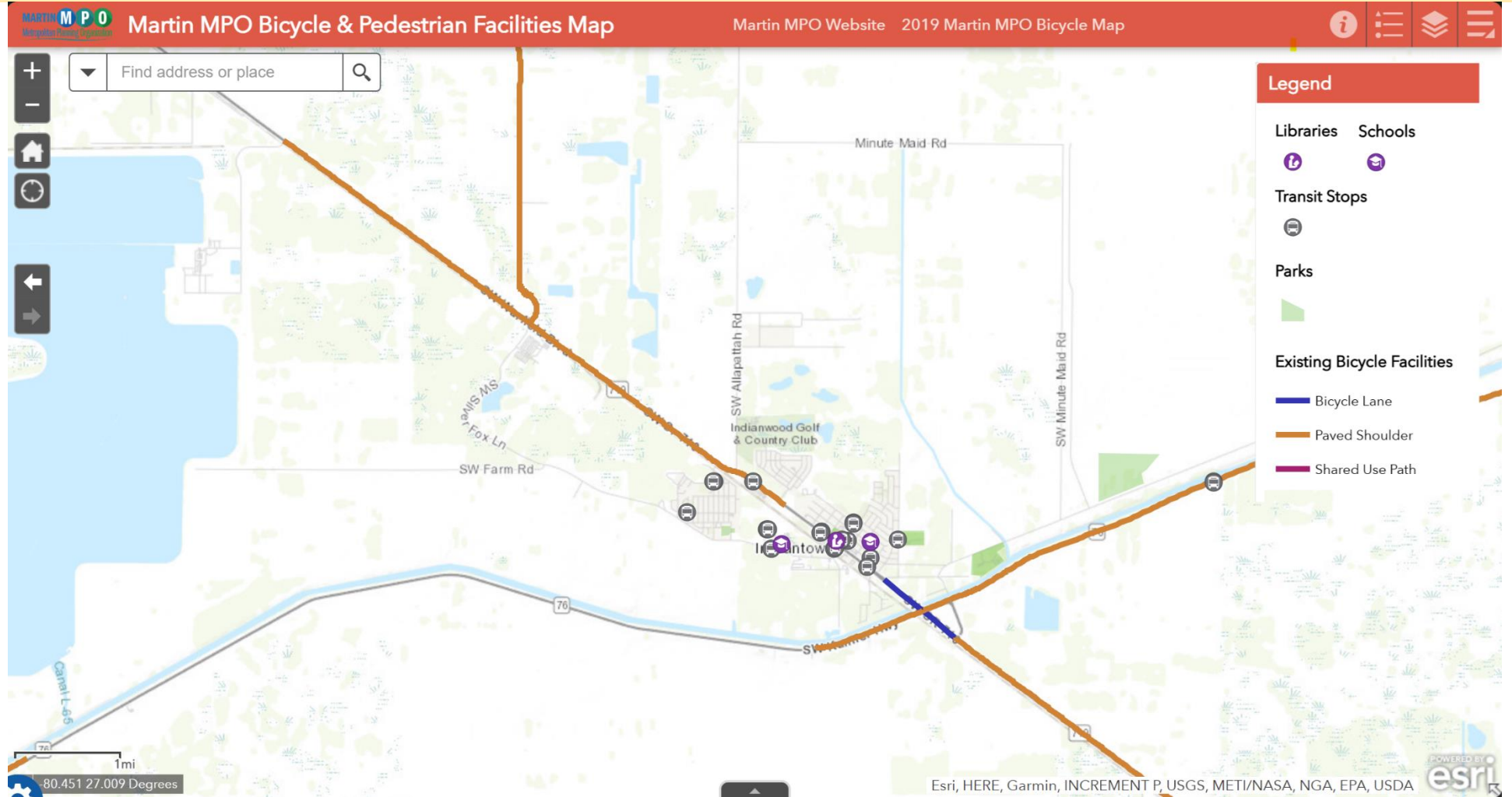
Metropolitan Planning Organization (MPO) - The Martin County organization made up of local elected and appointed officials responsible for developing, in cooperation with the state and public transportation providers, transportation plans and programs. The MPO is responsible for the development of transportation facilities that function as an intermodal transportation system and the coordination of transportation planning and funding decisions.

Work Program - The five-year listing of all transportation projects planned for each fiscal year by the Florida Department of Transportation, as adjusted for the legislatively approved budget for the first year of the program.

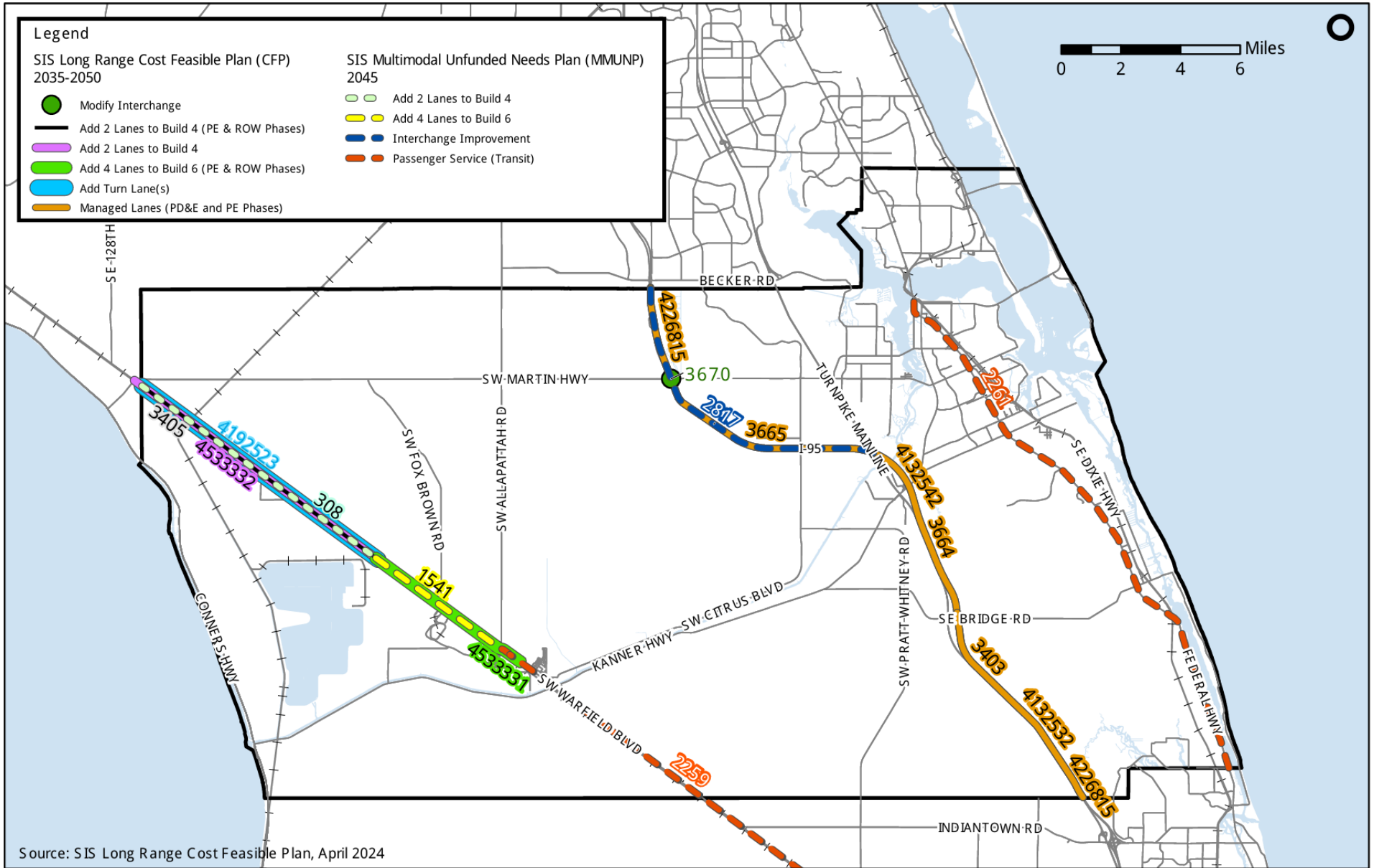
APPENDIX MAP 1 MARTIN MPO PEDESTRIAN FACILITIES MAP 2019



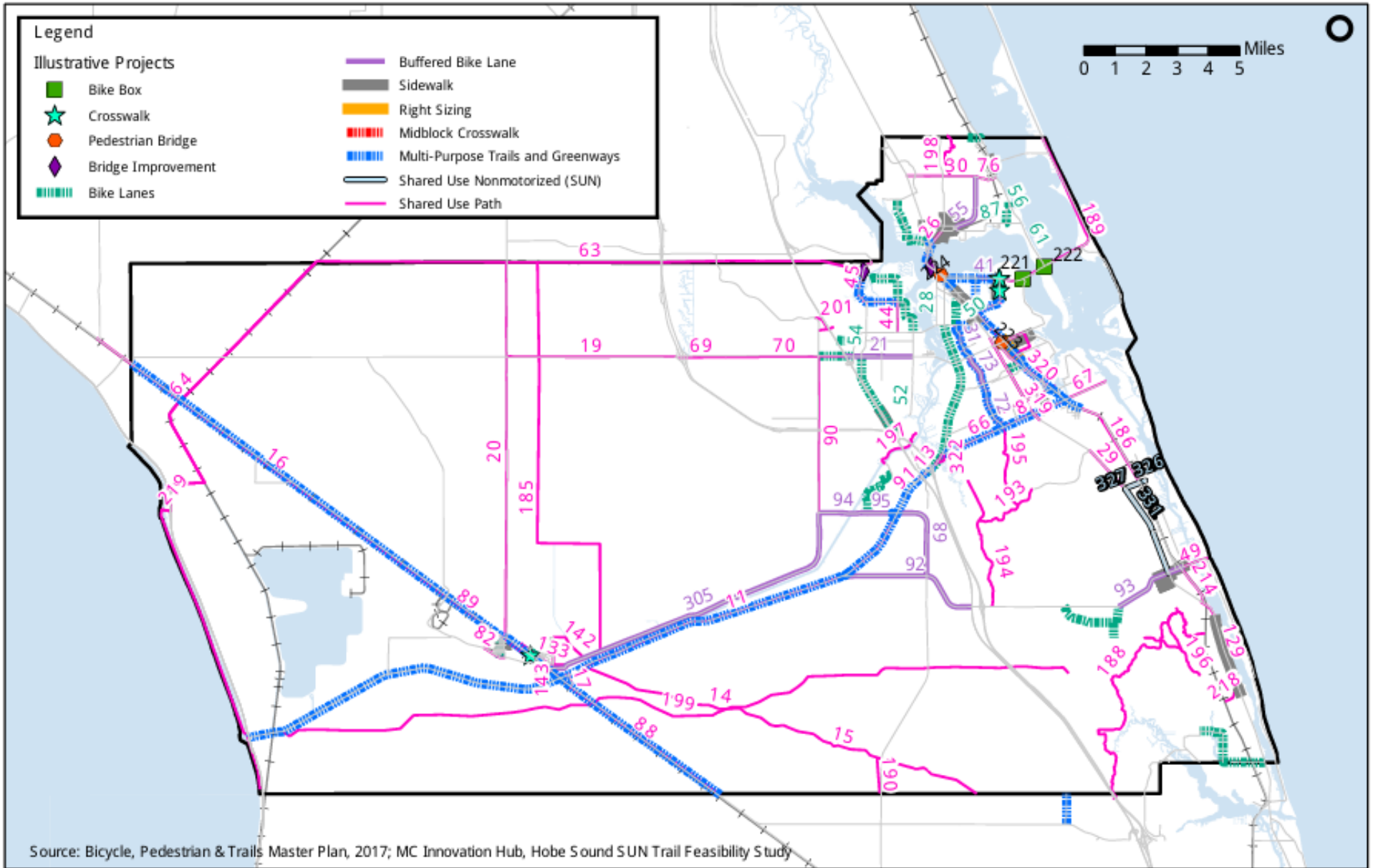
APPENDIX MAP 2 MARTIN MPO BICYCLE FACILITIES MAP 2019

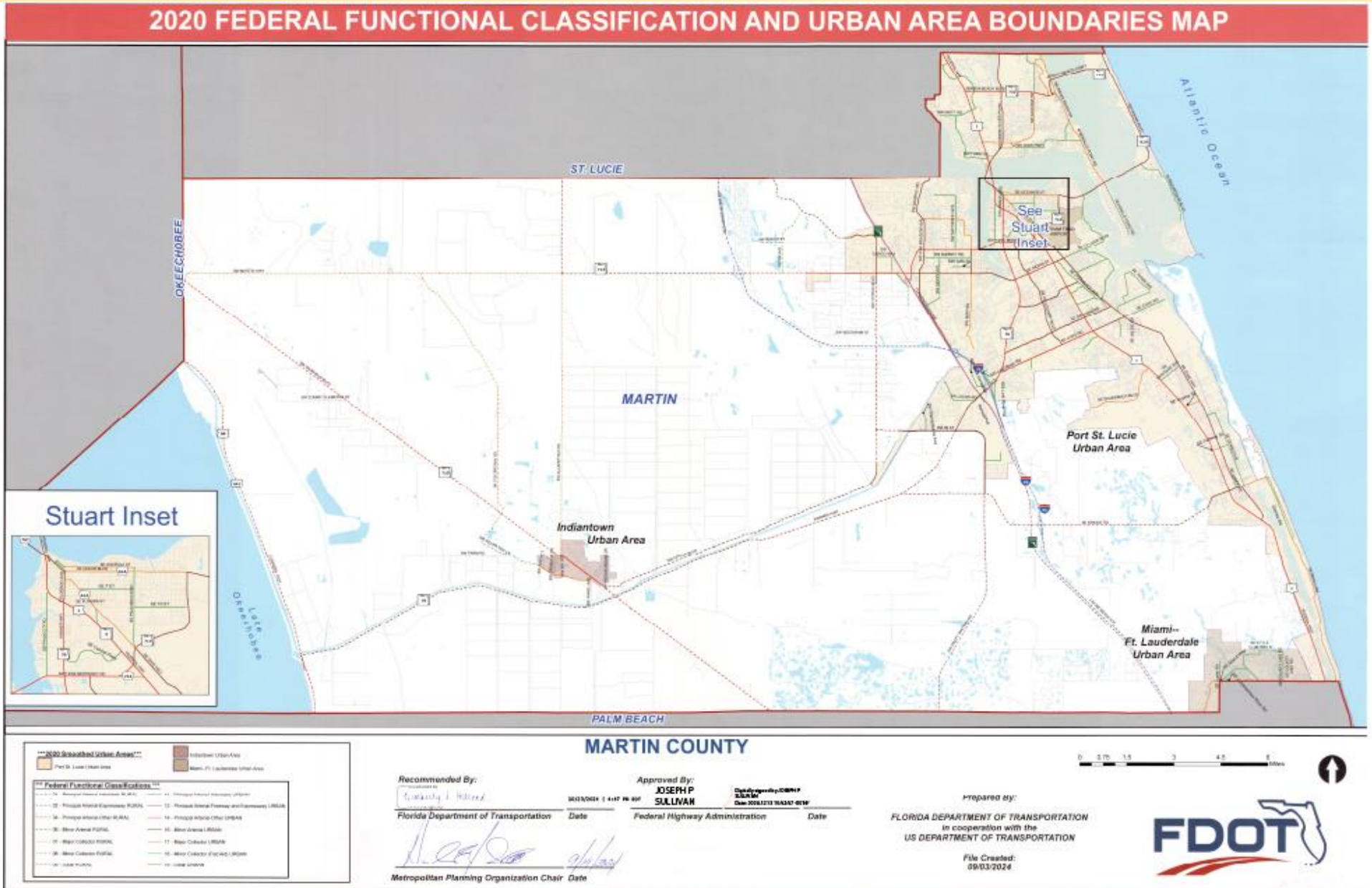


APPENDIX MAP 3 MARTIN MPO 2050 LRTP SIS LONG RANGE COST FEASIBLE PLAN

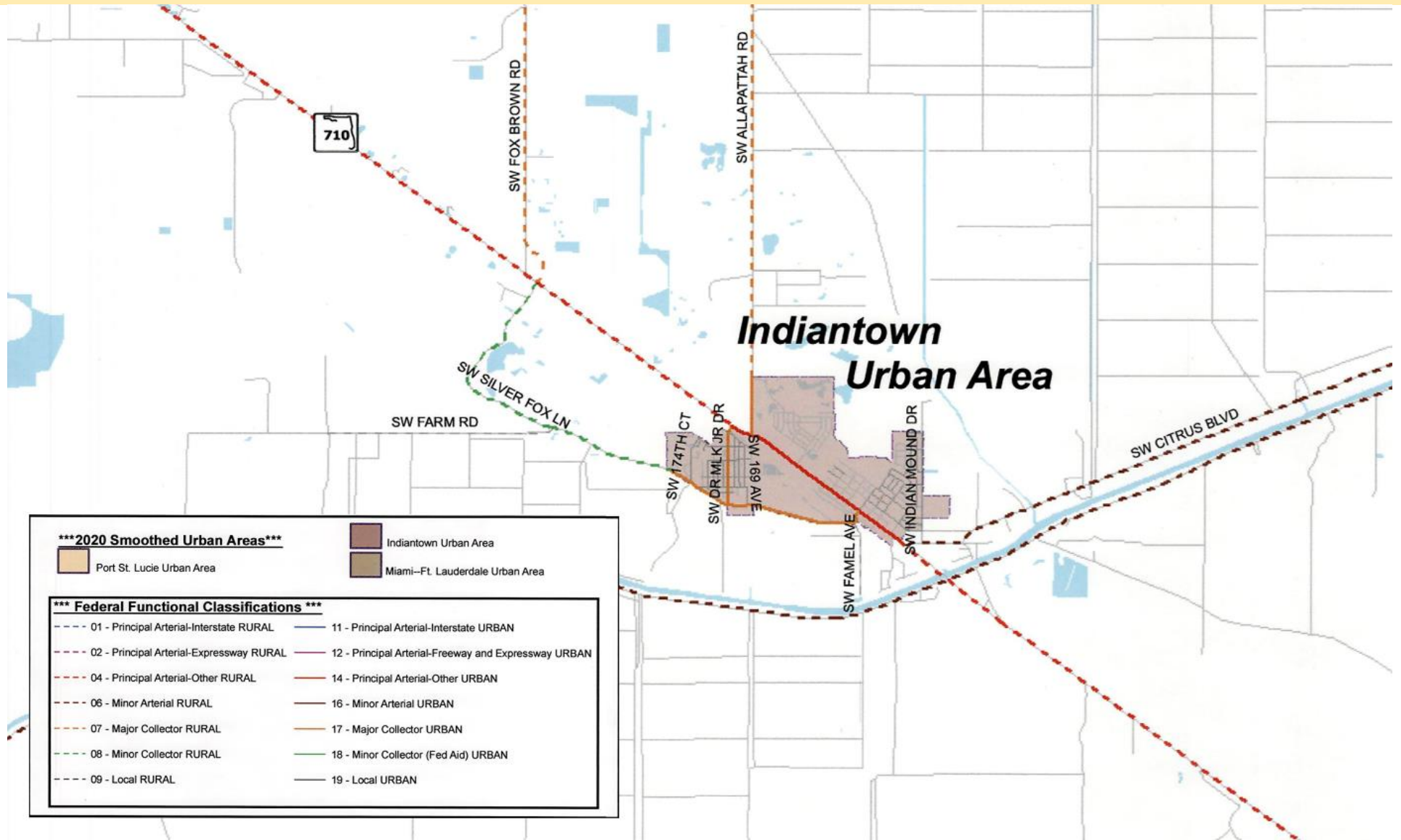


APPENDIX MAP 4 MARTIN MPO 2050 LRTP NONMOTORIZED IMPROVEMENTS COST FEASIBLE PLAN

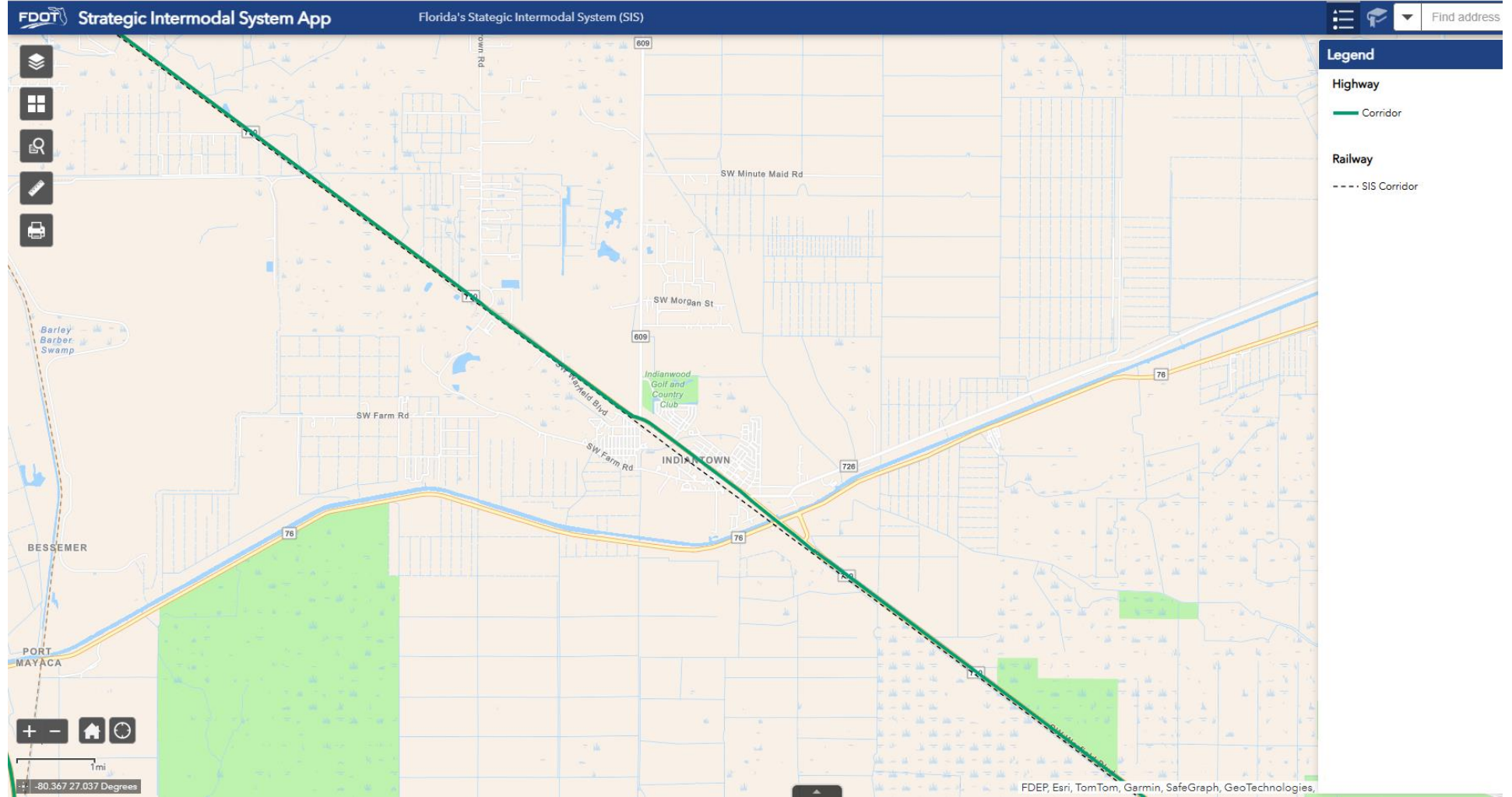




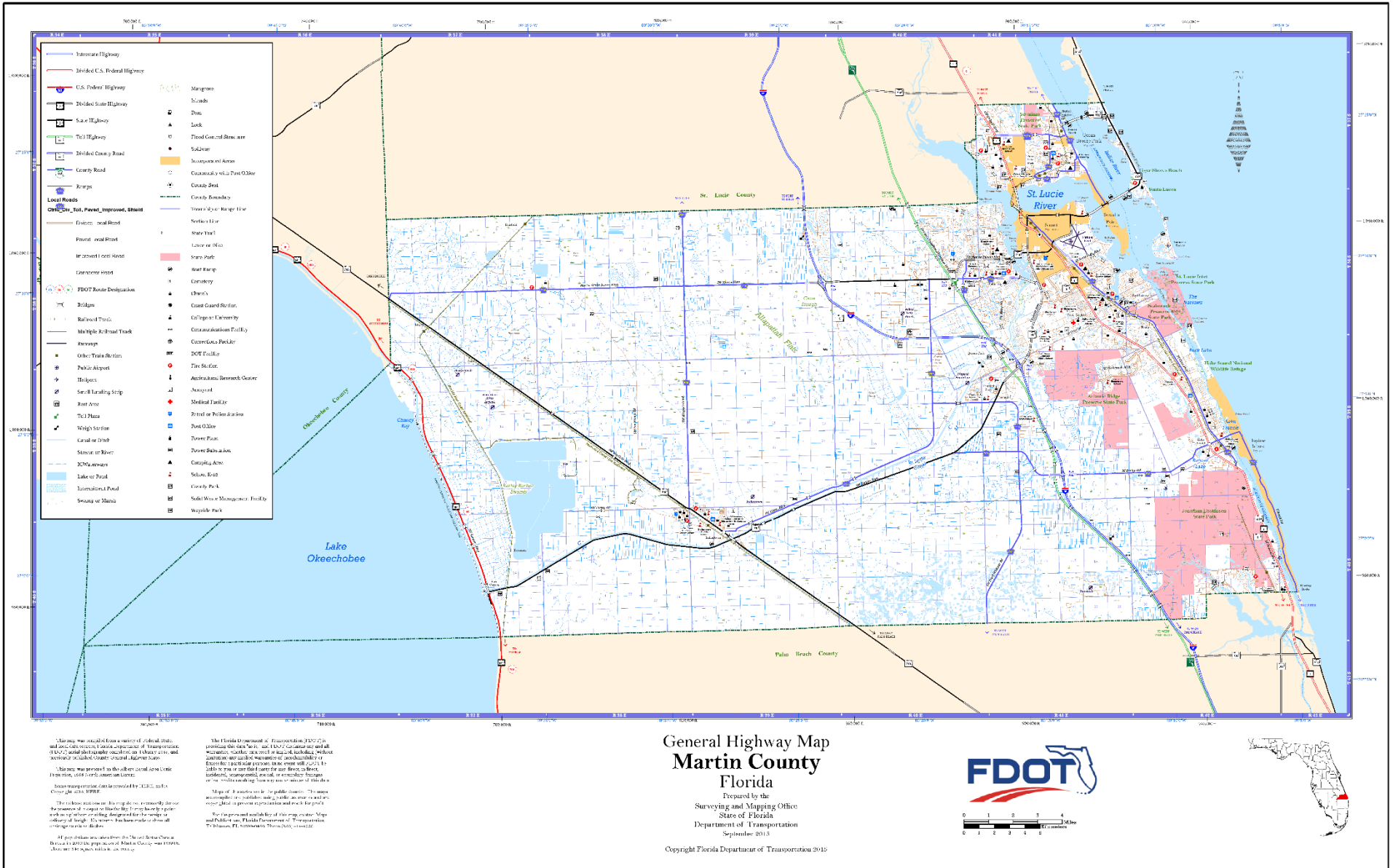
APPENDIX MAP 6 FDOT 2020 FEDERAL FUNCTIONAL CLASSIFICATION AND URBAN AREA BOUNDARIES MAP (VILLAGE DETAIL)



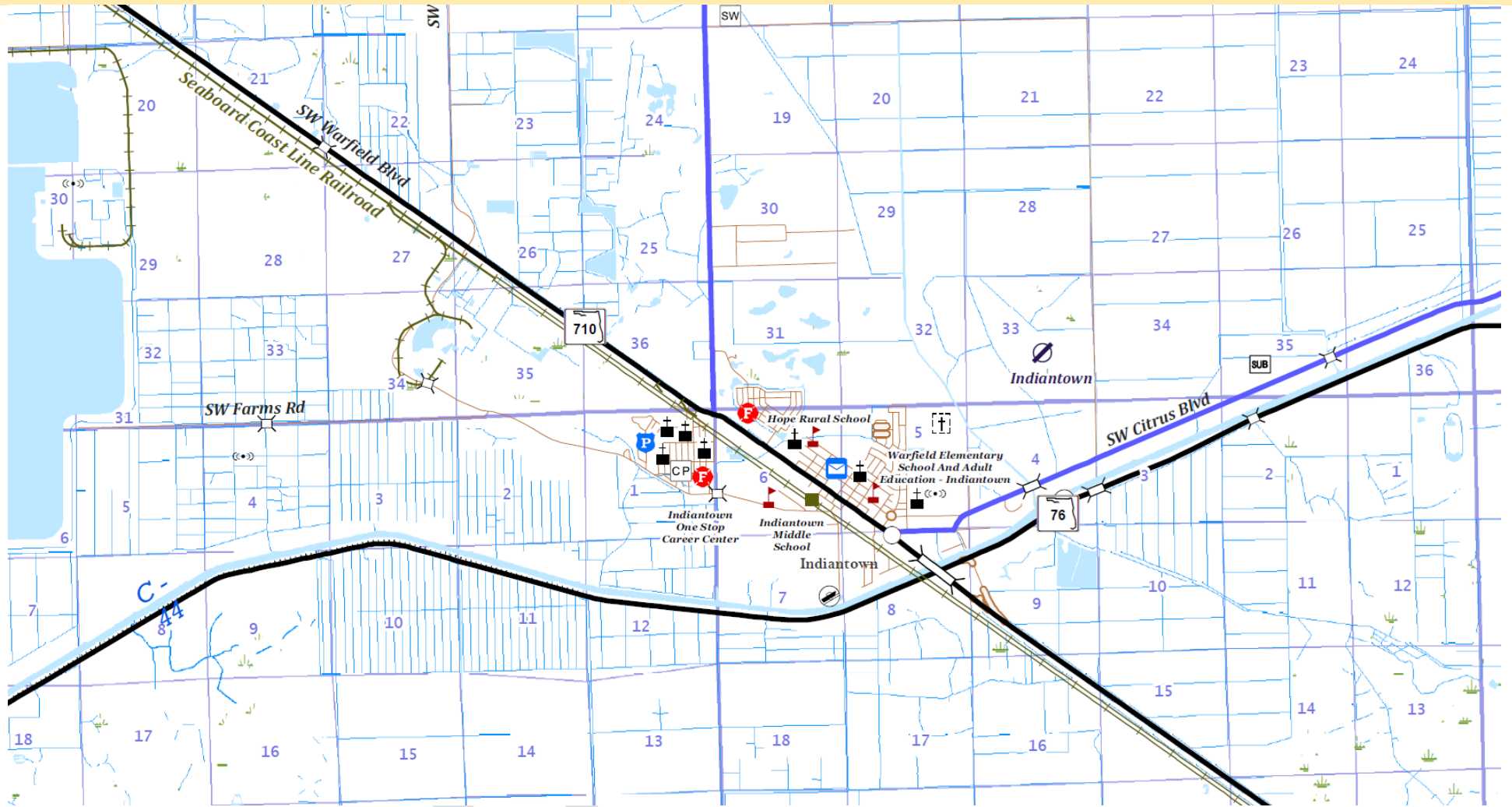
APPENDIX MAP 7 FDOT SIS FACILITIES MAP – VILLAGE AREA



APPENDIX MAP 8 FDOT 2015 MARTIN COUNTY GENERAL HIGHWAY MAP



APPENDIX MAP 9 FDOT 2015 MARTIN COUNTY GENERAL HIGHWAY MAP (VILLAGE DETAIL)



APPENDIX MAP 10 SIGNAL FOUR CRASH DASHBOARD – VILLAGE OF INDIANTOWN 1/1/25-8/26/25



FLORIDA TRAFFIC SAFETY DASHBOARD

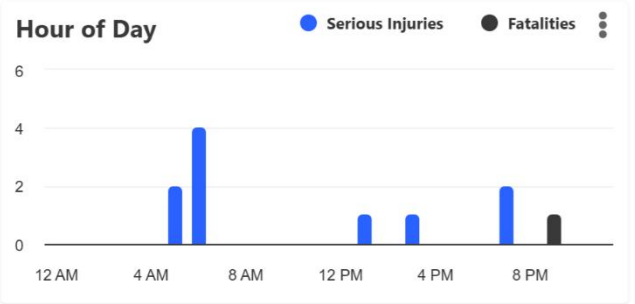
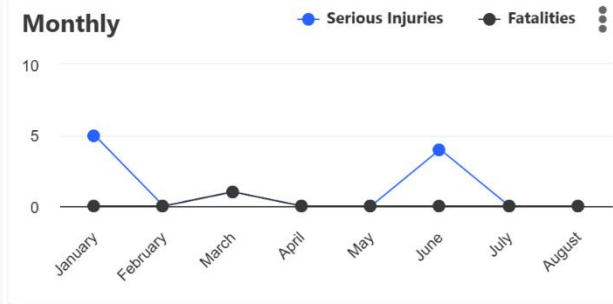
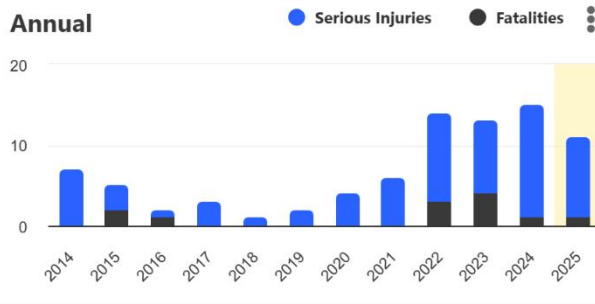
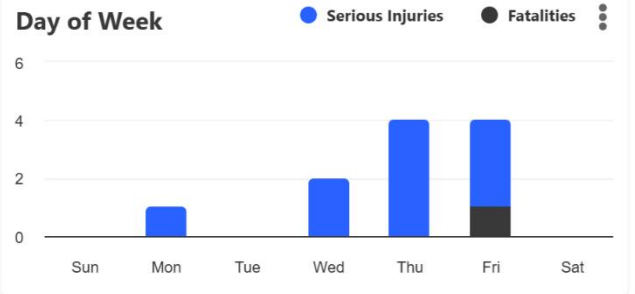
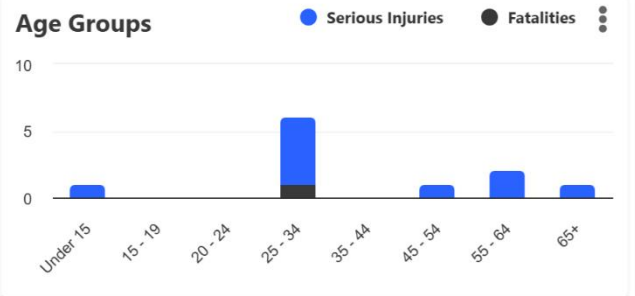
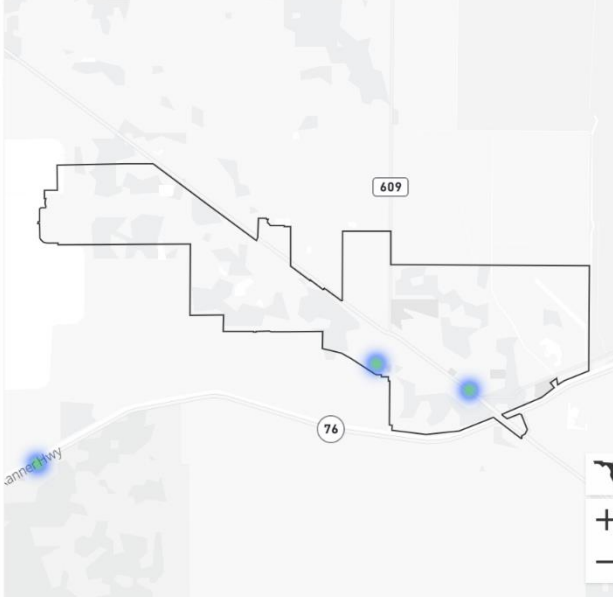
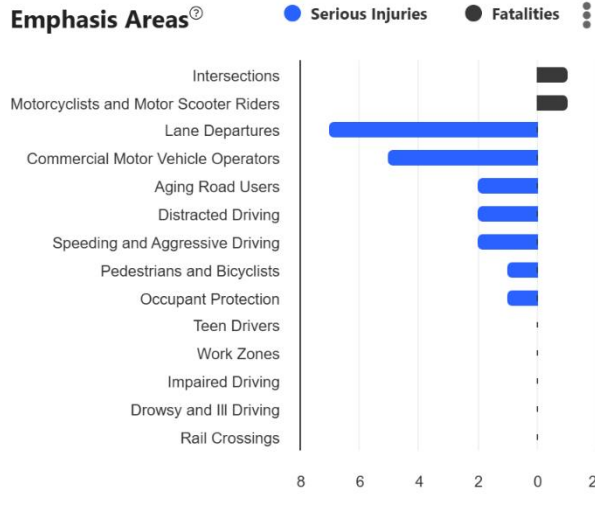


Crash data available from **January 1, 2014** to **August 26, 2025** Learn Why. Last data update completed September 3, 2025 at 3:22 AM.

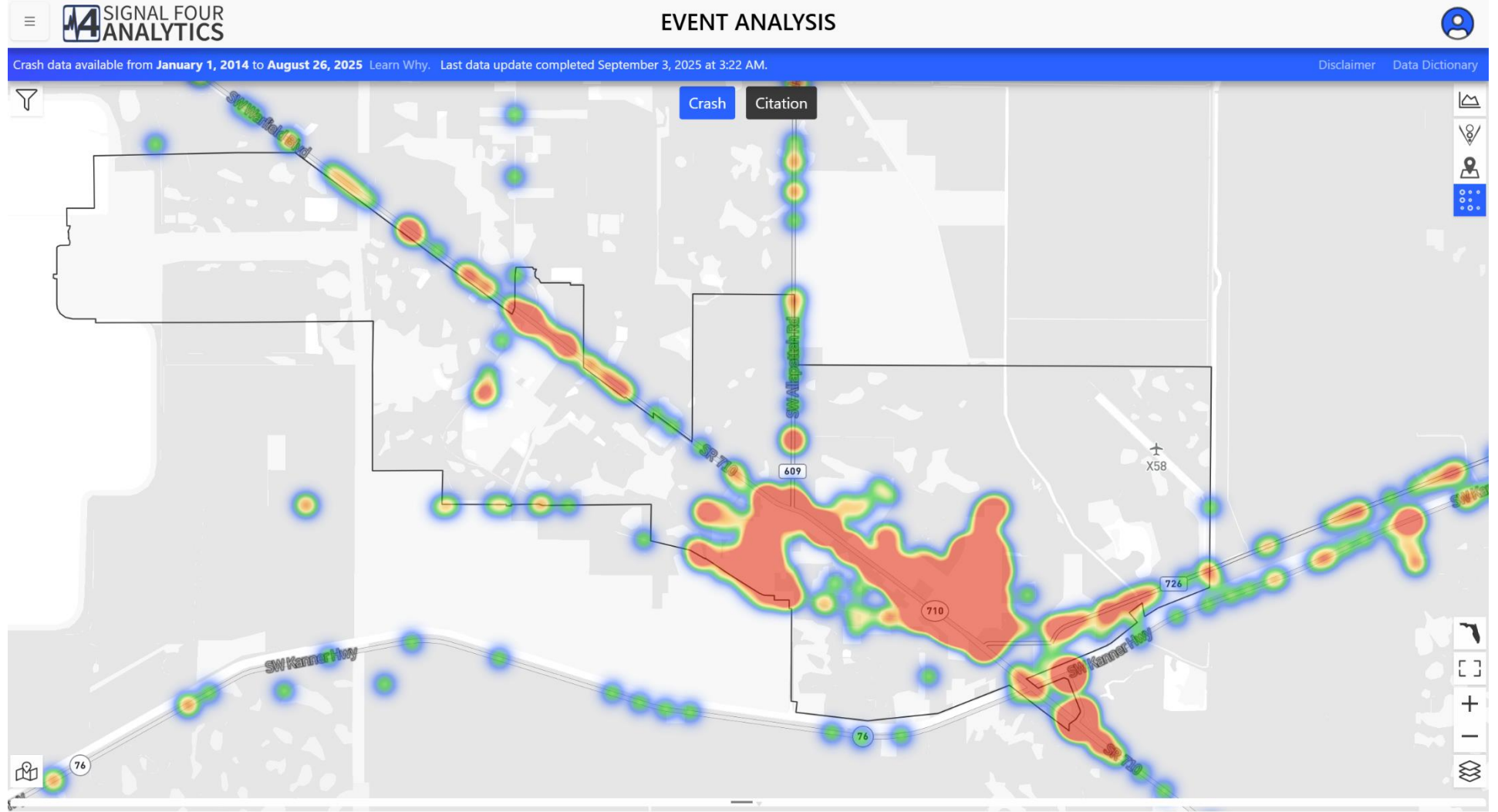
Disclaimer Data Dictionary

2025 Indiantown All LE Agencies All Emphasis Areas Fatalities & Serious Injuries

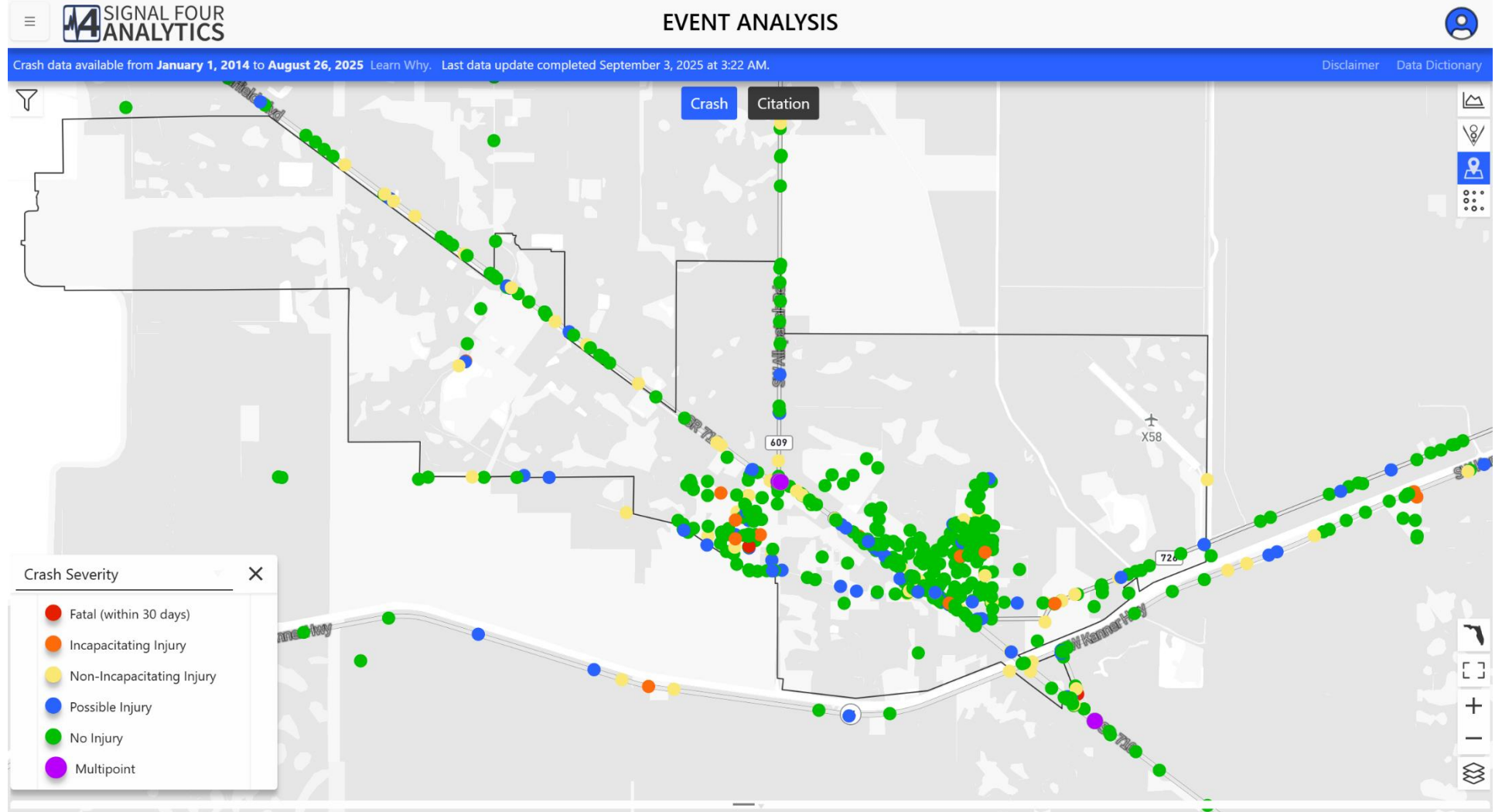
10 Serious Injuries 124 Total Crashes 1 Fatalities



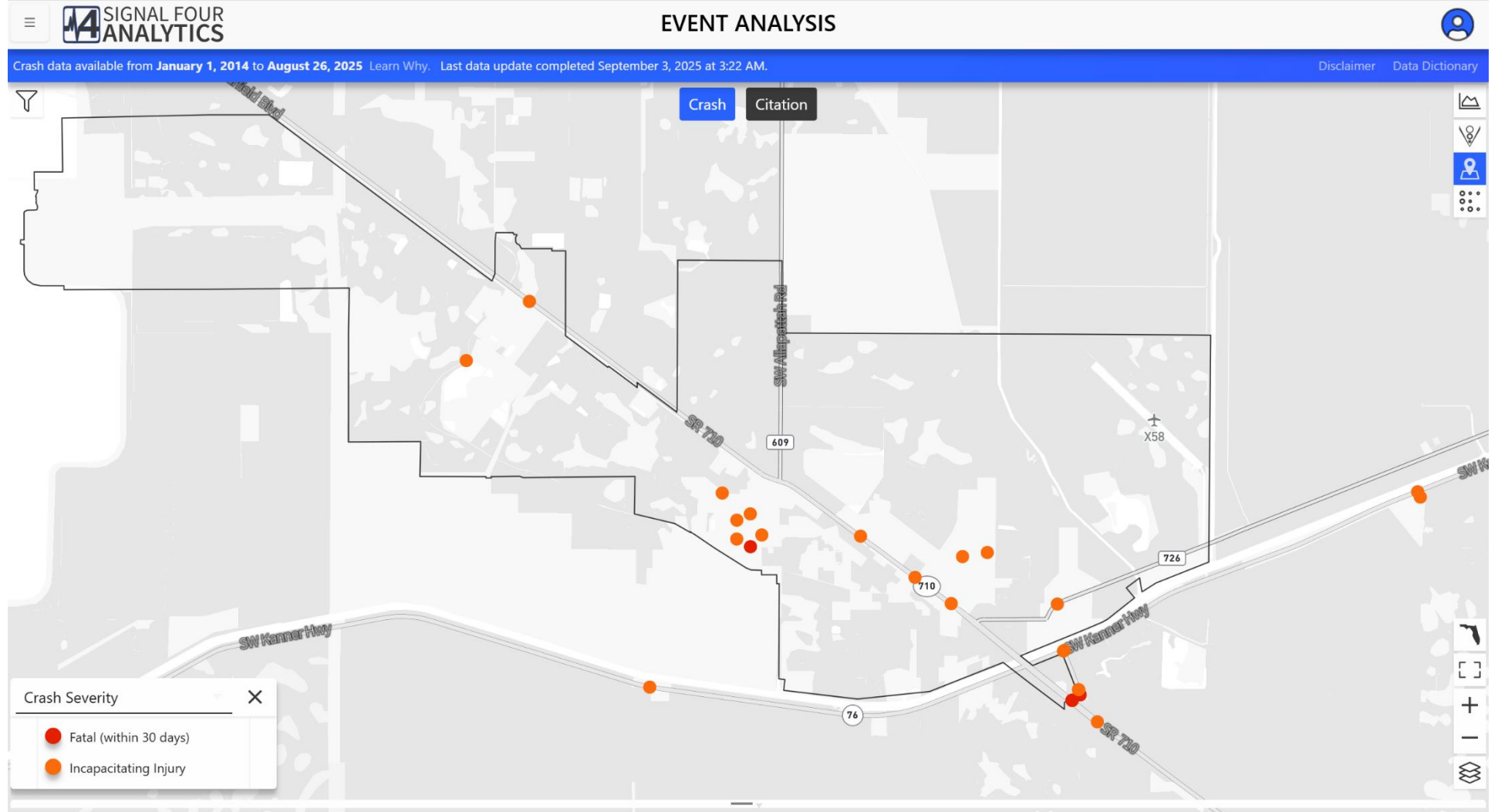
APPENDIX MAP 11 SIGNAL FOUR VILLAGE AREA CRASH HEAT MAP 2016-2025



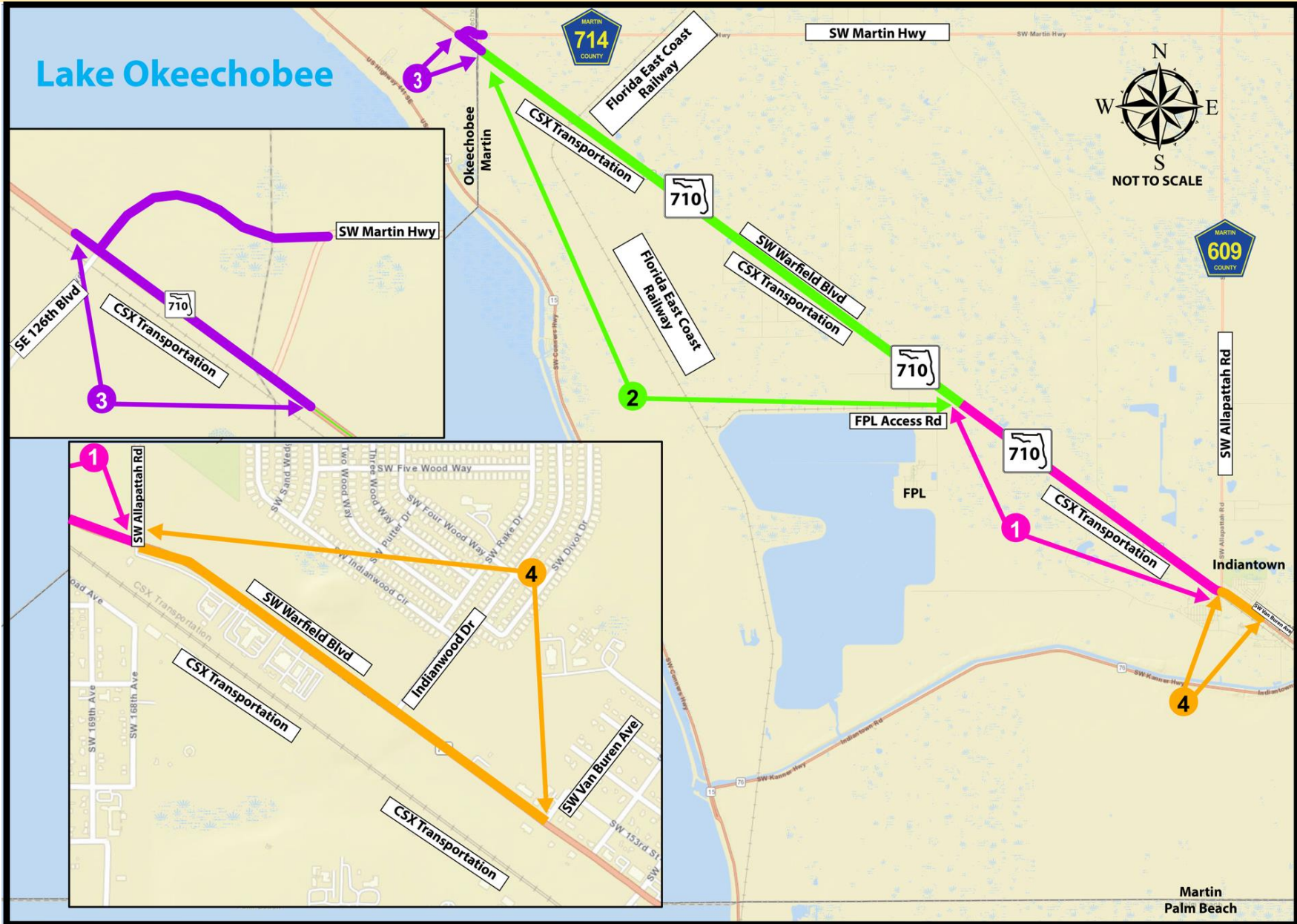
APPENDIX MAP 12 SIGNAL FOUR VILLAGE AREA CRASH POINT MAP 2016-2025



APPENDIX MAP 13 SIGNAL FOUR VILLAGE AREA SEVERE CRASH POINT MAP 2016-2025



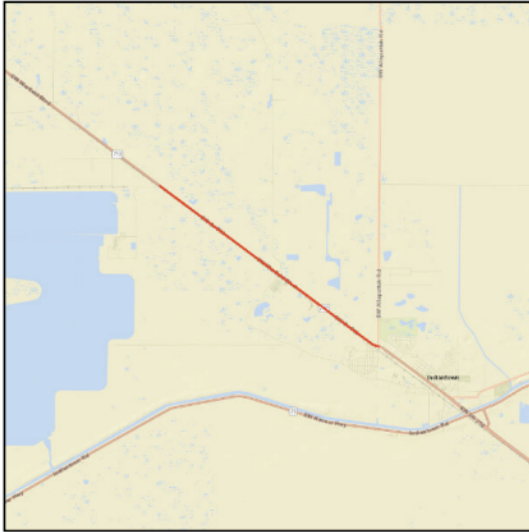
APPENDIX MAP 14 MARTIN COUNTY MPO SR 710 PROJECT OVERVIEW



Martin MPO Transportation Improvement Program - FY 2025/26 - 2029/30

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

SIS



From: SW FP&L ACCESS ROAD
To: CR-609/ALLAPATAH ROAD
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 5.201
Lead Agency: FDOT **LRTP #:** pg. 76

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
ROW	ACNP	0	1,224,934	60,000	2,085,000	589,864	3,959,798
ROW	BNIR	0	0	5,971,501	0	0	5,971,501
PE	ACNP	817,339	25,000	25,000	25,000	0	892,339
Total		817,339	1,249,934	6,056,501	2,110,000	589,864	10,823,638

Prior Cost <2026: 2,633,920

Future Cost >2031: 0

Total Project Cost: 13,457,558

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

Martin MPO Transportation Improvement Program - FY 2025/26 - 2029/30

4533332 - SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD

SIS



From: MARTIN/OKEECHOBEE CO LINE
To: SW FP&L ACCESS ROAD
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 9.812
Lead Agency: FDOT **LRTP #:** pg. 76

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
ROW	ACNP	0	1,241,000	180,000	6,148,186	40,000	7,609,186
ROW	DI	0	6,746,519	0	0	0	6,746,519
ROW	BNIR	0	0	8,871,295	0	0	8,871,295
PE	ACNP	4,175,000	25,000	25,000	25,000	0	4,250,000
RRU	ARTW	0	0	0	20,000,000	0	20,000,000
Total		4,175,000	8,012,519	9,076,295	26,173,186	40,000	47,477,000

Prior Cost <2026: 2,731,001

Future Cost >2031: 0

Total Project Cost: 50,208,001

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

Martin MPO Transportation Improvement Program - FY 2025/26 - 2029/30

4533334 - SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE

SIS



From: SW ALLAPATTAH RD
To: SW VAN BUREN AVE
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 0.838
Lead Agency: FDOT **LRTP #:** pg. 76

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DDR	0	0	0	0	13,886,429	13,886,429
CST	DIH	0	0	0	0	72,451	72,451
Total		0	0	0	0	13,958,880	13,958,880

Prior Cost <2026: 0
Future Cost >2031: 72,451
Total Project Cost: 14,031,331

Project Description: