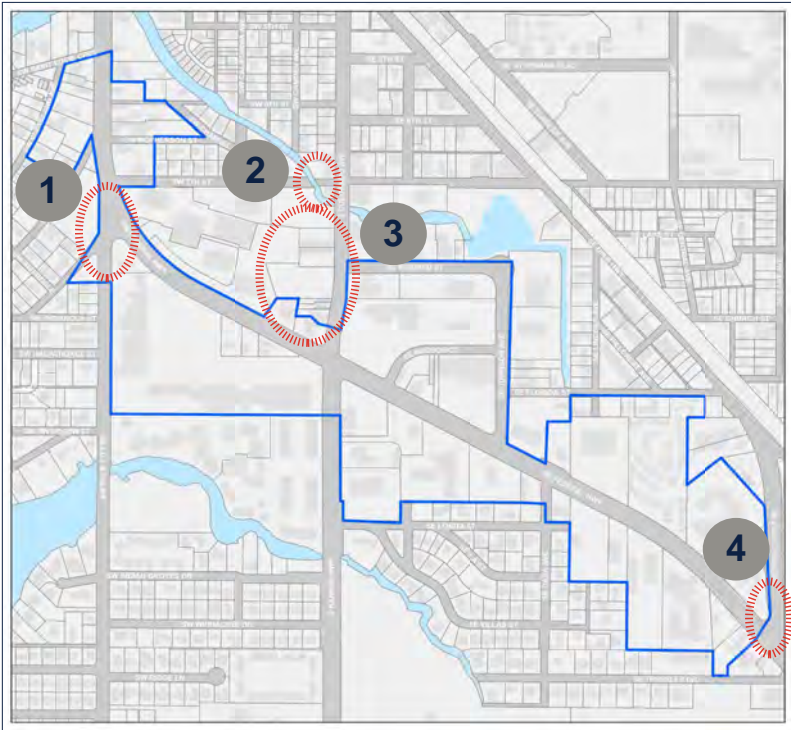
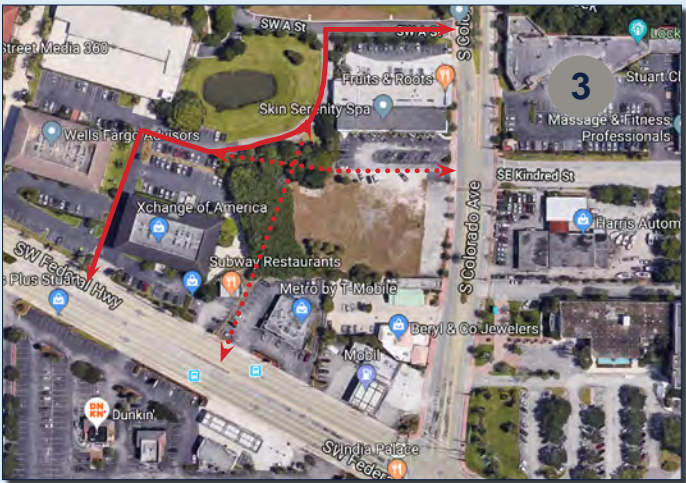


MOBILITY & CONNECTIVITY

The center of Stuart is located on a small peninsula that protrudes into the St Lucie River. Water is an ever-present feature along with ocean breezes, beautiful views, and bridges. It also lends itself to the funneling of trips along Federal Highway leading to the Roosevelt Bridge. There are few opportunities for diverted routes away from the Roosevelt Bridge since alternative routes are further west in Palm City. But as vehicles travel away from the Roosevelt Bridge, there are some means for other streets to capture some of the vehicle load that is so heavily concentrated on Kanner Highway.



CITY OF STUART: MASTER PLAN OF FEDERAL HIGHWAY

1 - SW PALM CITY ROAD

An existing connection is Palm City Road. This is an important connection that should not be severed, although the safety and speed at which it is used should be addressed through design measures. The Martin MPO has already identified this road as a priority road in the *Access to Transit Complete Street Study* completed in 2020. That study focused on recommendations for the length of the street, but just as important and possibly more, is the way vehicles are entering the street through a slip lane both southbound onto Palm City Road and northbound onto southbound Federal Highway. These hot rights, or slip lanes, are a vehicle movement that prioritizes vehicle speed and increases the distance pedestrians and cyclists spend crossing travel lanes, therefore, increasing conflicts between pedestrians and vehicles. The southbound hot right turn is inconsistent with the slower speed and residential character of SW Palm City Road. The intersection merits the careful study of its design while maintaining each turning maneuver.

2 - SW 7TH STREET BRIDGE

The City has included connecting 7th street with Marin Luther King Jr Blvd in previous vision plans and it merits a continued conversation within the City. There is a single-family neighborhood that would be impacted by any future connection. The neighborhood should be involved in planning to provide mutual benefit to the neighborhood and larger community. A connection could be a bridge with a street, or as light as a golf cart or pedestrian bridge and could divert vehicles from the Kanner Highway and Federal Highway intersection by providing an alternate route for residents at SW Channel Ave and SW 7th Street that does not put them on Federal Highway or at the intersection of Kanner Highway.

3 - COMPLETING THE GRID AT COLORADO AVENUE

The *Bike Walk Colorado Avenue Program* completed in July 2019 introduces an idea for increased turning capacity and the expansion of the City grid between SE Colorado Avenue and Federal Highway as redevelopment occurs. A clip of that concept it included to the left.

4 - DIXIE CUTOFF & PLANNED WILLOUGHBY EXTENSION

At the south end of the Federal Highway study area, the planned Willoughby Extension has been included in the FDOT Draft Tentative Work Program for Fiscal Year 2022-2026. The planned extension is an opportunity to announce the arrival to the downtown district with beautiful landscaping, views of Poppleton Creek, and appropriate design measures to address speed and the context appropriate for a C4 classification roadway.

If completed, it is critical that the extension is designed to provide enhanced pedestrian safety. A crosswalk at the new intersection of Willoughby and Federal Highway would break up the 0.9-mile stretch of Federal Highway between SE Johnson Avenue and SE Central Parkway without any crosswalks. Current proposals include a two signals. One at Dixie Cutoff and the other at the extension of Willoughby at Federal Highway. Advancing the signal at Dixie Cutoff before the completion of the extension would provide a much-needed crosswalk in the study area. In the image below center, the site survey documented a well-worn “goat path” through the median in that location. Dixie Cutoff, as its name applies, is less of an intersection, but instead, it is composed of two slip lanes or hot rights: one from Federal Highway onto Dixie Cutoff and another from Dixie Cutoff to Federal Highway. The same safety benefits described for Palm City Road would be achieved with the reconfiguration of Dixie Cutoff to a signalized intersection.

If the Willoughby Extension is intended to alleviate and divert vehicle traffic away from the Kanner Highway and Federal Highway intersection, it is important to improve and analyze the Dixie Cutoff at Dixie Highway intersection as a welcoming and clear entrance to downtown as well. Today Dixie Cutoff is a two-lane road with no sidewalks or bike lanes. It is difficult to comprehend that the street leads to Dixie Highway and neighborhoods within downtown if you are not familiar with the area.

