



Thank you for
driving carefully
through the
village

CINQUE PORTS
EST. 1850

WELCOME TO
INDIANTOWN

LIONS CLUB
FLEA MARKET
AUG 6 7AM













SEMINOLE INN

SUNDAY
BRUNCH
9:30-2:00
772-321-1111

1511B



HARBOR CITY FEDERAL BANK

CANTINA
PRES
GATE

CENTER
LANE

ONEWAY

Adams Ave.
NEXT SIGNAL

SPEED
LIMIT
35



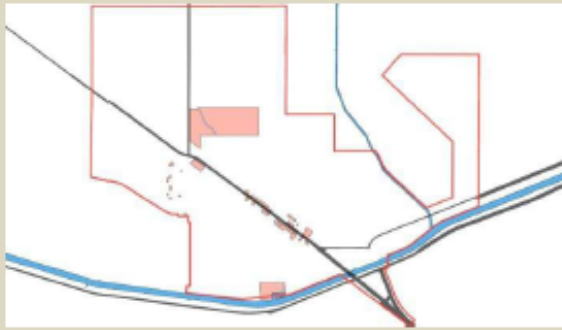






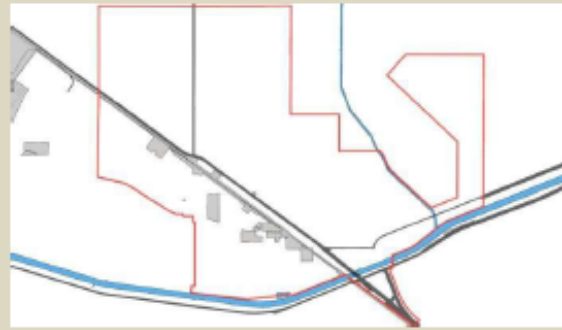


Commercial X-Ray



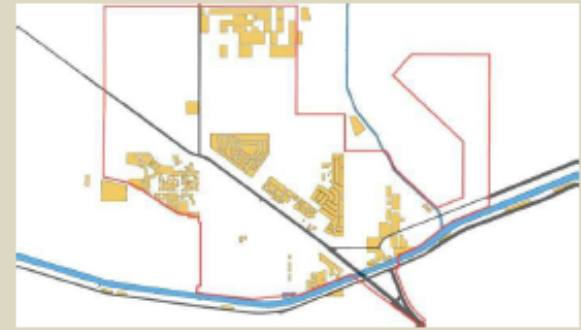
Commercial: Commercial land activities are scattered along Warfield Boulevard and Martin Luther King Boulevard. Several large commercial parcels are located on the C40 Canal and Allapattah Road.

Industrial X-Ray



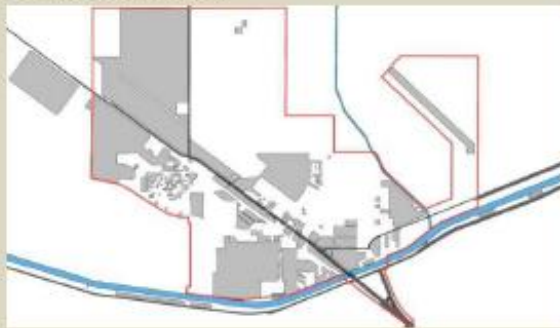
Industrial: A rail line and rail spurs run the entire length of the Indiantown Planning Area. Industrial parcels are concentrated on the southwest side of the tracks.

Residential X-Ray



Residential: Indiantown has several clusters of residential neighborhoods with a variety of parcel sizes and house types.

Vacant land X-Ray



Vacant: Indiantown has thousands of acres of vacant land. These parcels range in scale from small single family lots to large agricultural tracks.

Street Contributing Network X-Ray

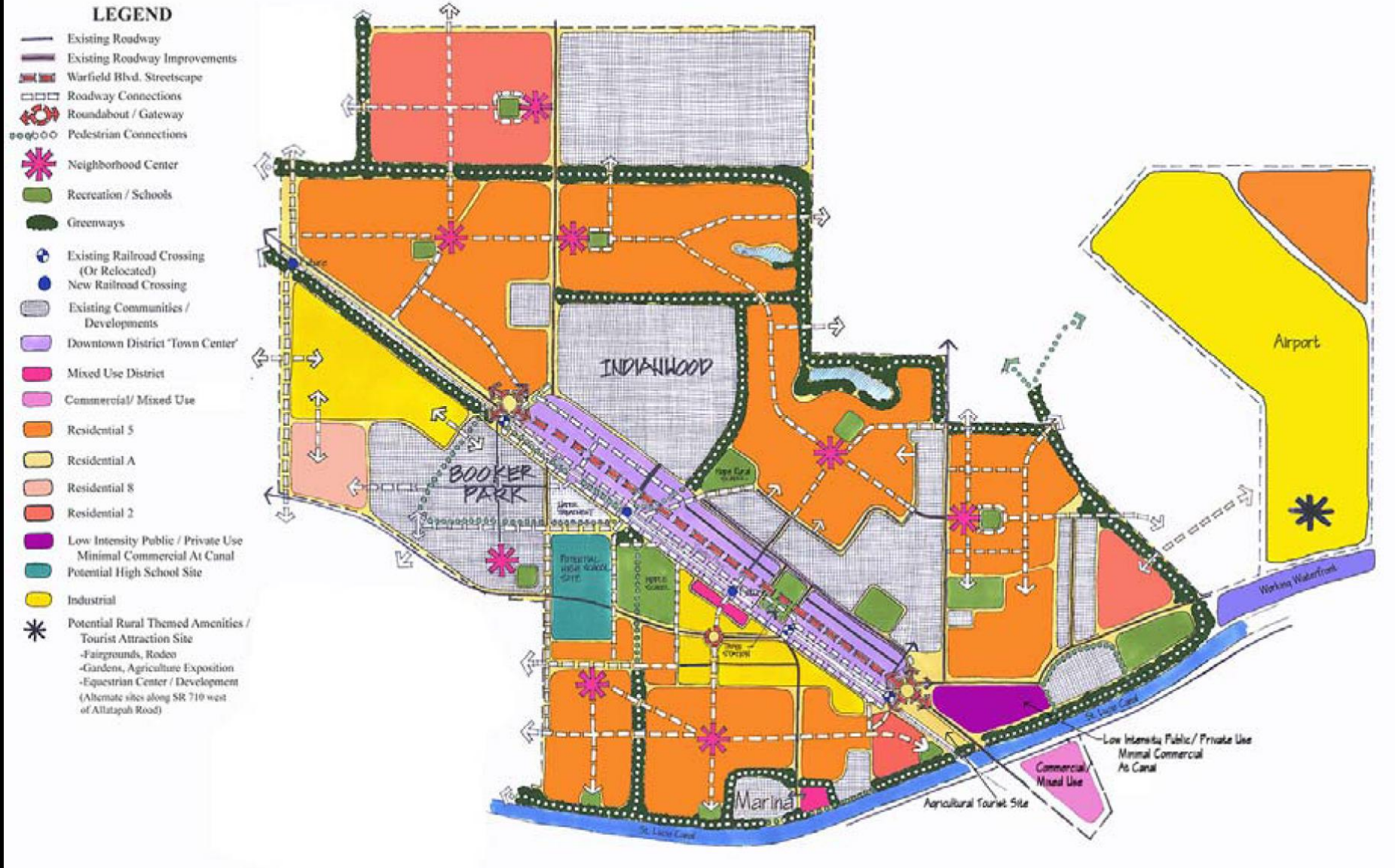


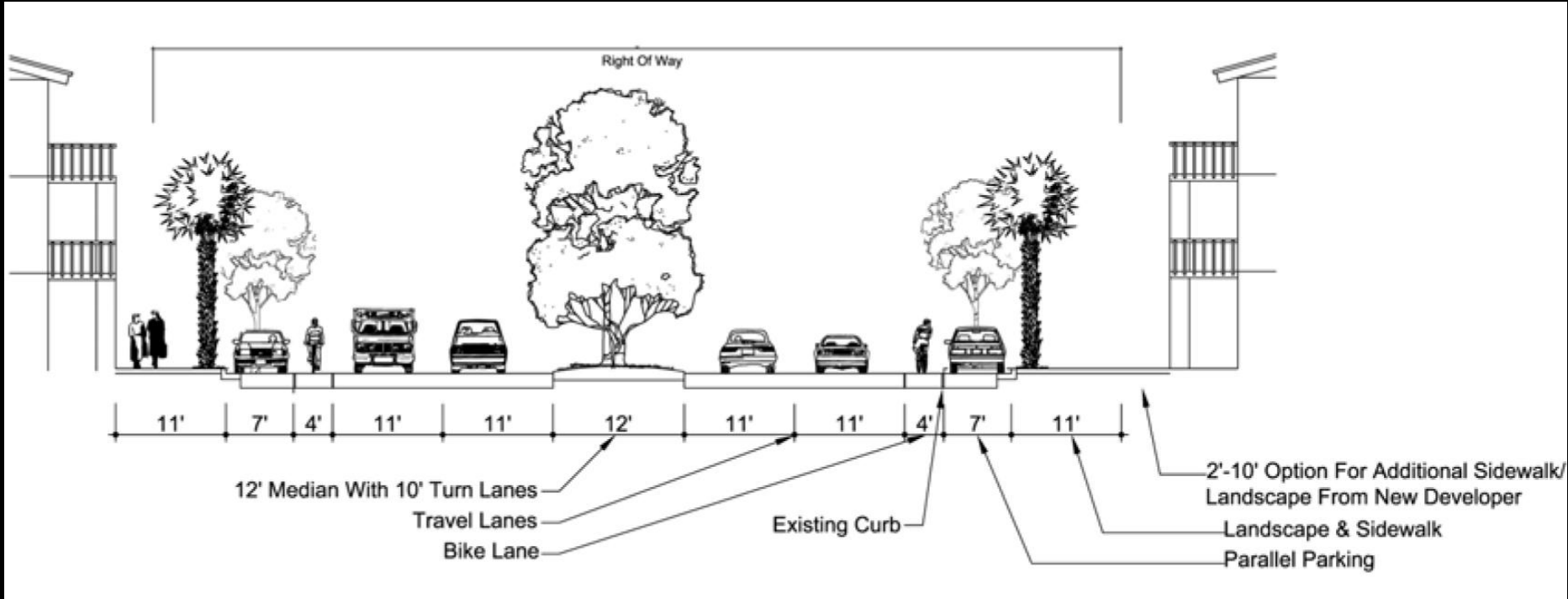
Streets: Indiantown is a town at a crossroads and confluence three regional routes. The neighborhoods of Indiantown are individual compact grids that rely on Warfield Boulevard to connect them. The Town has huge potential due to such a confluence.

Open Space X-Ray

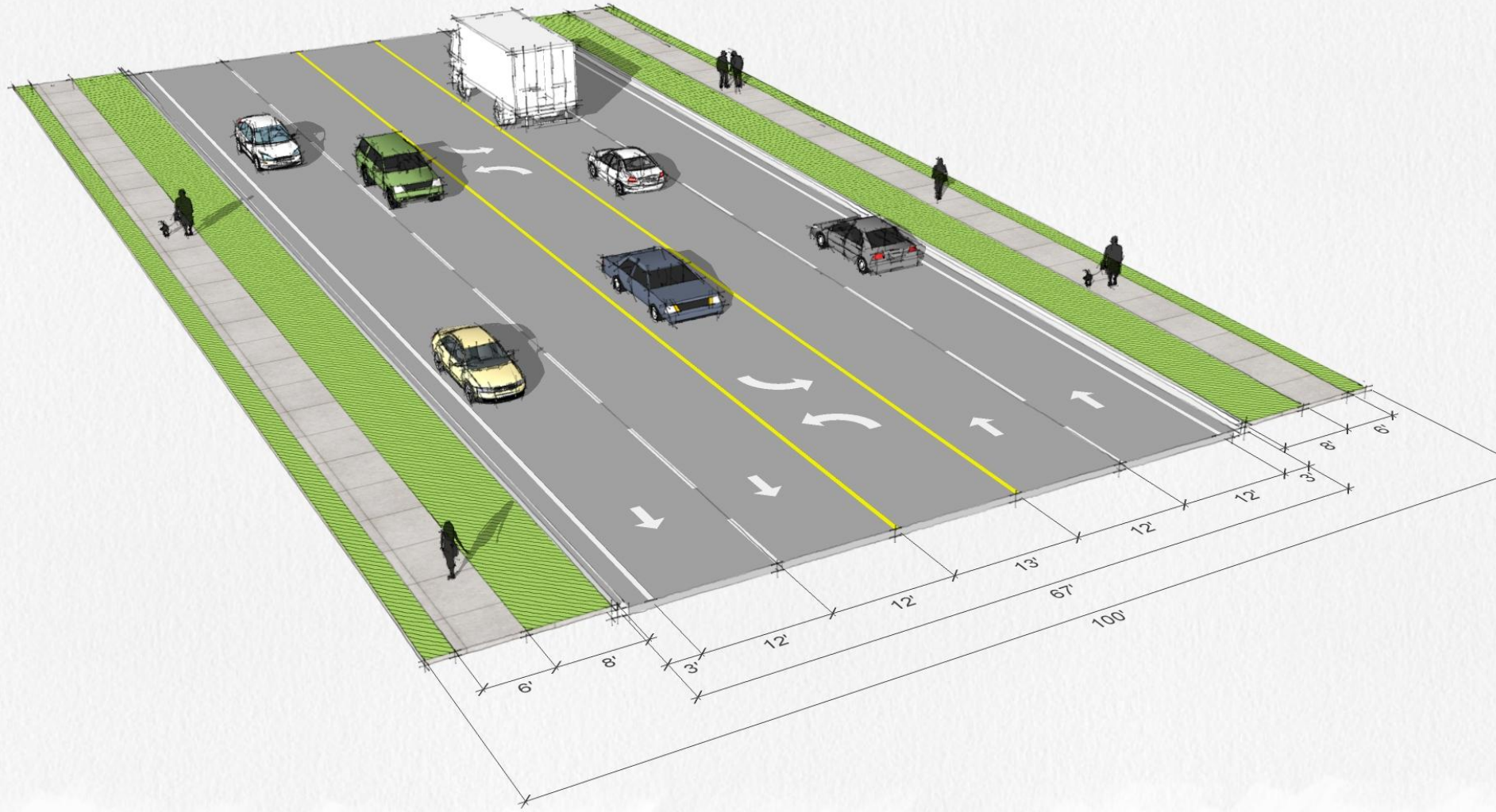


Open Space and Institutions: Indiantown is located in western Martin County, and is surrounded by rural agricultural land. Within Indiantown, there are a limited number of active parks and preserve areas. There are a variety of public and institutional lands throughout Indiantown.





Planning Context – Previous Studies



Warfield Blvd – EXISTING CROSS SECTION

Martin County's five deadliest roads saw 271 fatal accidents 1994-2008

By Elliott Jones

Posted February 5, 2010 at 5:02 a.m.

Email

Discuss

Share »

Print

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Killer roads in Martin County



MARTIN COUNTY — More than 90 people perished on Martin County's deadliest








Now at 2 co

CAL






and get an ap

MARTIN COUNTY'S TOP 5 DEADLIEST ROADS

	Fatalities	Fatal accidents
 Interstate 95	91	65
 U.S. 1	74	70
 State Road 710 (Bee Line Highway)	49	38
 State Road 76 (Kanner Highway)	36	30
 Florida's Turnpike	21	17

Statistics for 1994-2008

MARTIN COUNTY'S TOP 5 DEADLIEST ROADS

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Statistics for 1994-2008



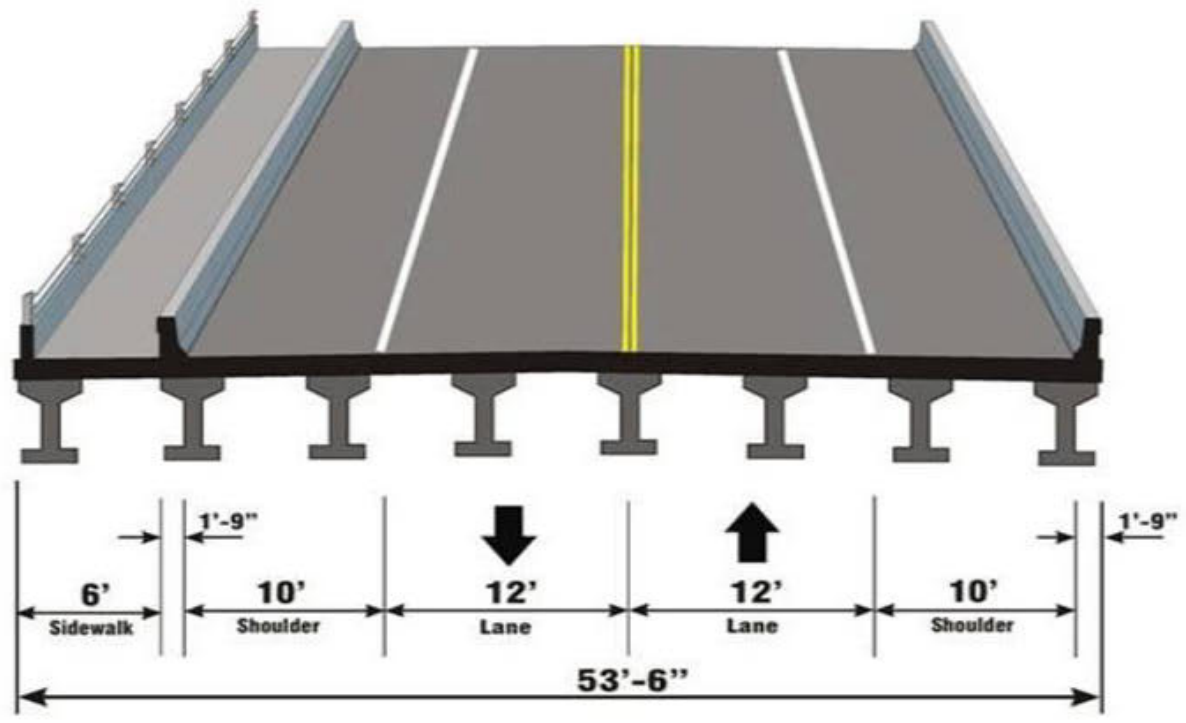
618 CRASHES IN INDIANTOWN OVER 6 YEARS

**6,000 APPROXIMATE POPULATION OF
INDIANTOWN**

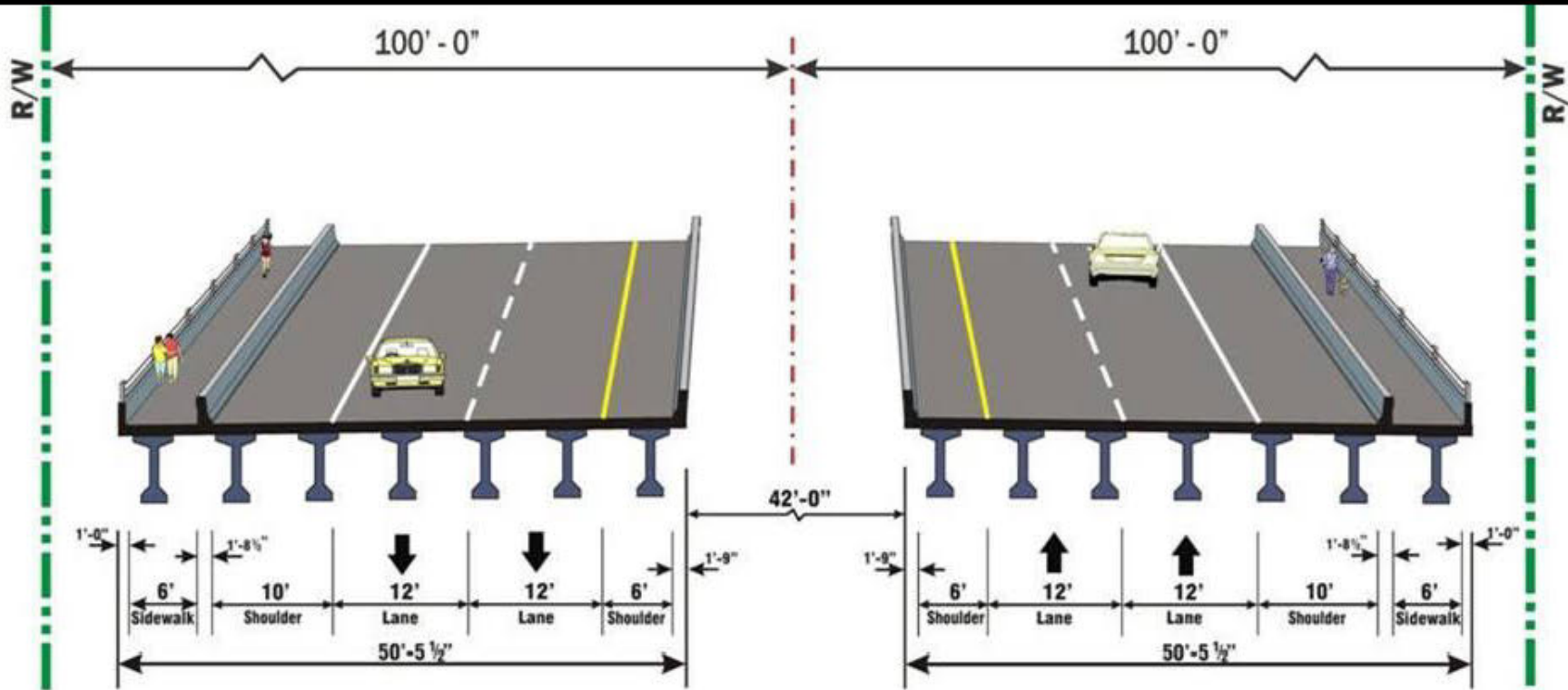
**YOU HAVE A 1 IN 10 CHANCES OF
BEING IN A CRASH IN INDIANTOWN
EVERY 6 YEARS**

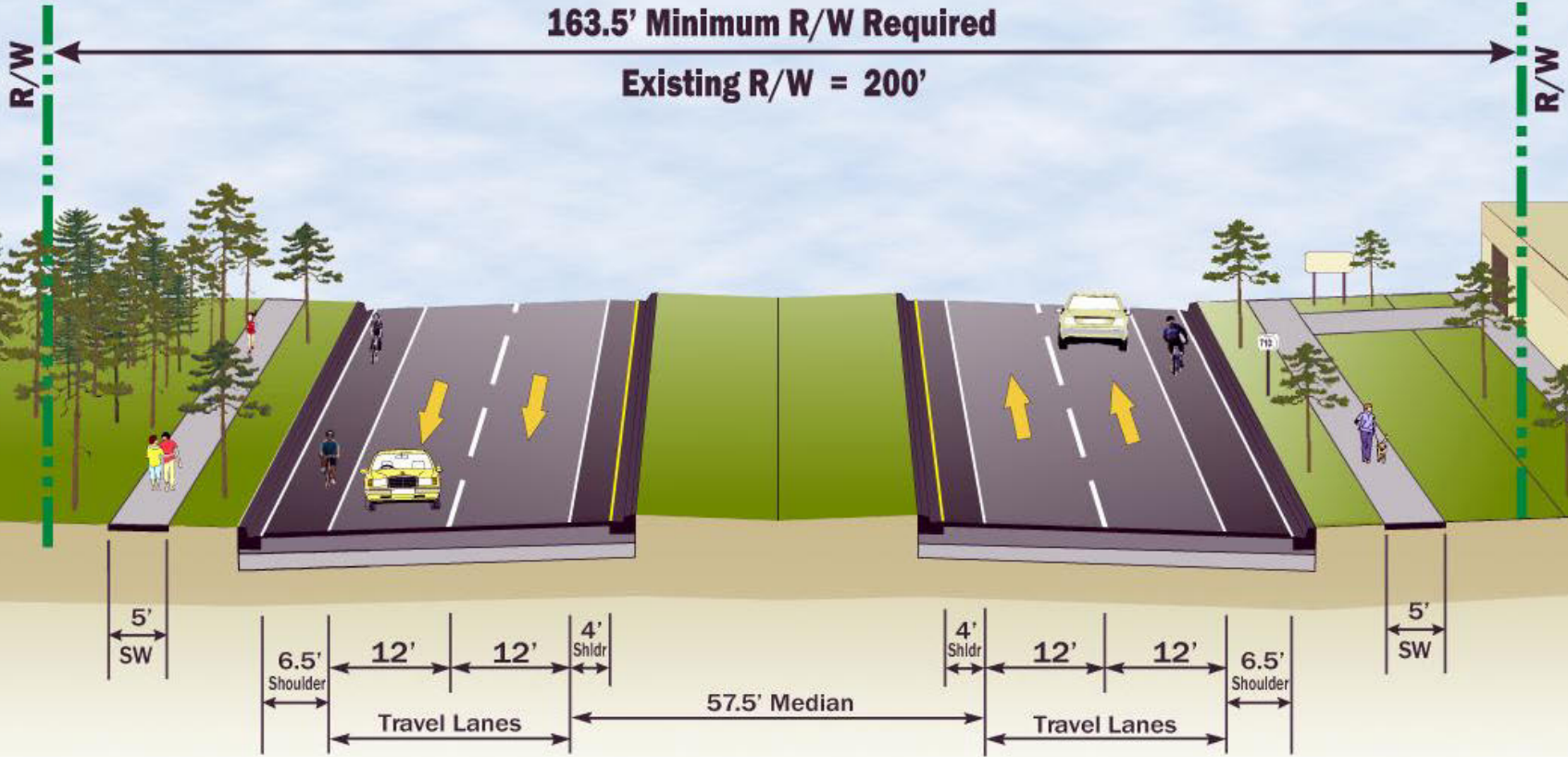








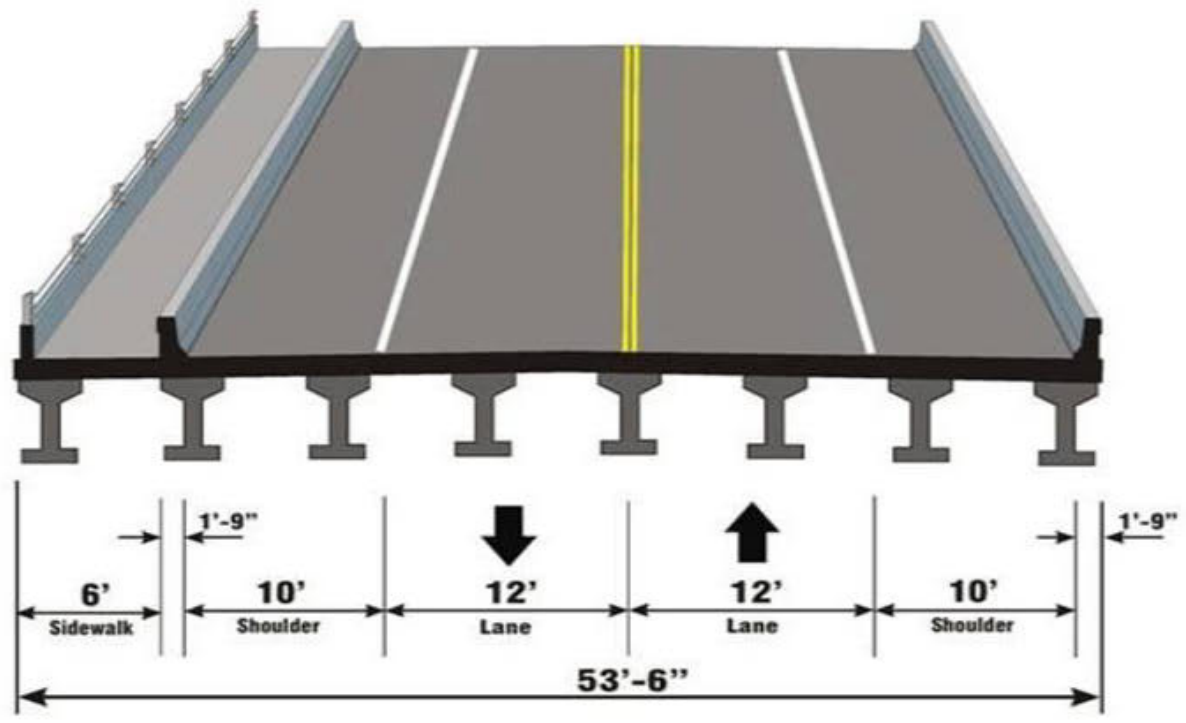


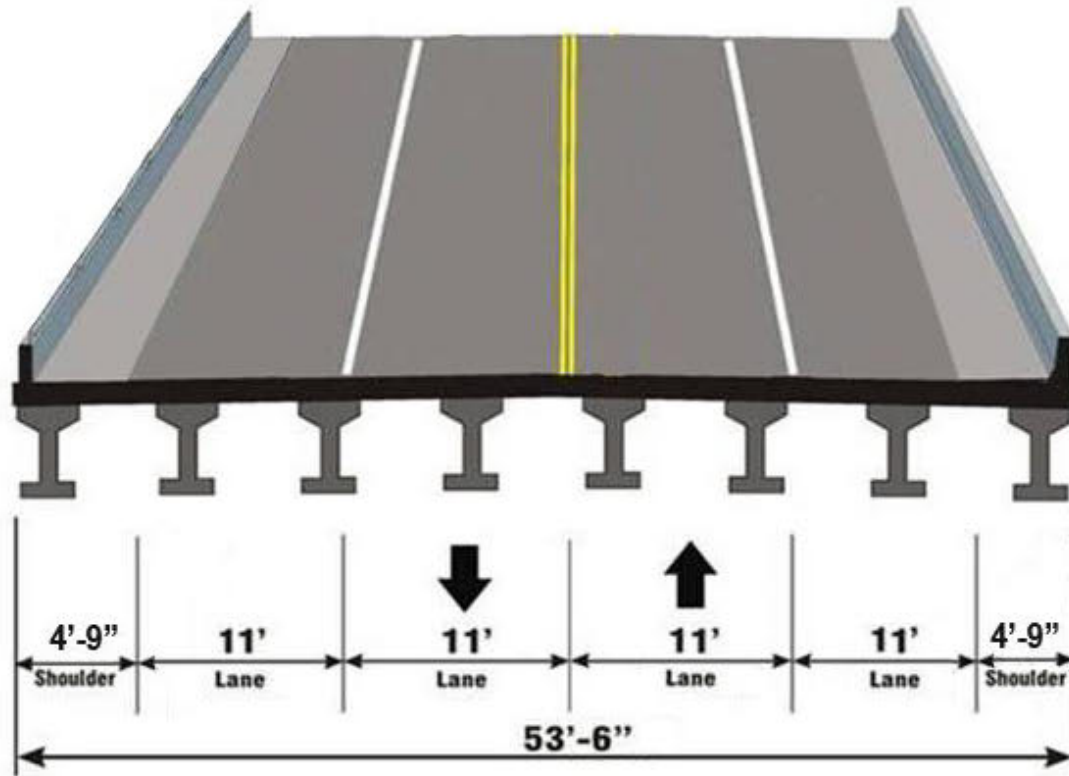


163.5' Minimum R/W Required

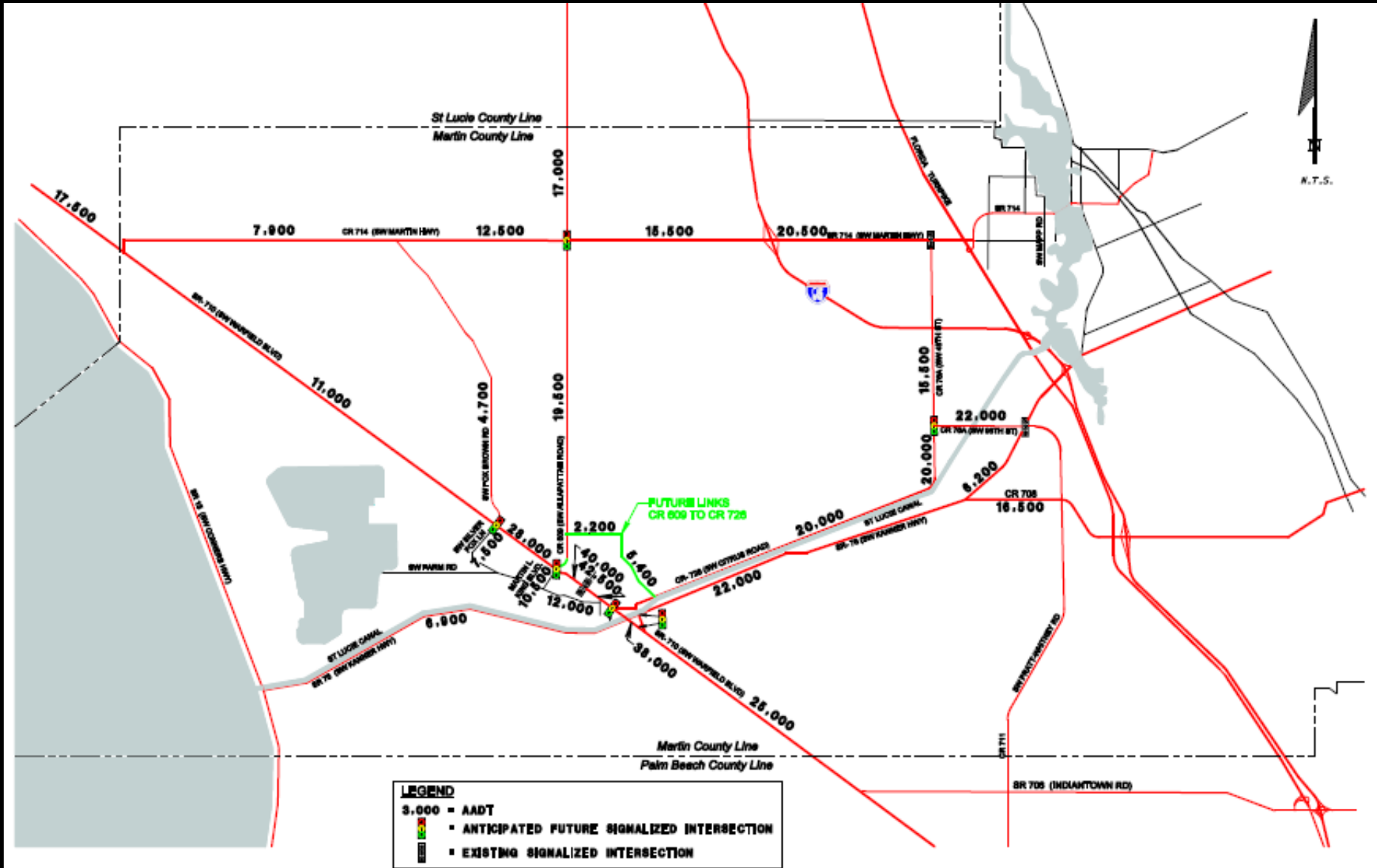
Existing R/W = 200'





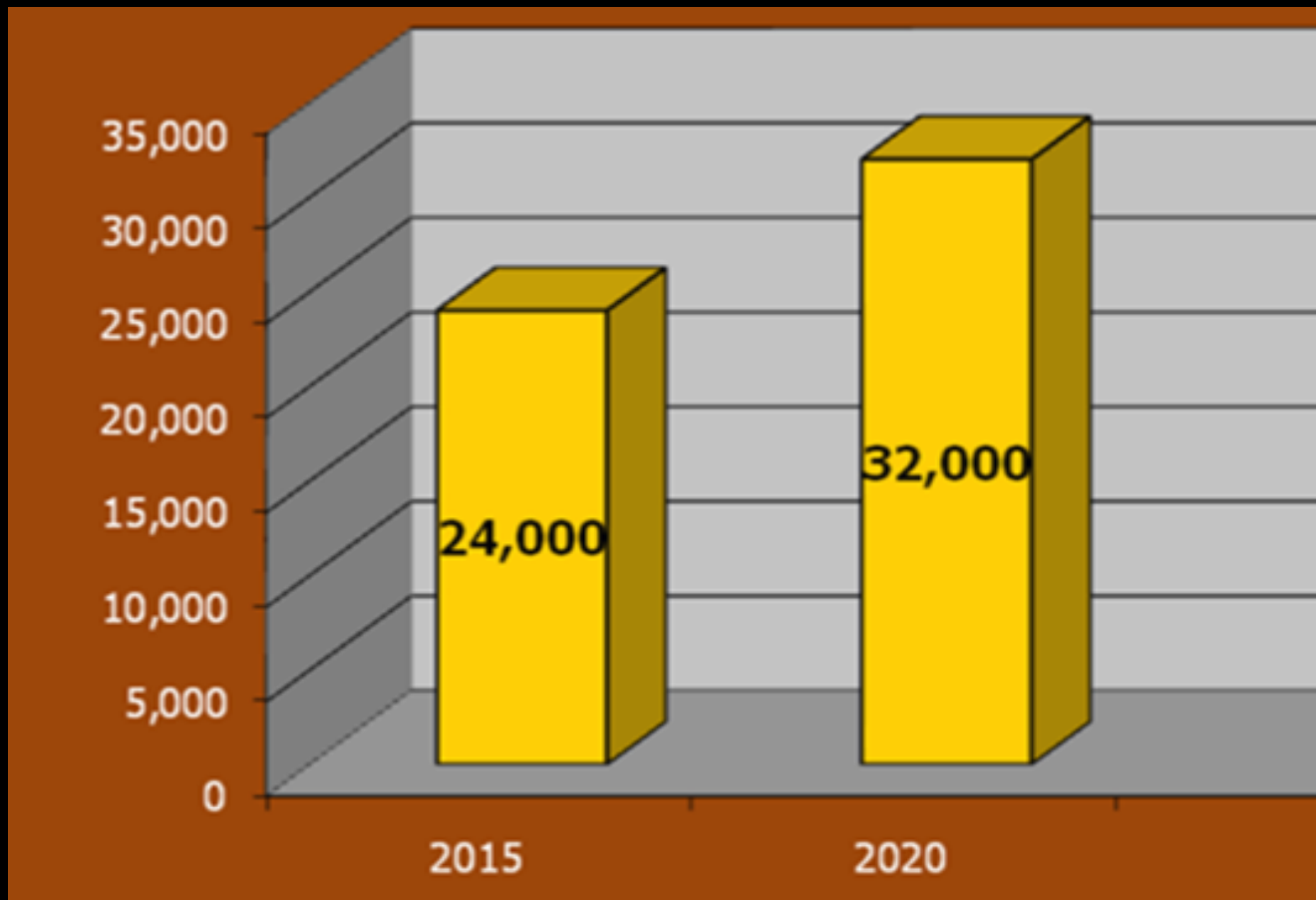


Area-Wide Traffic Study



build-out condition

Future Traffic Volumes



FDOT bypass alternatives



Planning Context – Previous Studies

SIS – ENTERPRISE STRATEGIC INTERMODAL SYSTEM

Enterprise Strategic Intermodal System I-Map

(more facilities, features and labels can be seen as you zoom in)



First 5 Yr
Adopted

Aerial
Photos

Legend

[Help / How to](#)

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[Florida Department of Transportation's Service Desk](#)
[Internet Privacy Policy, Disclaimers & Credits](#)



SIS – ENTERPRISE STRATEGIC INTERMODAL SYSTEM

Florida's Strategic Intermodal System (SIS) is a transportation system that . . .

- Is made up of facilities and services of statewide and interregional significance **(strategic)**
- Contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities **(intermodal)**
- Integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network **(system)**

The SIS was established to . . . Efficiently serve the mobility needs of Florida's citizens, businesses, and visitors; and

Help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship.

The current designated SIS is a network of high-priority transportation facilities which . . .

Includes the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways; and

Carries more than 99 percent of all commercial air passengers and cargo, virtually all waterborne freight and cruise passengers, almost all rail freight, 89 percent of all interregional rail and bus passengers, and 55 percent of total traffic and more than 70

The SIS was established to ...

- 1) Efficiently serve the mobility needs of Florida's citizens, businesses, and visitors;**

Goals

- 1) Facilitate Travel Today & in the Future

Goals

- 1) Facilitate Travel Today & in the Future
Pedestrian, Bike, Golf Cart, Transit-Friendly

The SIS was established to ...

- 1) Efficiently serve the mobility needs of Florida's citizens, businesses, and visitors;**
- 2) Economic leader, enhance economic prosperity, and competitiveness;**

Goals

- 1) Facilitate Travel Today & in the Future
Pedestrian, Bike, Golf Cart, Transit-Friendly
- 2) Attract Investment
Support Businesses

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Support Businesses
Feasible (financial, emergency services, utilities)

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- 3) Enrich quality of life**

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Pedestrian, Bike, Golf Cart, Transit-Friendly
- 2) Attract Investment
Support Businesses
Feasible (financial, emergency services, utilities)
- 3) Reduce Speeding/Increase Safety
Aesthetically Pleasing
Resident/Stakeholder Support

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- 3) Enrich quality of life**
- 4) Environmental Stewardship**

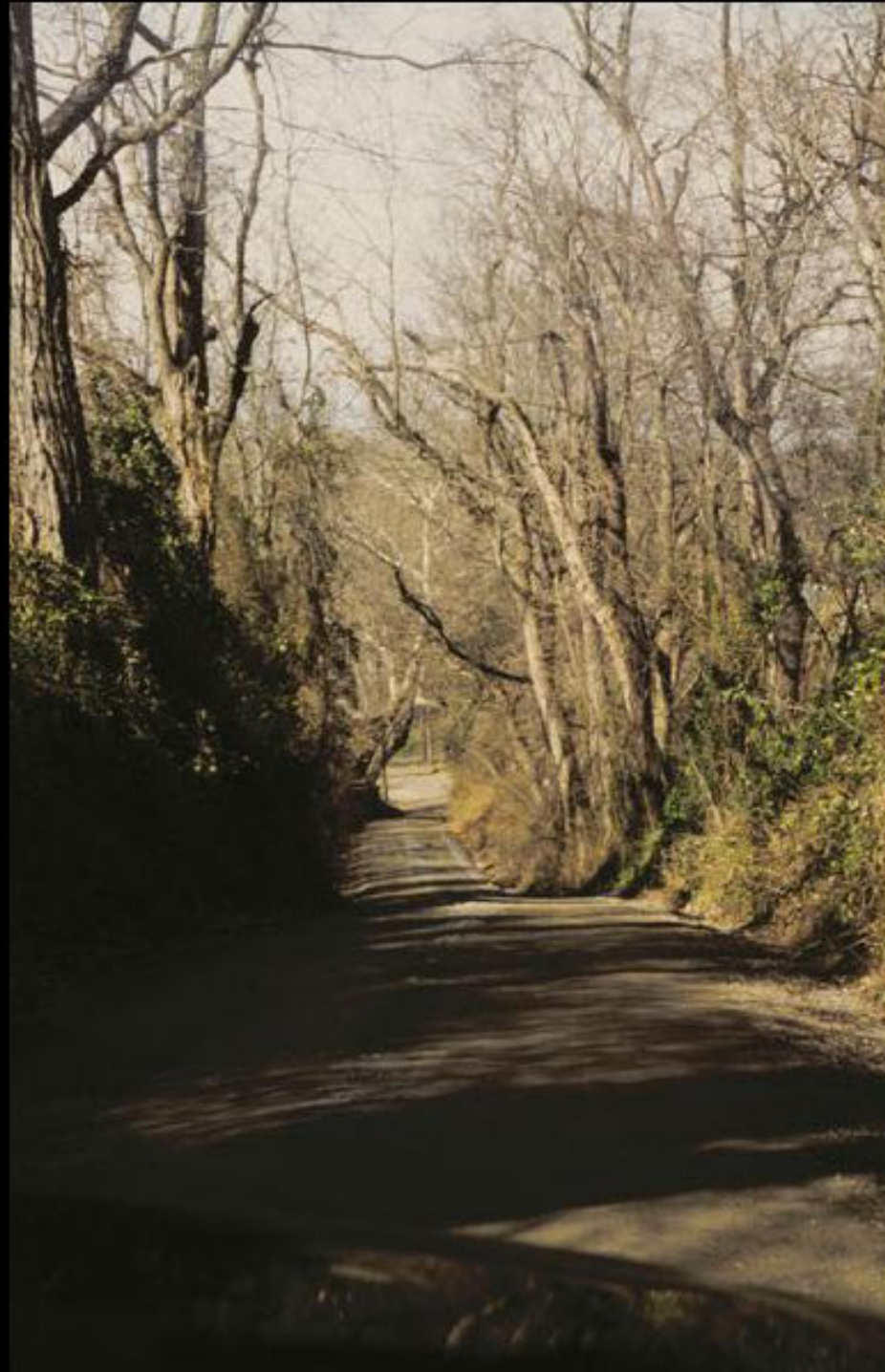
Goals

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- 2) Attract Investment
Support Businesses
Feasible (financial, emergency services, utilities)
- 3) Reduce Speeding/Increase Safety
Aesthetically Pleasing
Resident/Stakeholder Support
- 4) Reduce Storm Water Run-Off











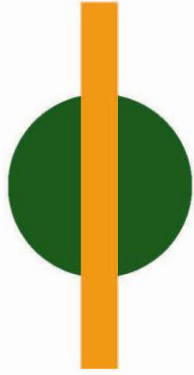
Country
Collections

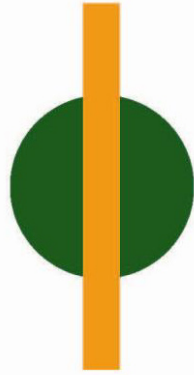


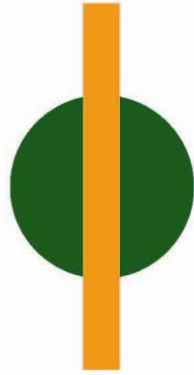


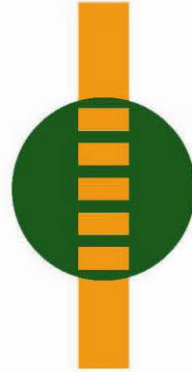
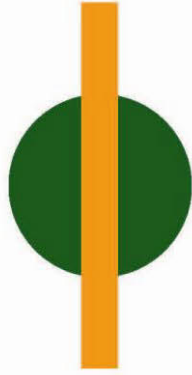
KEEP
RIGHT











Route 50 Corridor News

Volume 2 Issue 1

by the Route 50 Corridor Coalition

P.O. Box 1055 • Middleburg, Virginia • 20118 • 540-687-4025

April 1997

Traffic Calming Plan Receives Wide Press

'Drivers' Are the Community

Department of Traffic Engineering
Virginia Department of Transportation
The New York Times

What's Next?

Route 50 Plan Enters Political Arena

The road to Traffic Calming is paved not only with the hard work of the community but also with a large amount of political involvement. Several meetings have been held and several agreements have been made. In 1995, the State Department of Transportation and the Department of Transportation, the Virginia Department of Transportation, the Virginia Department of Transportation and the Virginia Department of Transportation.

Traffic Calming for Virginia's Rural Route 50 Corridor Fauquier and Loudoun Counties, including Aldie, Middleburg and Lipperville

What is Traffic Calming?

Traffic Calming is the physical alteration of the design and role of streets to encourage motorists to comply with posted speed limits and to enhance the visibility and character of the community. Traffic Calming means a safe environment for pedestrians and facilitate the safe movement

Where is Traffic Calming used?

Traffic Calming began about 30 years ago in The Netherlands. It has been implemented in many places including Denmark, Germany, France, Great Britain, Japan, Australia, and New Zealand. In the United States, it has become an accepted transportation tool with a growing number of jurisdictions establishing their own Traffic Calming departments. Traffic Calming in a rural setting such as the Route 50 corridor country. Its application has been highly successful in Europe.

Where is the Rural Route 50 Corridor?

The focus of this project is the stretch of Route 50 to just west of Paris, a distance of about 20 miles. This part of the corridor is in Fauquier and Loudoun Counties and includes the towns of Middleburg and Lipperville.

What is the character of the area?

The Route 50 corridor boasts the John Moseby Farm, the Virginia Piedmont, which contains historical structures in a very and largely unaltered landscape. The low density environment attracts visitors from all over the world. The agricultural economy, contribute significantly to the

What are the transportation issues?

The overwhelming concern about traffic is its speed within and between the villages and the peak of the villages. Pedestrians, particularly children and the elderly, are the most vulnerable. The main street of their common village center - it is a multi-purpose facility of the local community. It was not designed as a highway but is an historic road that evolved from an Indian trail through traffic.

THE JOHN MOSEBY HIGHWAY

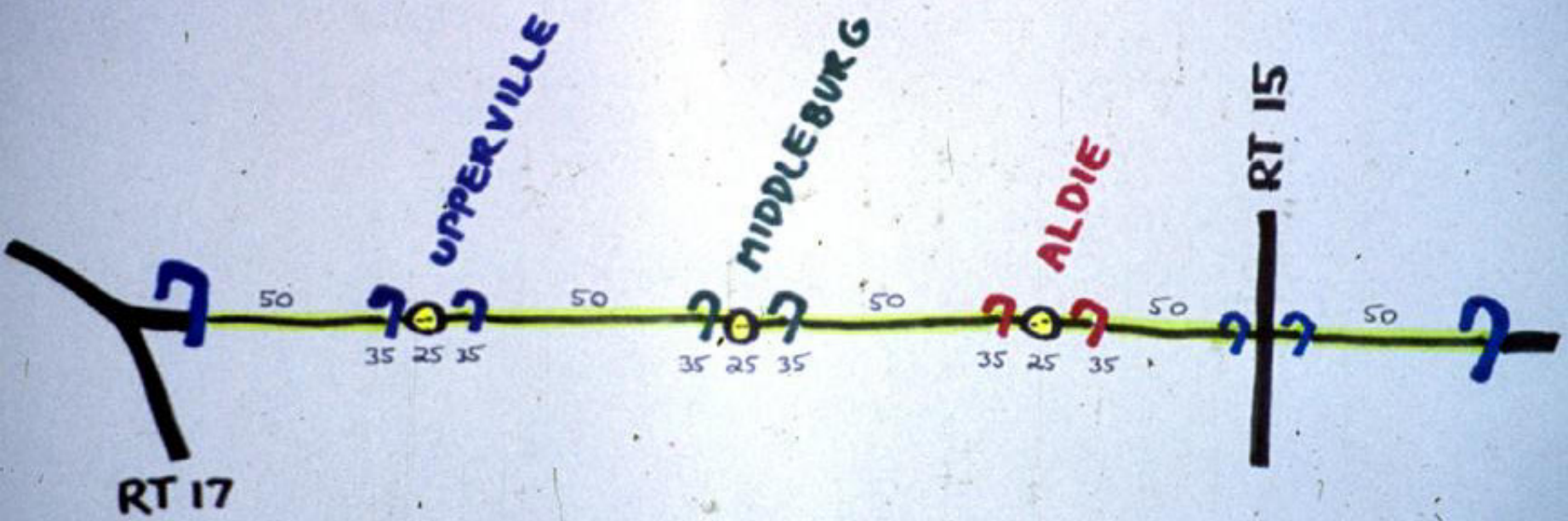
Preserving the Past to Protect the Future



PRESERVING THE PAST TO PROTECT THE FUTURE

The Route 50 Corridor Coalition





STOPPING SIGHT DISTANCE





SPEED

p (killing pedestrian)

15 mph

3.5 %

31 mph

37.0 %

44 mph

83.0 %



CAPACITY OF
STREETS

Little River Inn

Aldie, Virginia 22001



The
Red Fox
Estab. c. 1728
& Inn
Mosby's
Tavern





TAXPAYERS FOR

COMMON \$ENSE

RENEW



A M E R I C A



SCENIC AMERICA



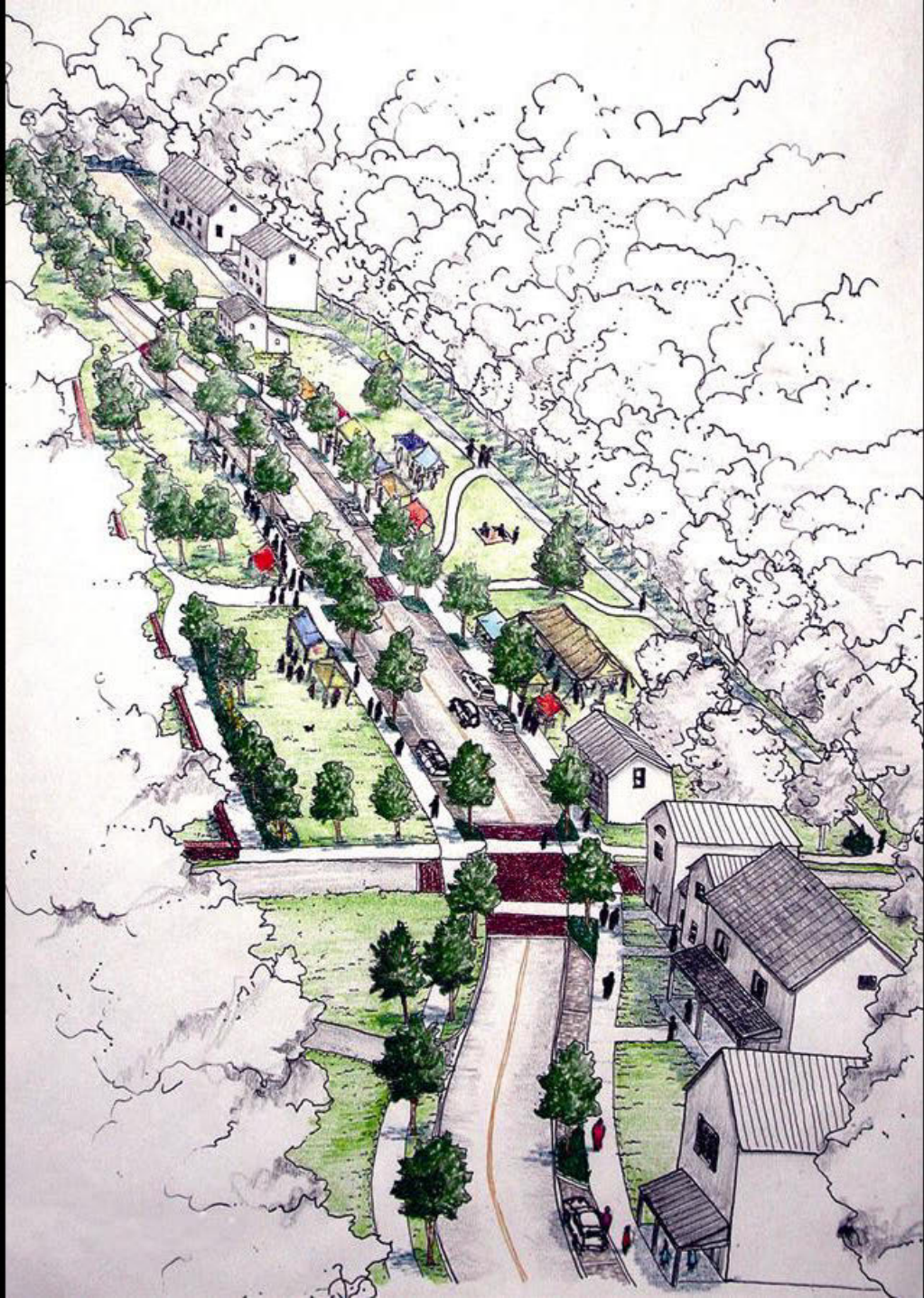
National Trust for Historic Preservation

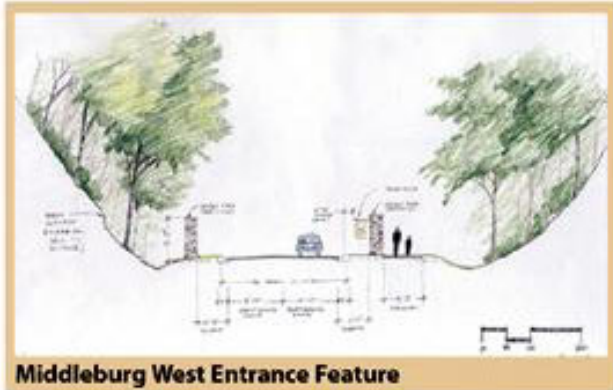
1785 Massachusetts Avenue, N.W.
Washington, D.C. 20036
(202) 673-1100 / FAX (202) 673-4138











Middleburg West Entrance Feature



Reconfigure Intersection



Middleburg East Entrance Feature



Raised Intersection

Transition Area

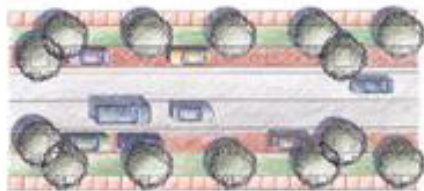
Landscaping Enhancements

Streetscaping

Transition Area

LEGEND

● Prelude to Gettysburg Battlefield Site



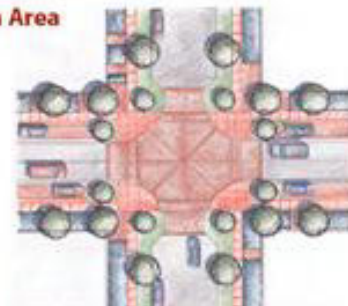
1. Streetscaping



2. Speed Table



3. Splitter Island



4. Raised Intersection

Transition from Rural to Village









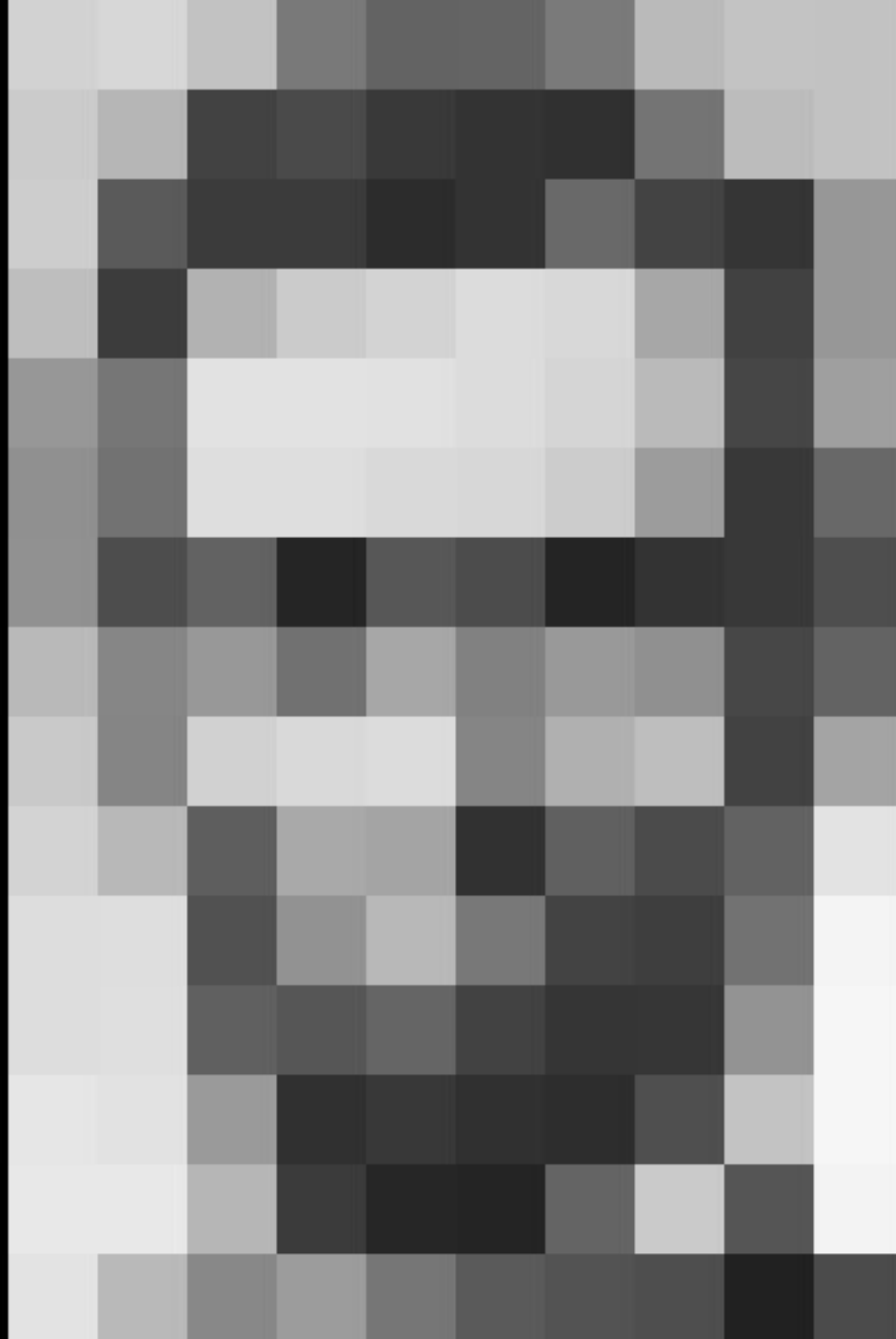








VISION





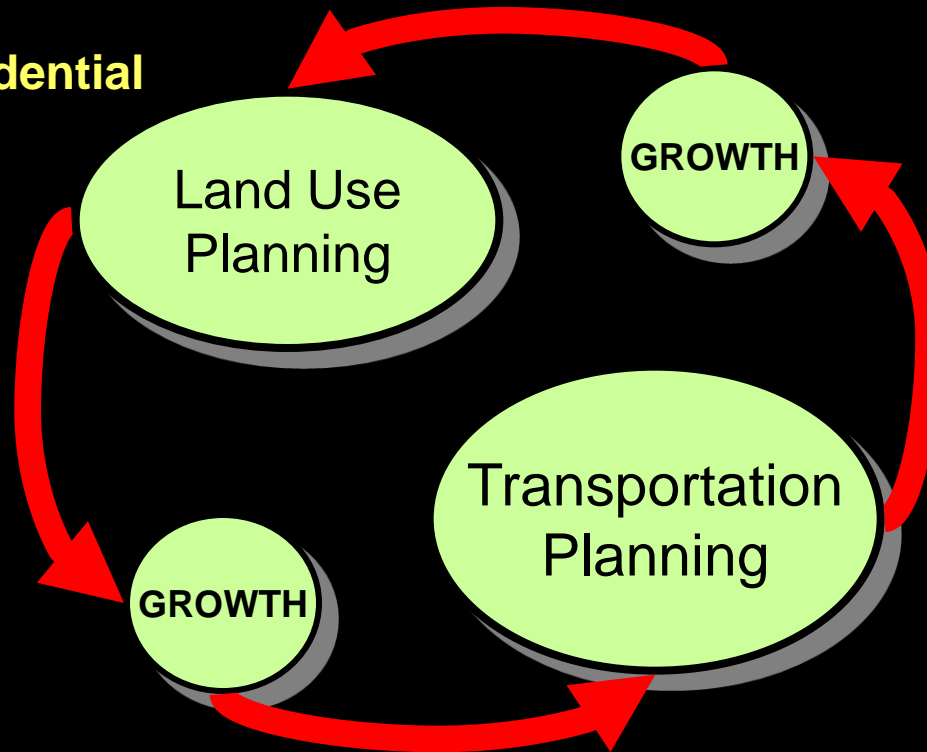
Conventional Development Cycle

INPUTS

- Auto Oriented Business
- Single Use Zoning
- Single Family Residential

OUTCOMES

- Wider Roads
- Induced Traffic
- More Traffic

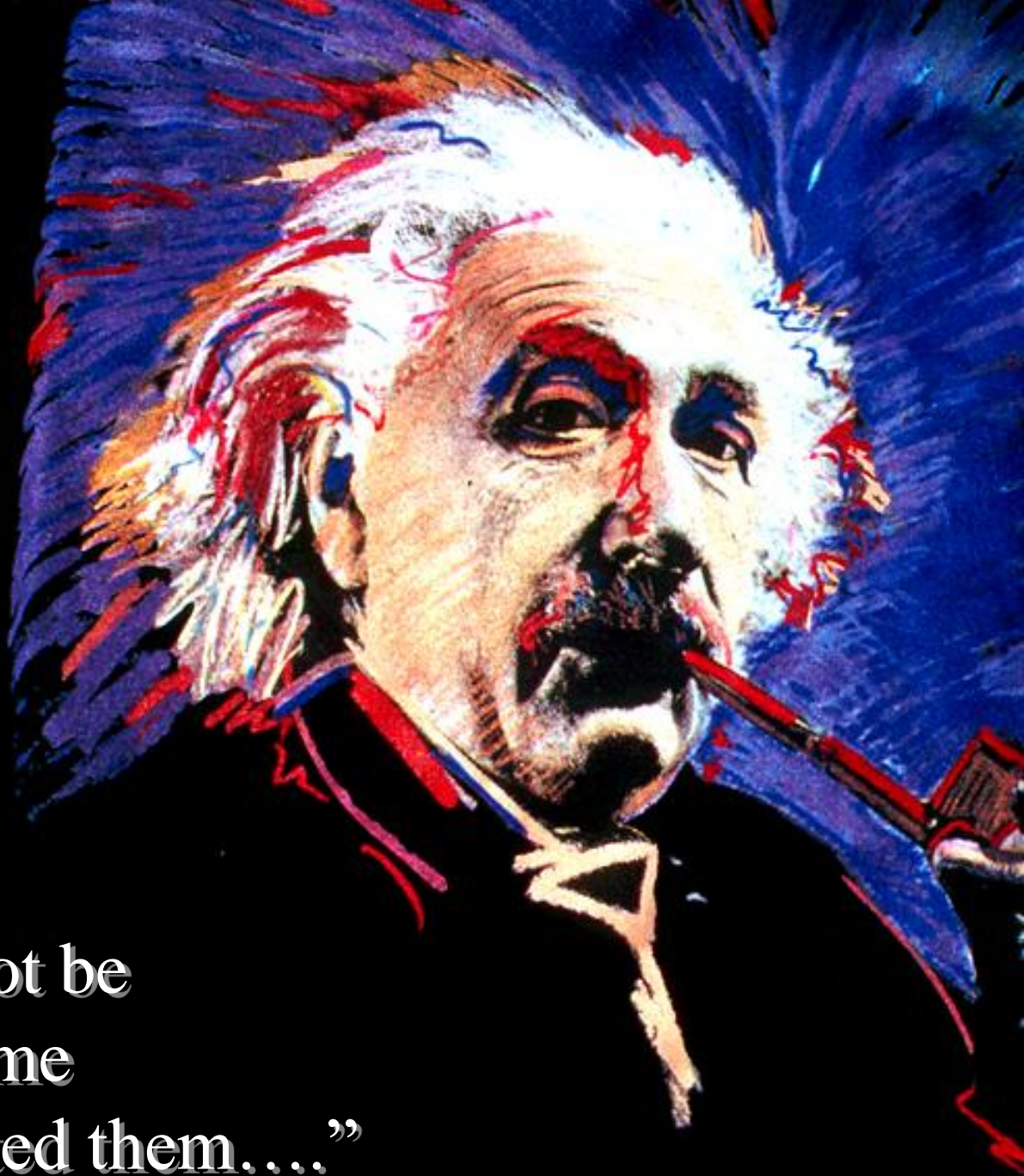


INPUTS

- Traffic Demand Forecasting
- Congestion
- LOS

OUTCOMES

- Isolated Neighborhoods
- Multiple Automobile Trips
- Poor Mobility
- Difficult Walking



The problems we
Have created cannot be
Solved with the same
Thinking that created them....”

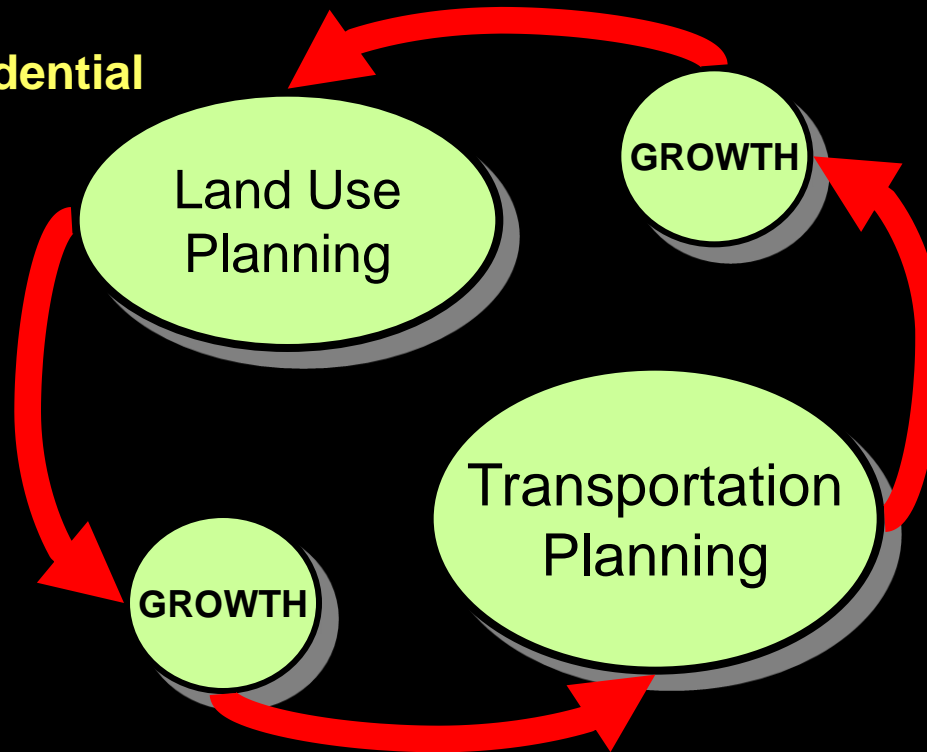
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INPUTS

- Traffic Demand Forecasting
- Congestion
- LOS

OUTCOMES

- Isolated Neighborhoods
- Multiple Automobile Trips
- Poor Mobility
- Difficult Walking

Healthy Development Cycle

INPUTS

- Diversity of Business
- Mixed Use Zoning
- Diversity of Residential Units
- Context Sensitive Design
- Community Involvement



OUTCOMES

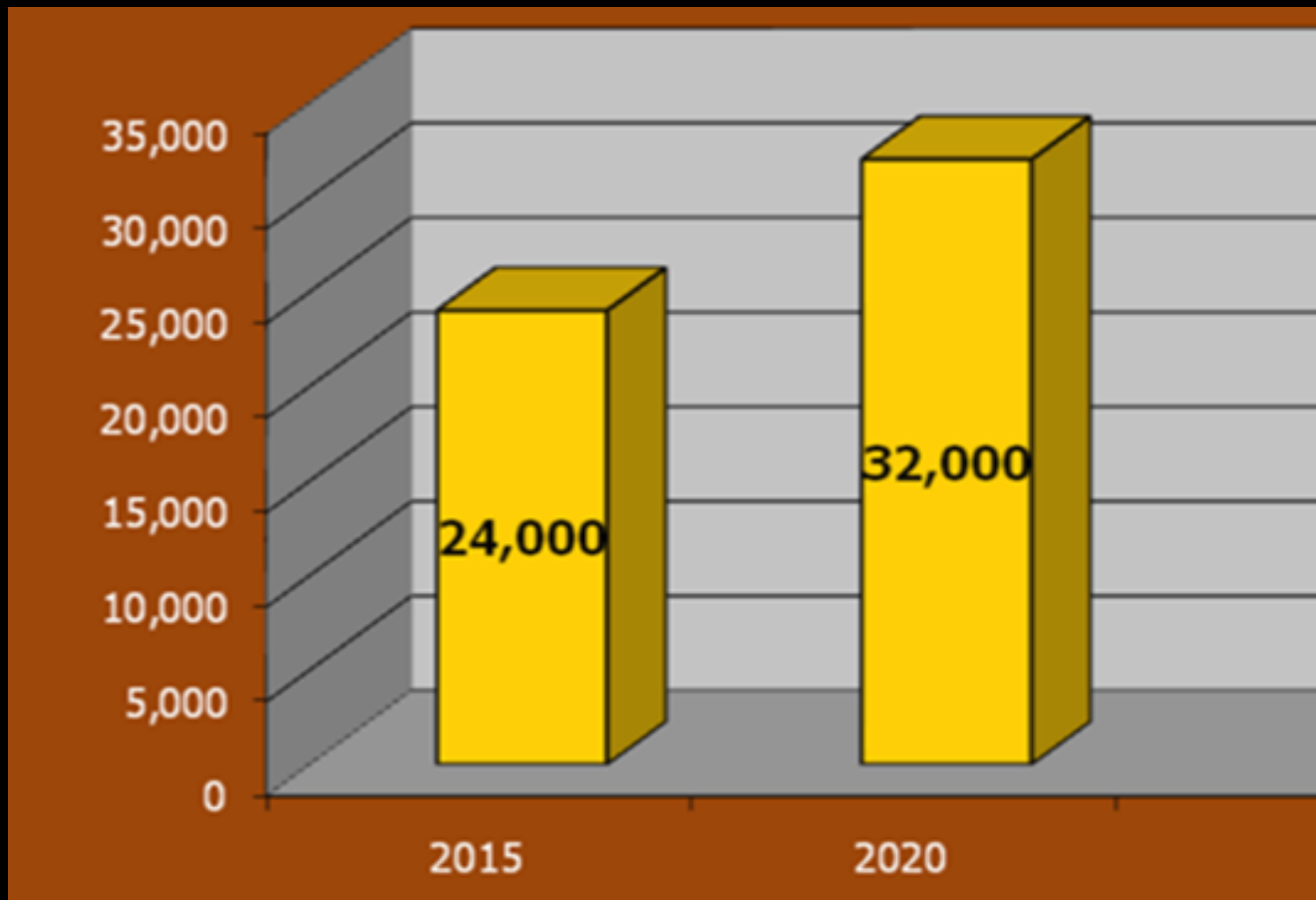
- Healthy Neighborhoods
- Choices of Transportation
- More Open Space
- Sense of Place
- Sense of Community

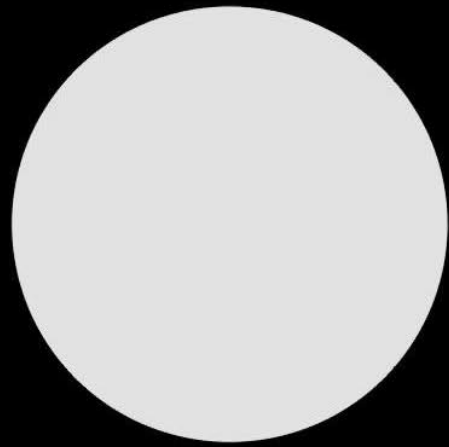
OUTCOMES

- More Walking & Bicycling
- Increased Access

**SMART
GROWTH**

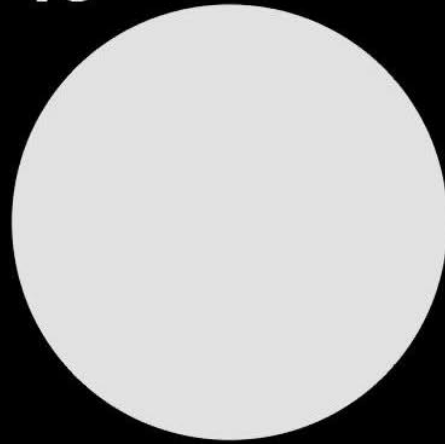
Future Traffic Volumes



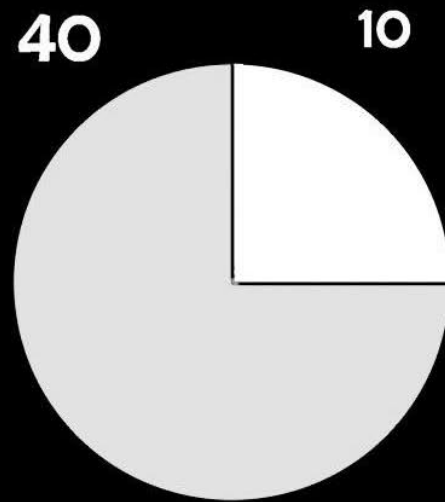


5 lanes

40



5 lanes



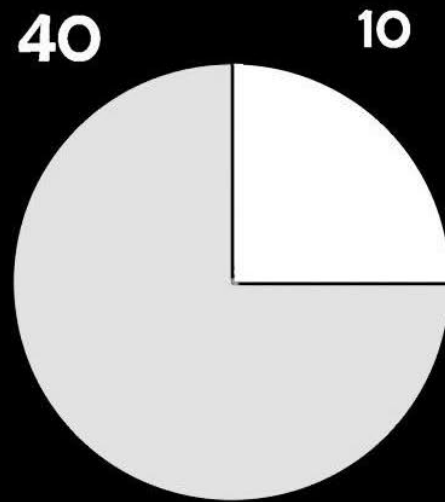
5 lanes

Origin-Destination Survey

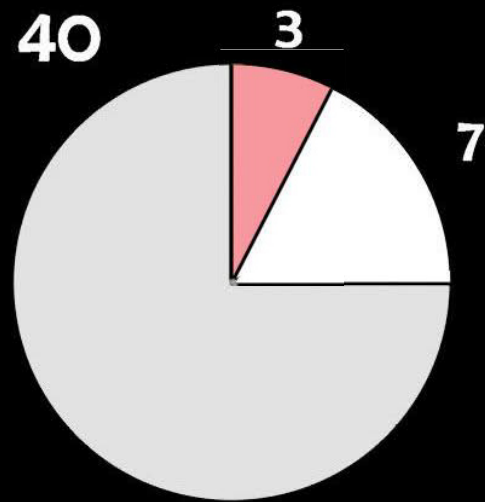


**TABLE 1
LICENSE PLATE MATCH
INDIANTOWN SR-710/SW WARFIELD BOULEVARD ORIGIN-DESTINATION SURVEY**

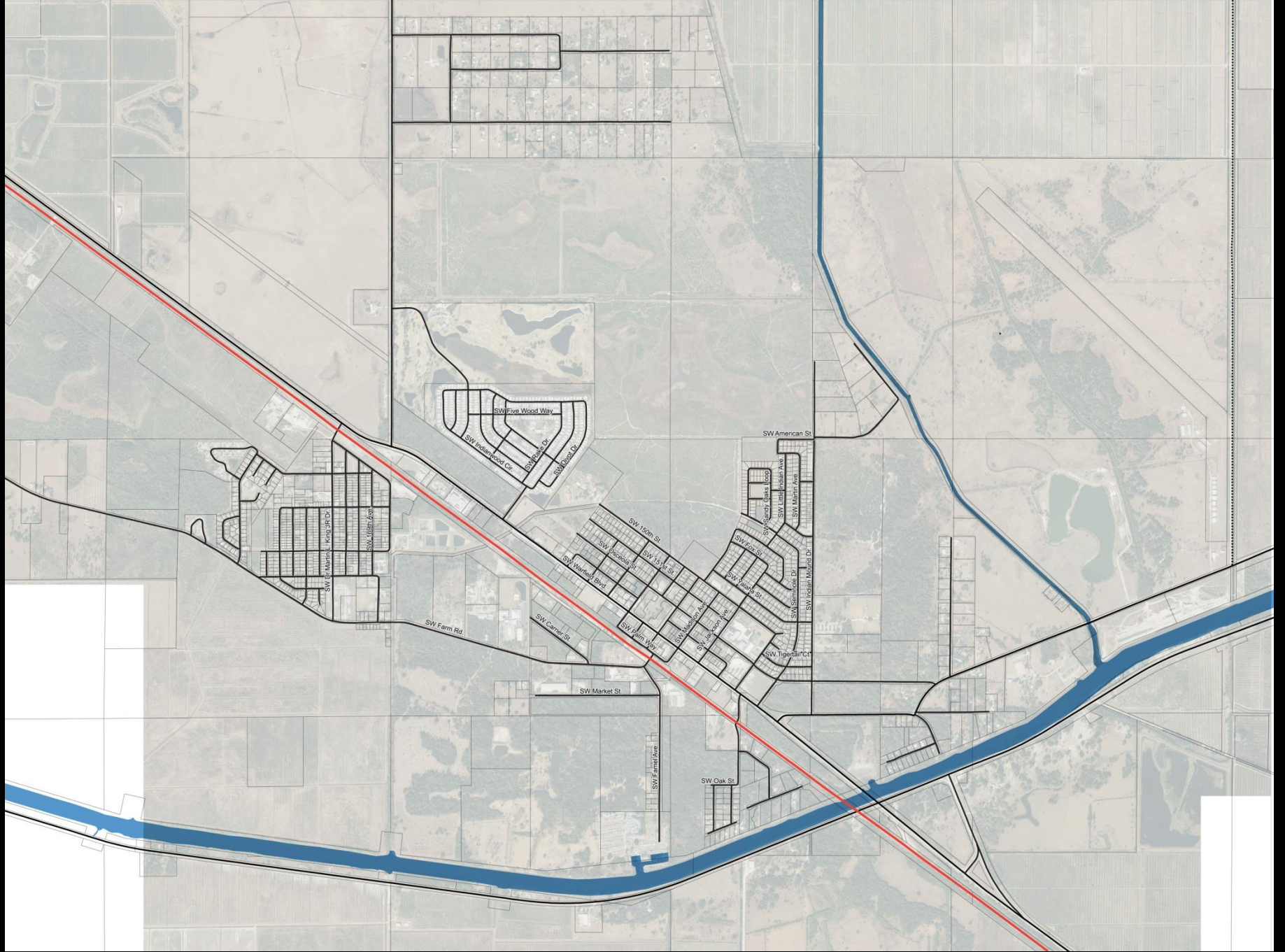
ORIGINS	DESTINATIONS	DIRECTION	AM PEAK			MID-DAY PEAK			PM PEAK		
			TOTAL PLATES	MATCHING PLATES	PERCENT MATCH	TOTAL PLATES	MATCHING PLATES	PERCENT MATCH	TOTAL PLATES	MATCHING PLATES	PERCENT MATCH
TUESDAY											
West of Fox Brown Road	West of Citrus Boulevard	Eastbound	265	69	26.04%	221	73	33.03%	228	52	22.81%
West of Citrus Boulevard	West of Fox Brown Road	Westbound	424	128	30.19%	396	101	25.51%	812	243	29.93%
WEDNESDAY											
West of Fox Brown Road	West of Citrus Boulevard	Eastbound	279	97	34.77%	213	100	46.95%	263	111	42.21%
West of Citrus Boulevard	West of Fox Brown Road	Westbound	386	91	23.58%	456	93	20.39%	893	186	20.83%
THURSDAY											
West of Fox Brown Road	West of Citrus Boulevard	Eastbound	287	127	44.25%	237	104	43.88%	269	136	50.56%
West of Citrus Boulevard	West of Fox Brown Road	Westbound	492	98	19.92%	472	135	28.60%	922	209	22.67%
AVERAGE		Eastbound									
		Westbound									



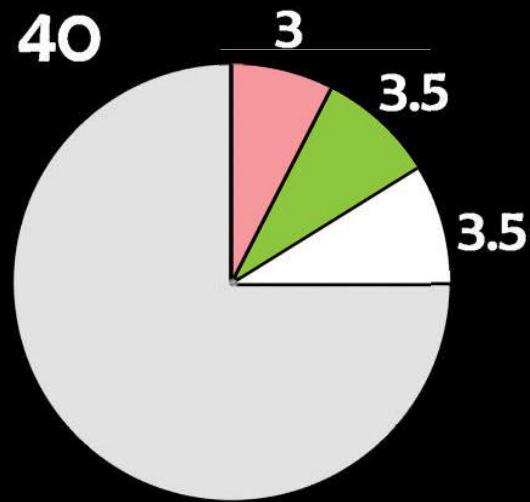
5 lanes



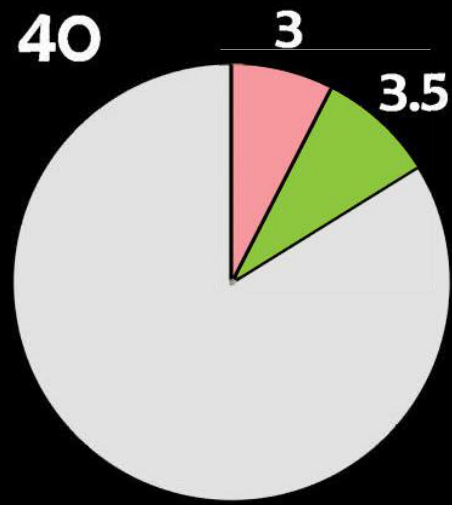
5 lanes



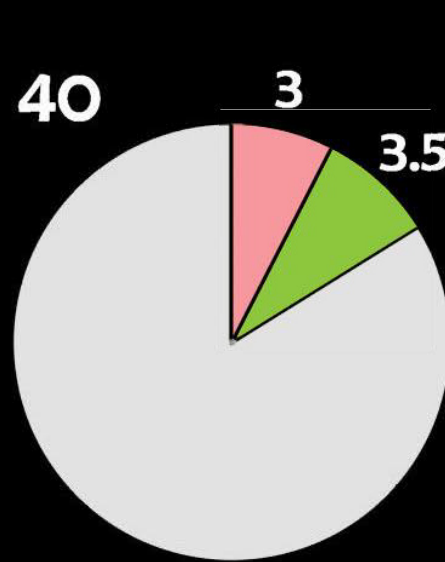
Study Area



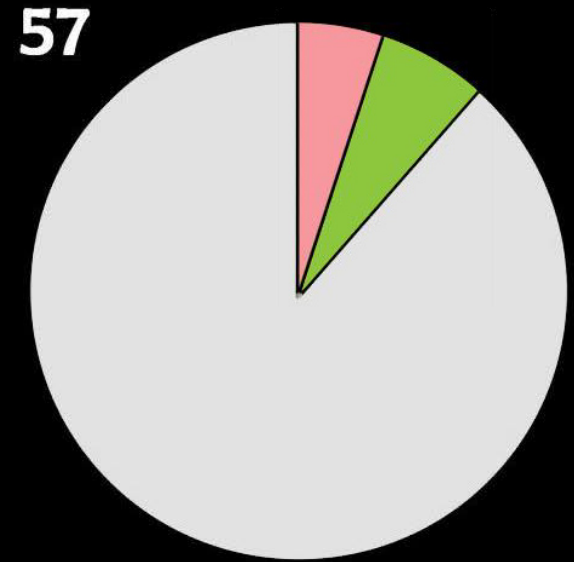
5 lanes



5 lanes

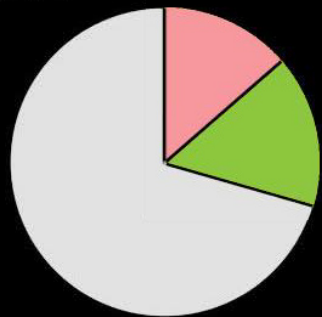


5 lanes



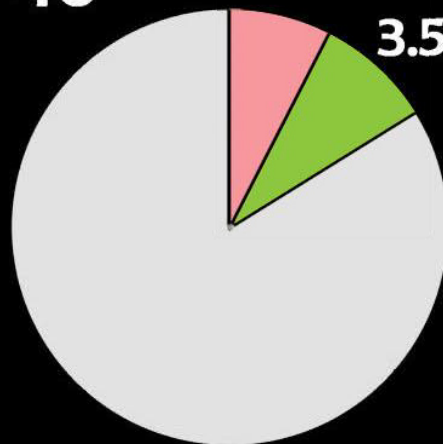
7 lanes

22



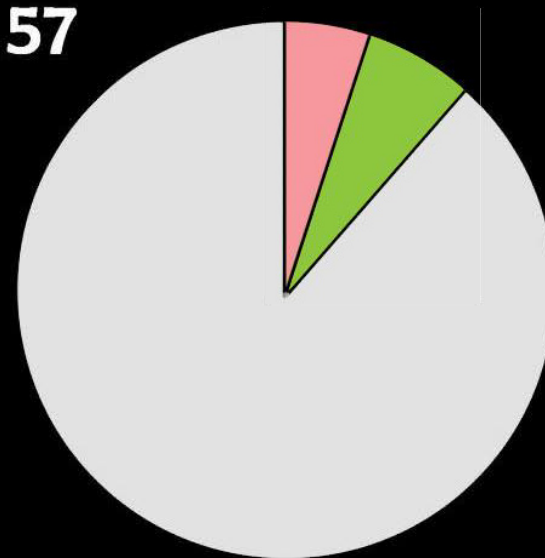
3 lanes

40



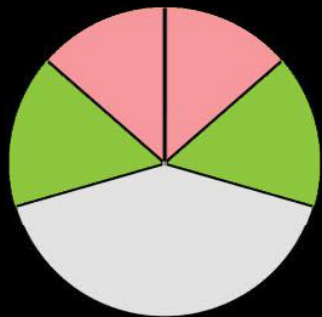
5 lanes

57



7 lanes

22

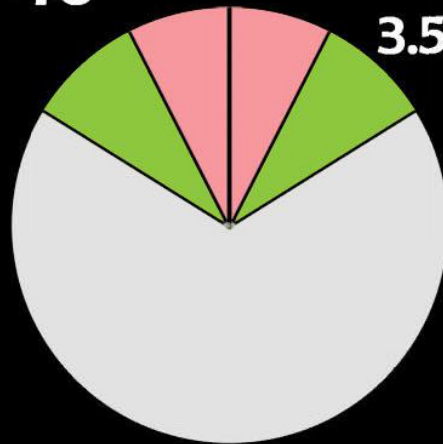


3 lanes

40

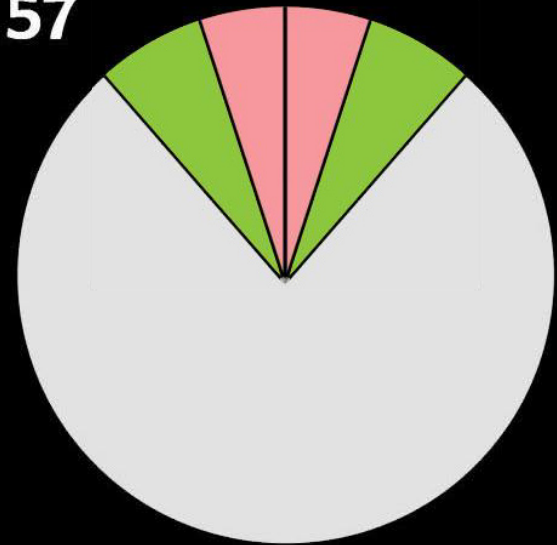
3

3.5

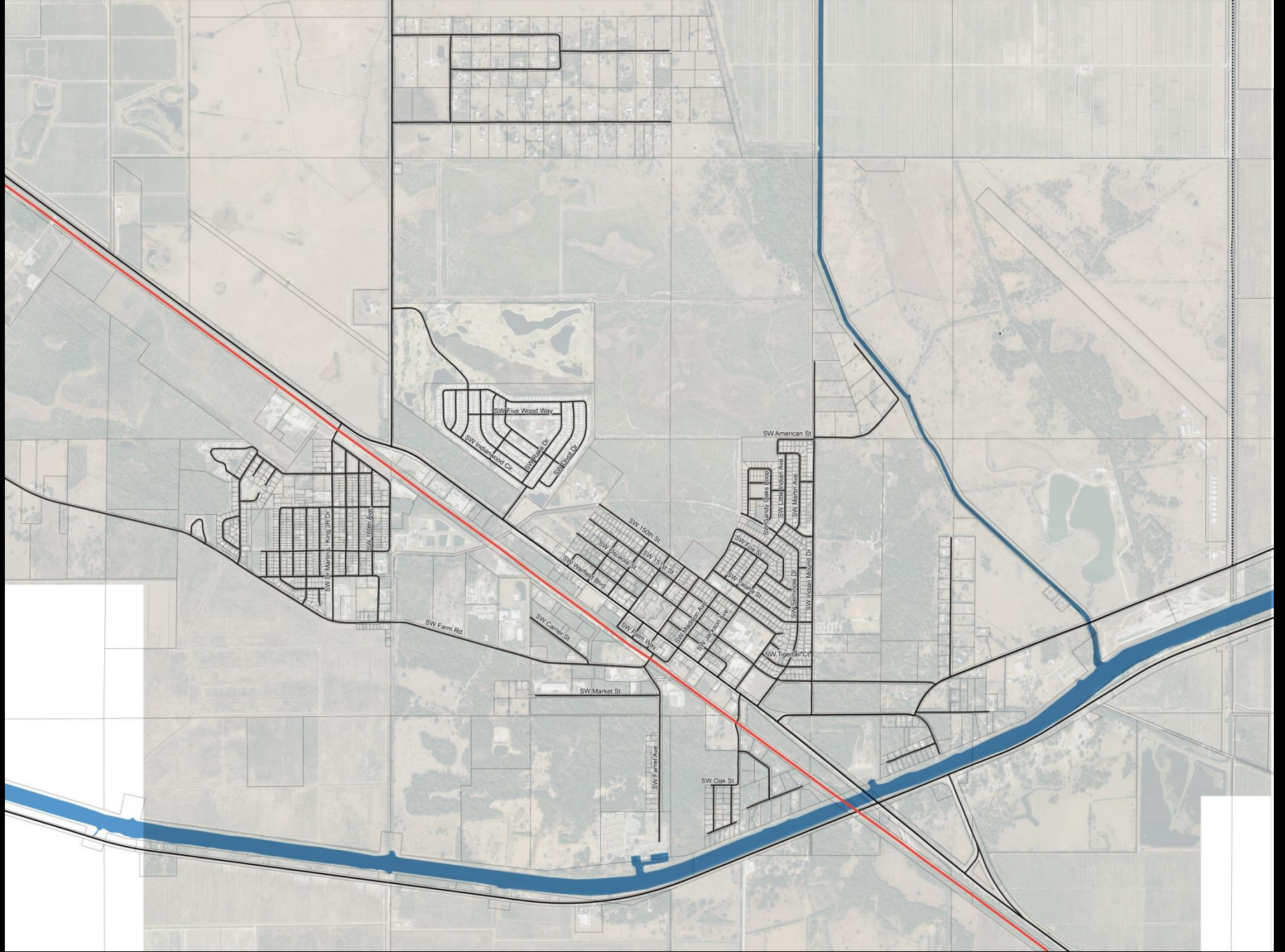


5 lanes

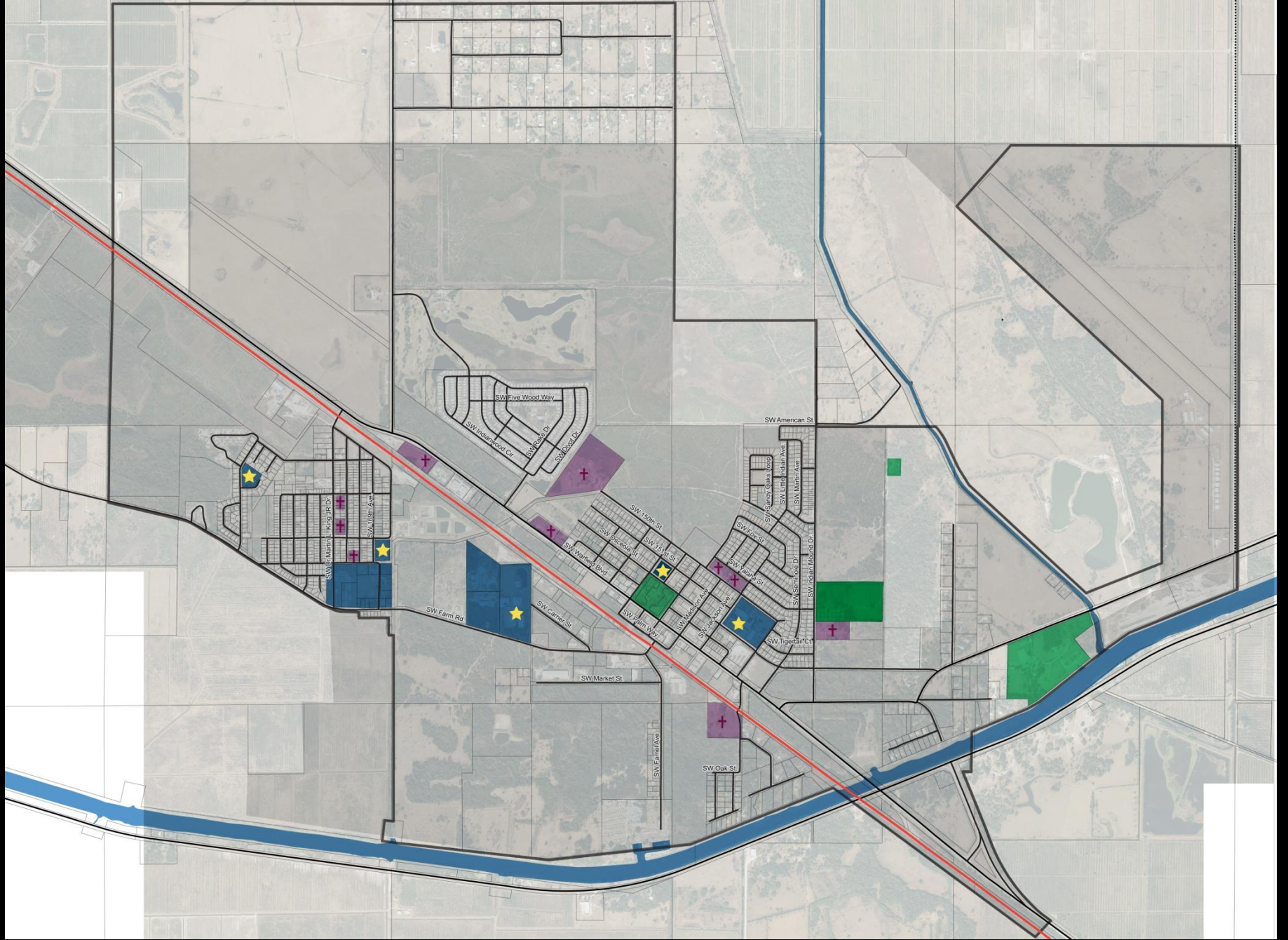
57



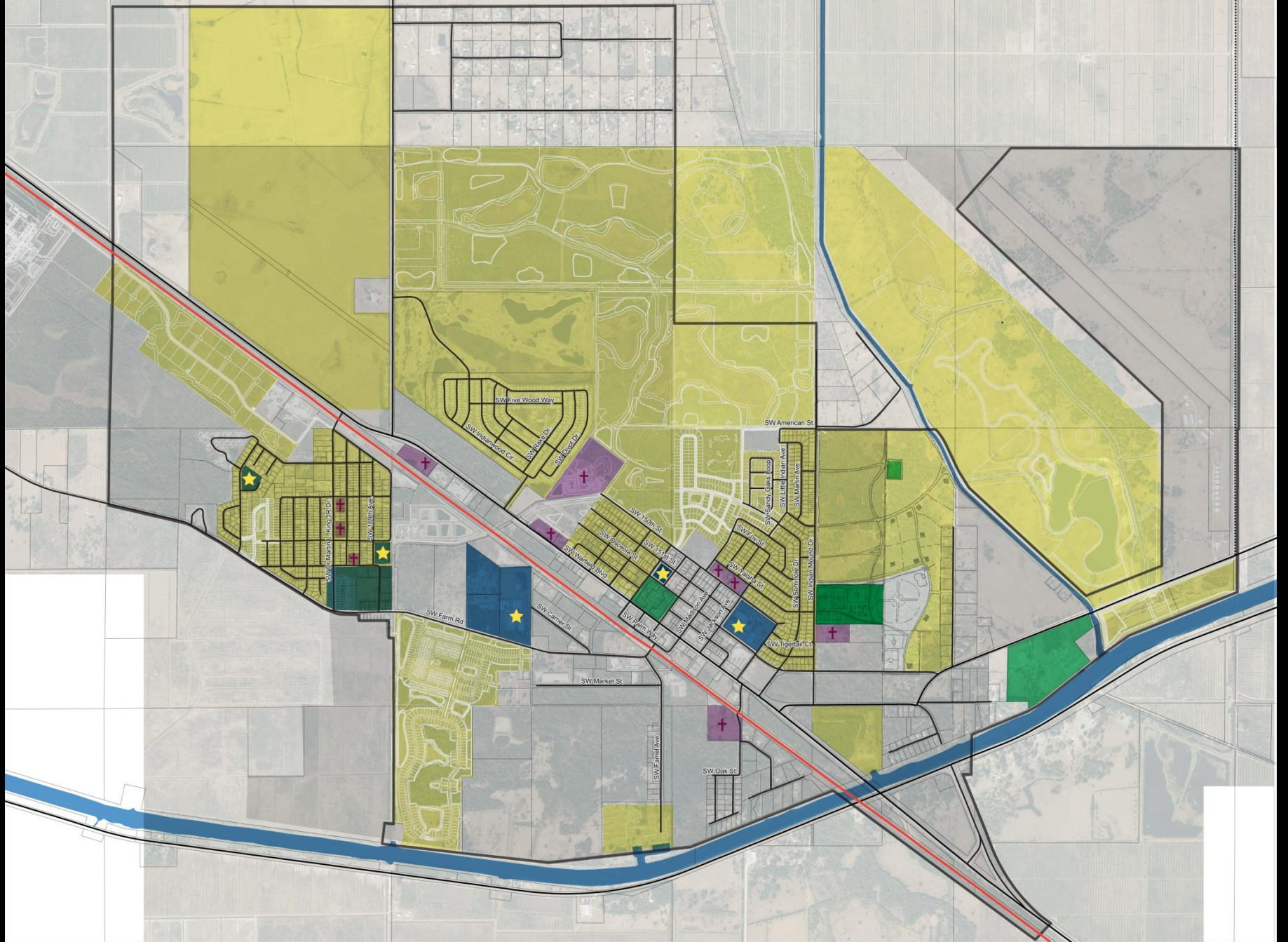
7 lanes



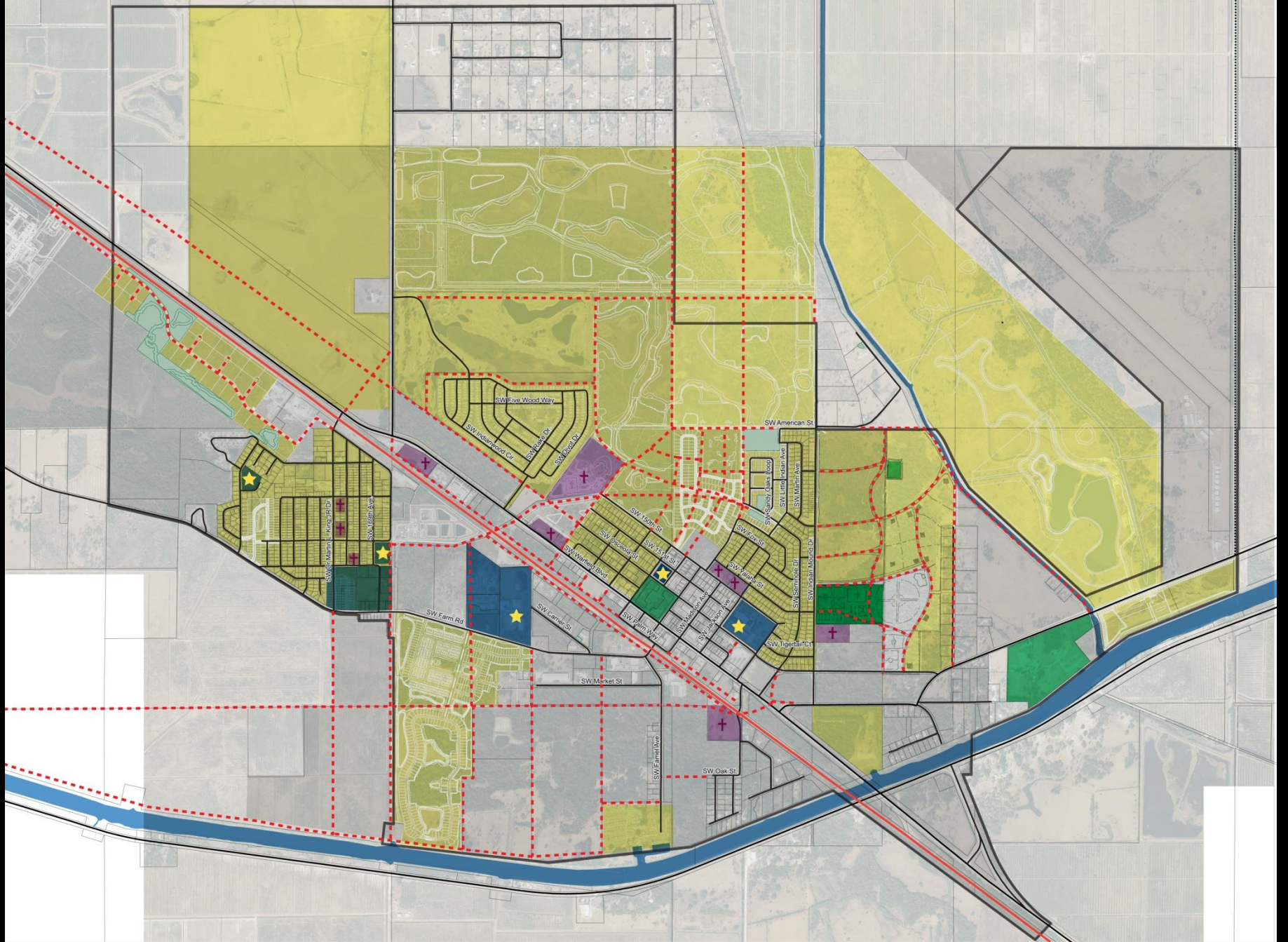
Study Area



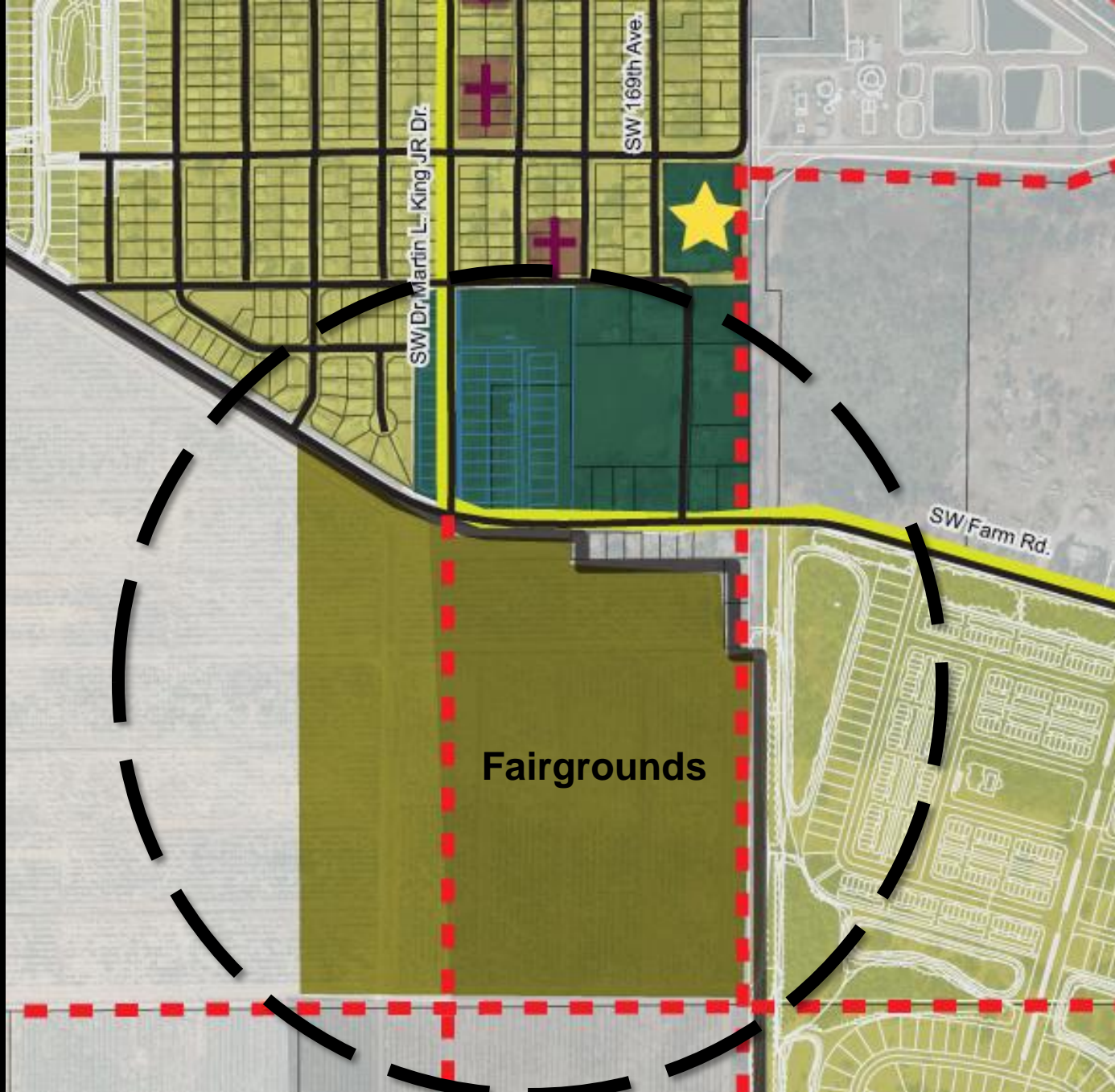
Study Area – CRA Boundary / Enterprise Zone



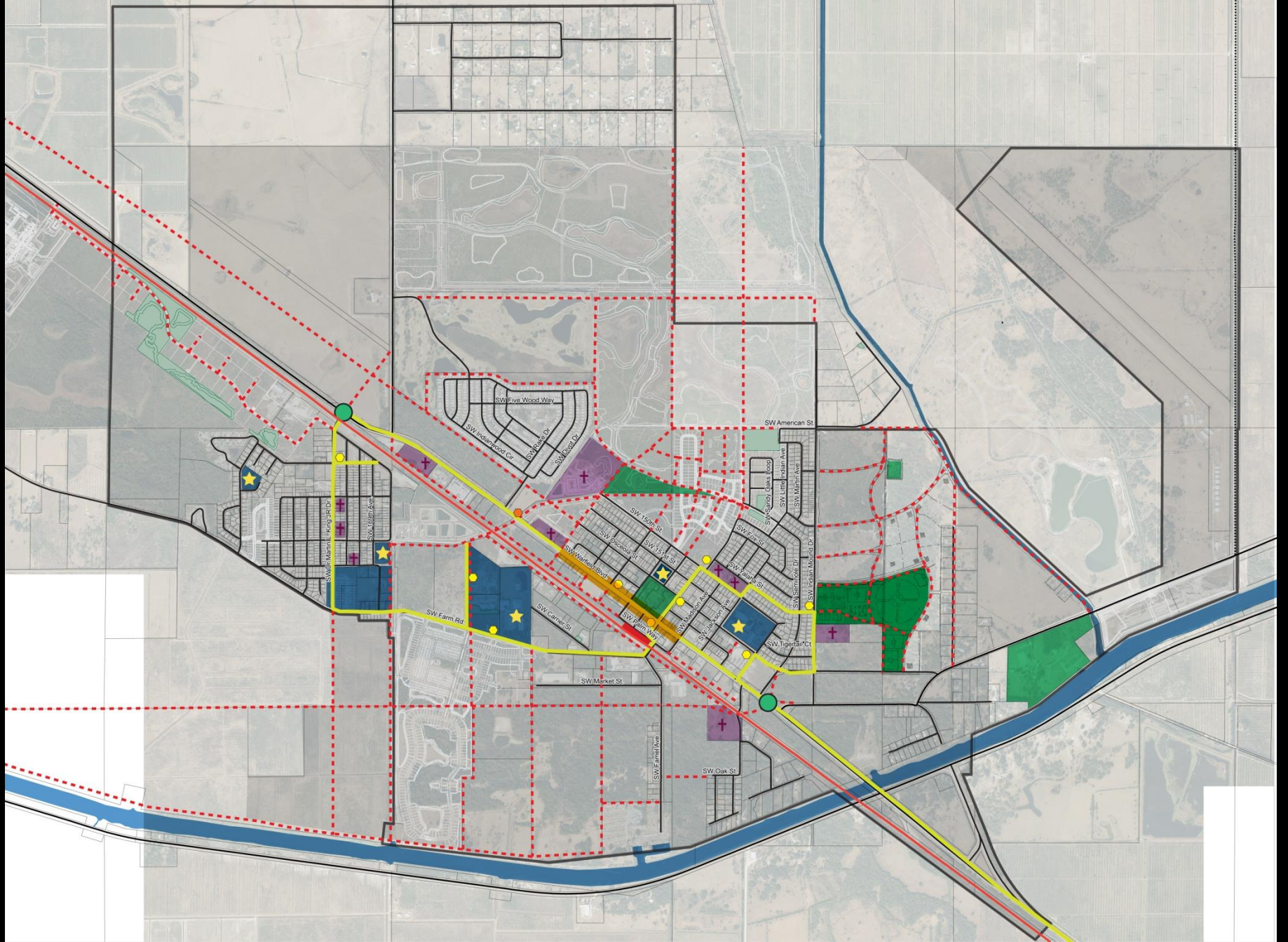
Study Area – DRIs (Planned Future Development)



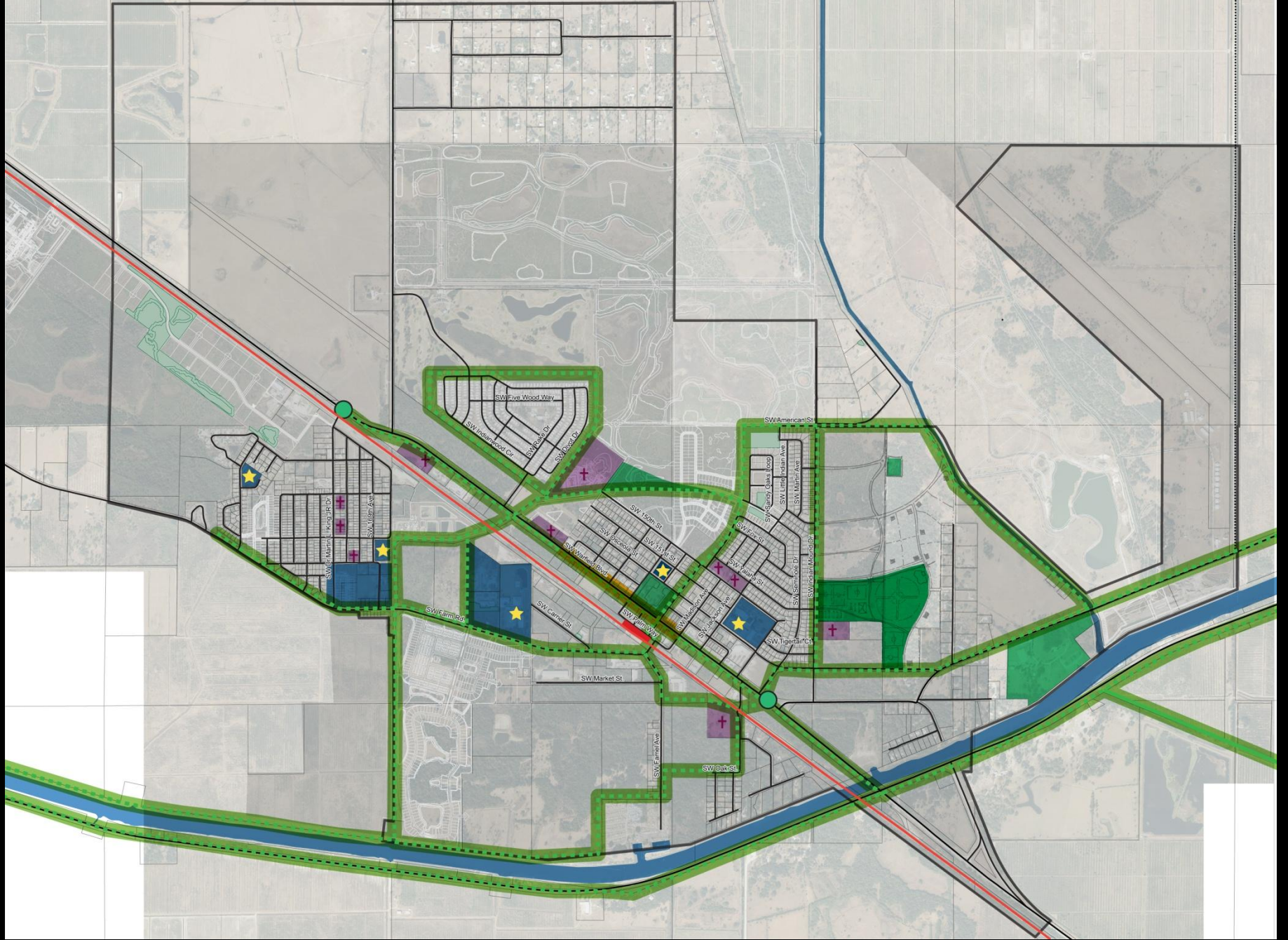
Study Area – Proposed Road Connections



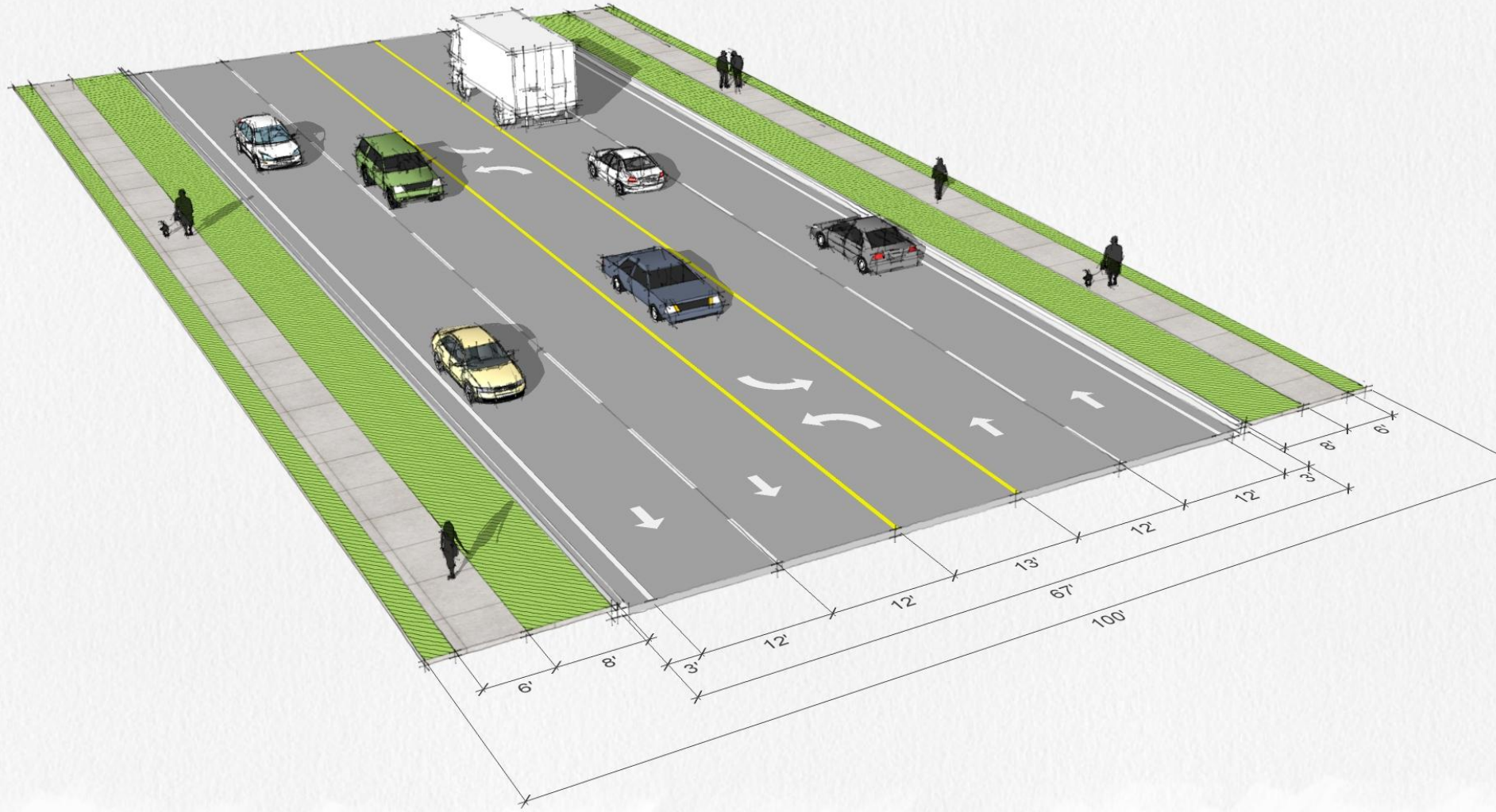
Proposed Fairgrounds Location



Study Area – Bus Route



Study Area – Proposed Trail Connections



Warfield Blvd – EXISTING CROSS SECTION



Warfield Blvd – PROPOSED CROSS SECTION



Warfield Blvd – PROPOSED CROSS SECTION (EXISTING)



Warfield Blvd – PROPOSED CROSS SECTION (AFTER)



In front of library

Warfield Blvd – PROPOSED CROSS SECTION (EXISTING)



In front of library

Warfield Blvd – PROPOSED CROSS SECTION (AFTER)



In front of Seminole Inn

Warfield Blvd – PROPOSED CROSS SECTION (EXISTING)



In front of Seminole Inn

Warfield Blvd – PROPOSED CROSS SECTION (EXISTING)

Redevelopment Prototype - Existing



Redevelopment Prototype – Public Infrastructure (on-street parking, trees, etc)



Redevelopment Prototype – Private Development (built form, cross access, etc)





Street Improvements

Train Station & Bus Facility

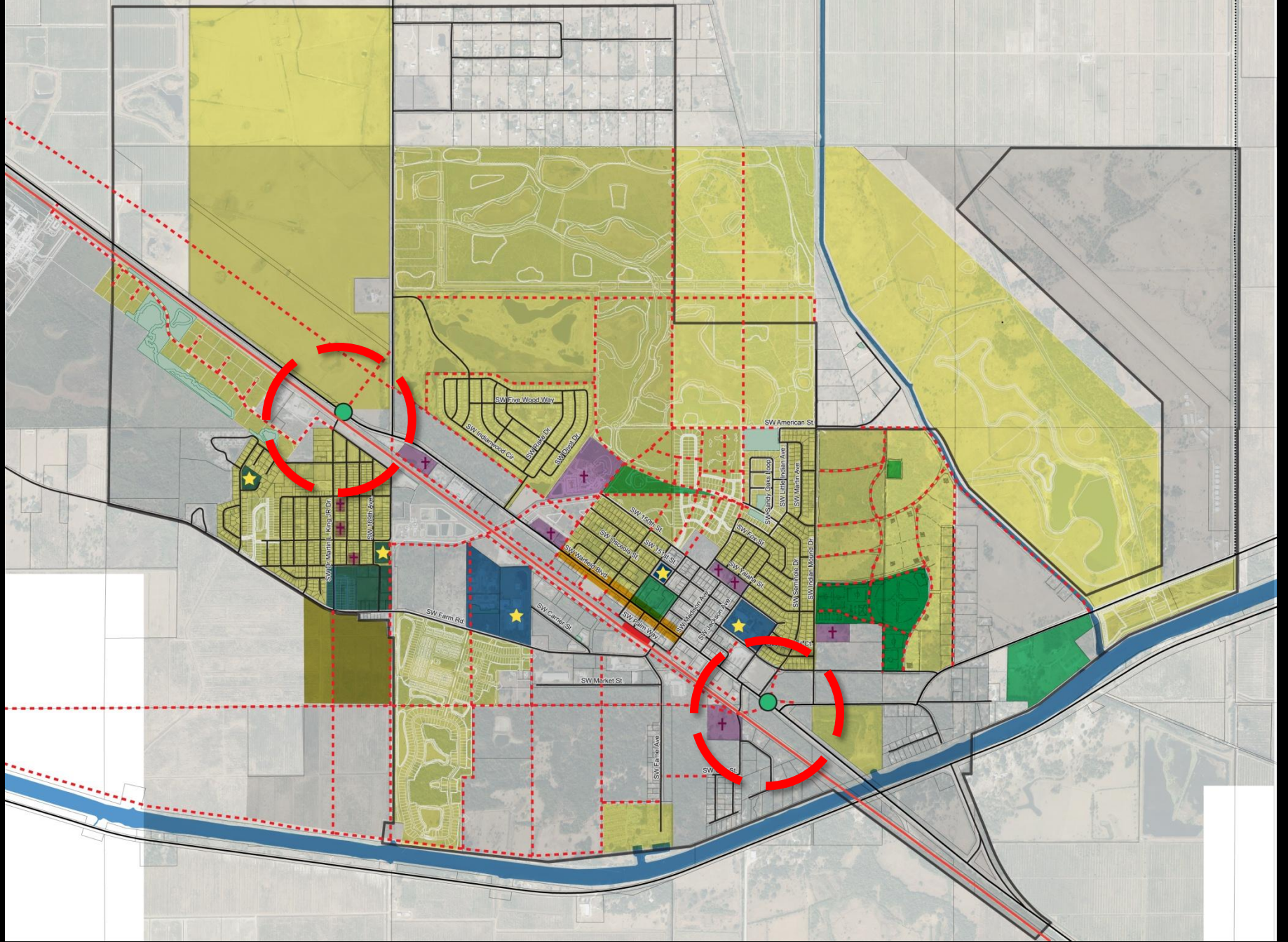
Study Area – Proposed Train Station – linking civic and commercial area

Proposed Train Station – Adams Ave and Palm Way - EXISTING

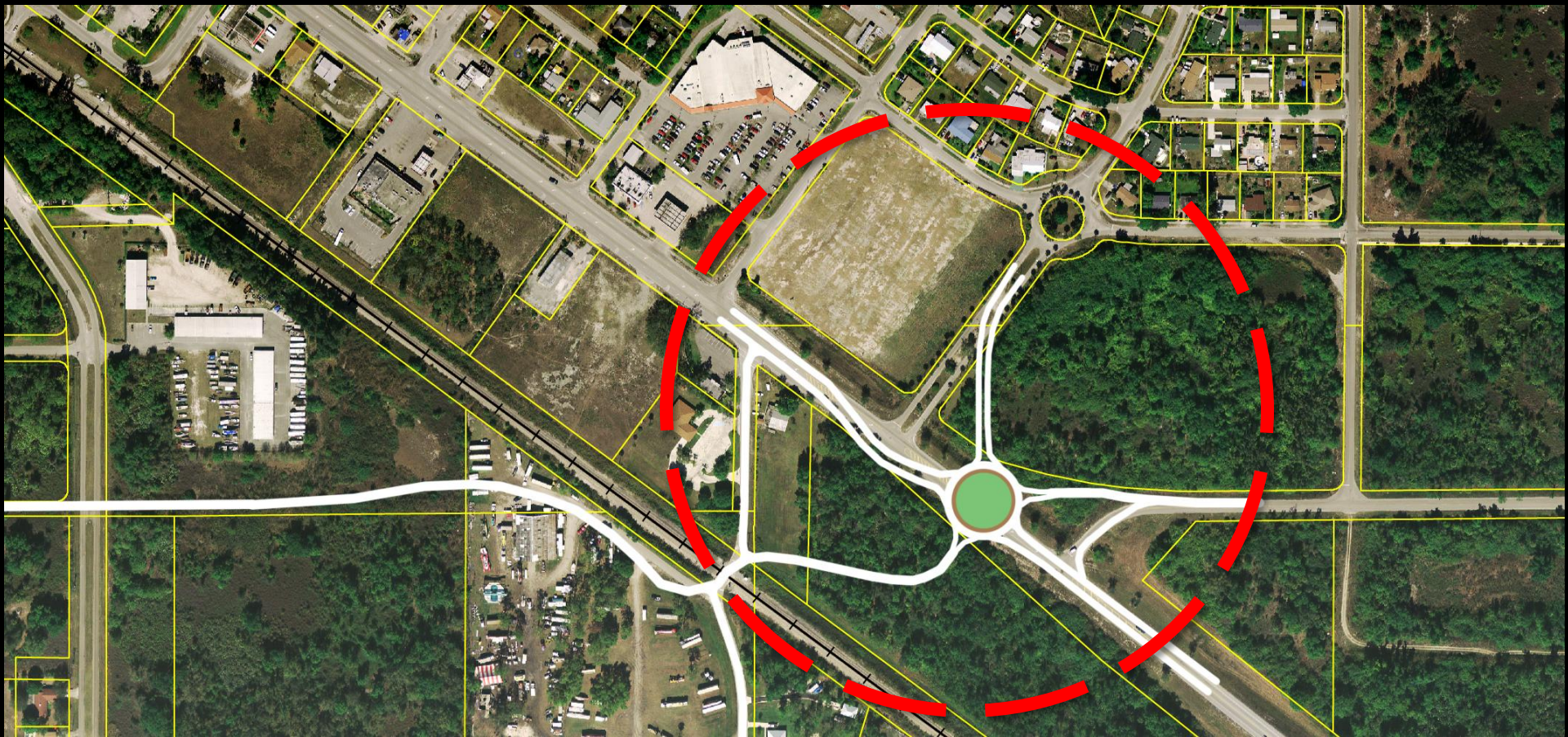


Proposed Train Station – Adams Ave and Palm Way - AFTER





Study Area – New Attractions (main street, fairgrounds, gateways)



Proposed Roundabout – At Martin L King Dr. & Warfield (eastern side)

Splitter Island &
Pedestrian Refuge

Mountable Ring

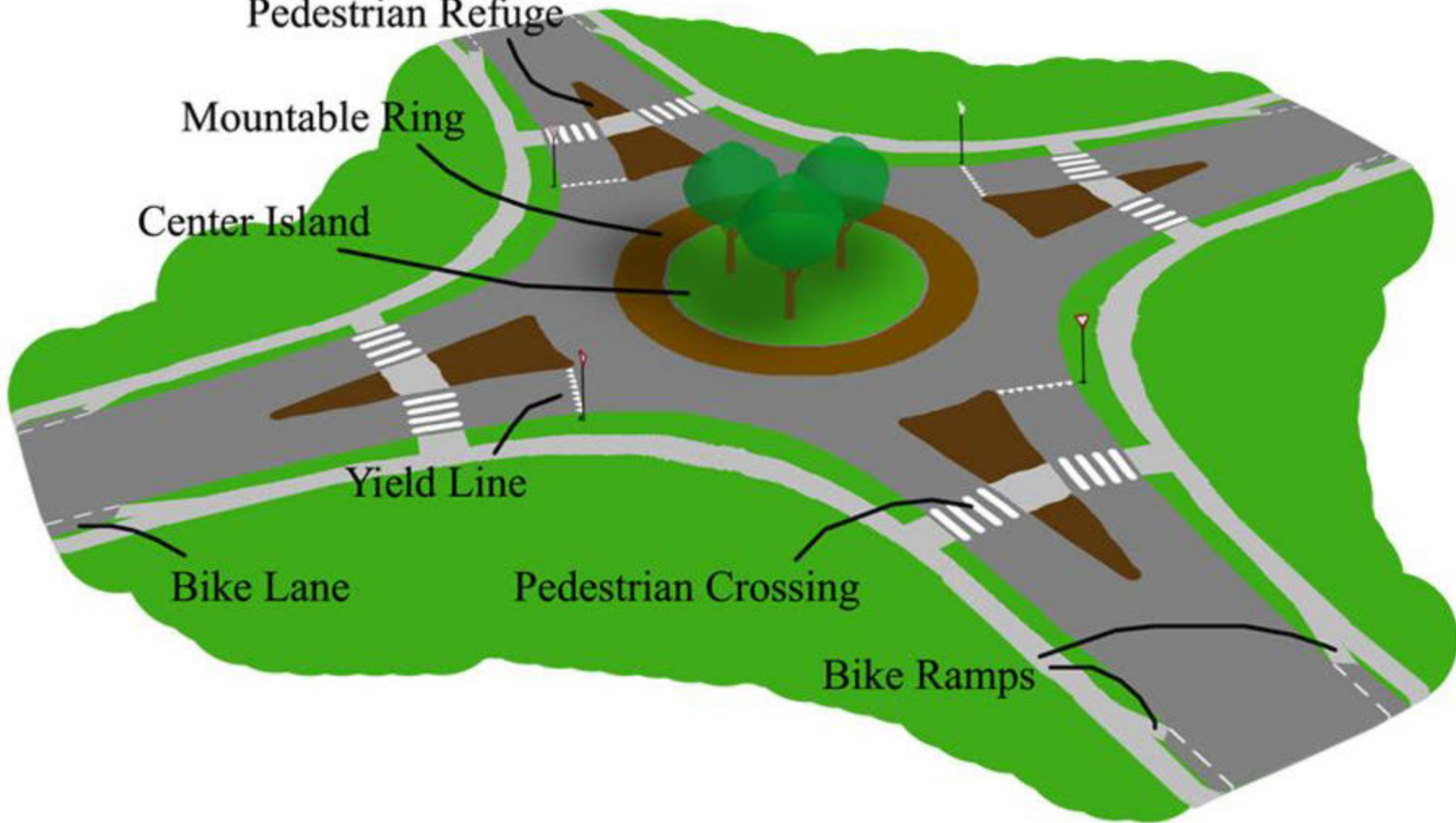
Center Island

Yield Line

Bike Lane

Pedestrian Crossing

Bike Ramps











WM
WASTE MANAGEMENT

Our landfills provide
over 17,000 acres
of wildlife habitat.
1-800-DUMPSTER

YIELD

Taste of
Bird Rock
July 17





Camino De La Costa

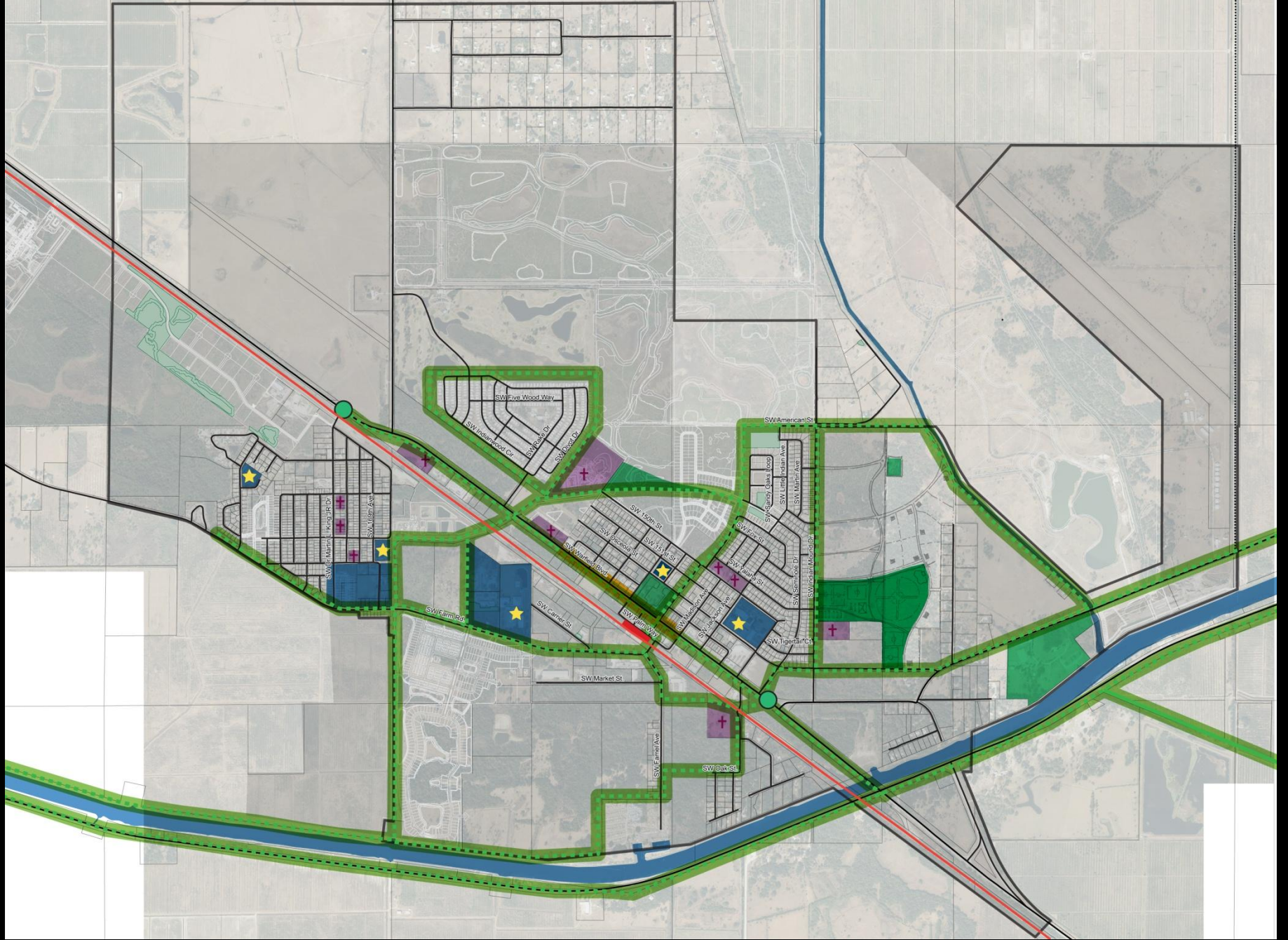
United Rentals
SAN DIEGO, CA

6208536

Town of
Bird Rock







Study Area – Proposed Trail Connections



SMART TRANSPORTATION GUIDEBOOK

*Planning and Designing Highways and Streets
that Support Sustainable and Livable Communities*



New Jersey Department
of Transportation



Pennsylvania Department
of Transportation

MARCH 2008

smart-transportation.com













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college park JazzFest 2010

The sponsors of this year's JazzFest were amazing, not only giving financial support, but offering help every step of the way to make sure this was a huge success for the community and that College Park shined for all of the guests we hosted from outside of our community for the annual JazzFest.

Thank You
Amazon Hose
Tijuana Flats
Florida Hospital
Orange Cycle
SunTrust
Regions Bank

Old Florida National Bank
Charles, Amy, Chas and Owen Cook
Florida Department of Art & Cultural
ABC Liquors
Troy Bridges, Local 6

There were many in-kind sponsors that gave resources, time and energy to JazzFest.

Old Florida National Bank staff from the College Park Branch...every member of the staff volunteered and managed the ticket sales. Infusion Tea had the wristbands printed... Clear Channel Outdoor donated a great billboard on Edgewater Drive... CJ Higginbotham of Leap Creative Services created all of the eye-catching graphic... The Community Paper and Orange Appeal both gave us ads in their publications and The Tap Room, K Wine Bar, Infusion Tea, Publix, Tijuana Flats and Adriatico gave us food for the volunteers and musicians, and Cavanaugh's Fine Wines donated wine for the sponsor tables and Appenberry Gardens donated the flowers. Cookie Cousins and Regions Bank hosted the Green Rooms.

We also want to thank the volunteers from the community and the College Park Partnership for giving so much of their time.





College Park Community Paper

College Park Partnership

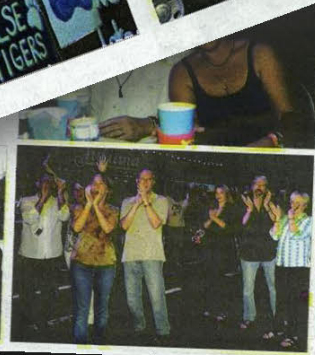
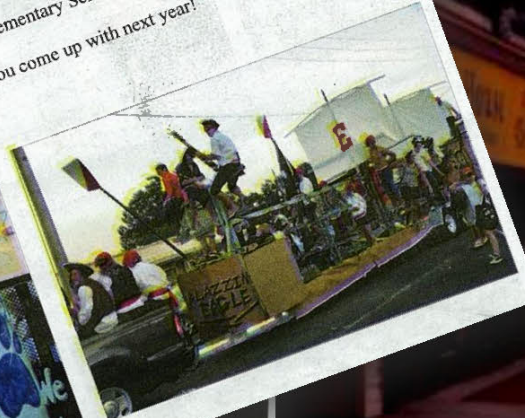


Homecoming Float Contest

The College Park Partnership held it's first annual Community Float Contest for the Edgewater High School Homecoming Parade. It was so exciting to see so many local schools and organizations participate in the parade this year. There were so many great entries which made it hard for the judges to choose. The winners were as follows:

- "Best Represents Homecoming Theme—Music Mayhem"** - \$250—Edgewater High School PTSA
- "Most Creative Float"** - \$150 - Edgewater High School Crew Team
- "Most Eagle Spirit"** - \$100 - Lake Silver Elementary School.

Congratulations winners! We can't wait to see what you come up with next year!











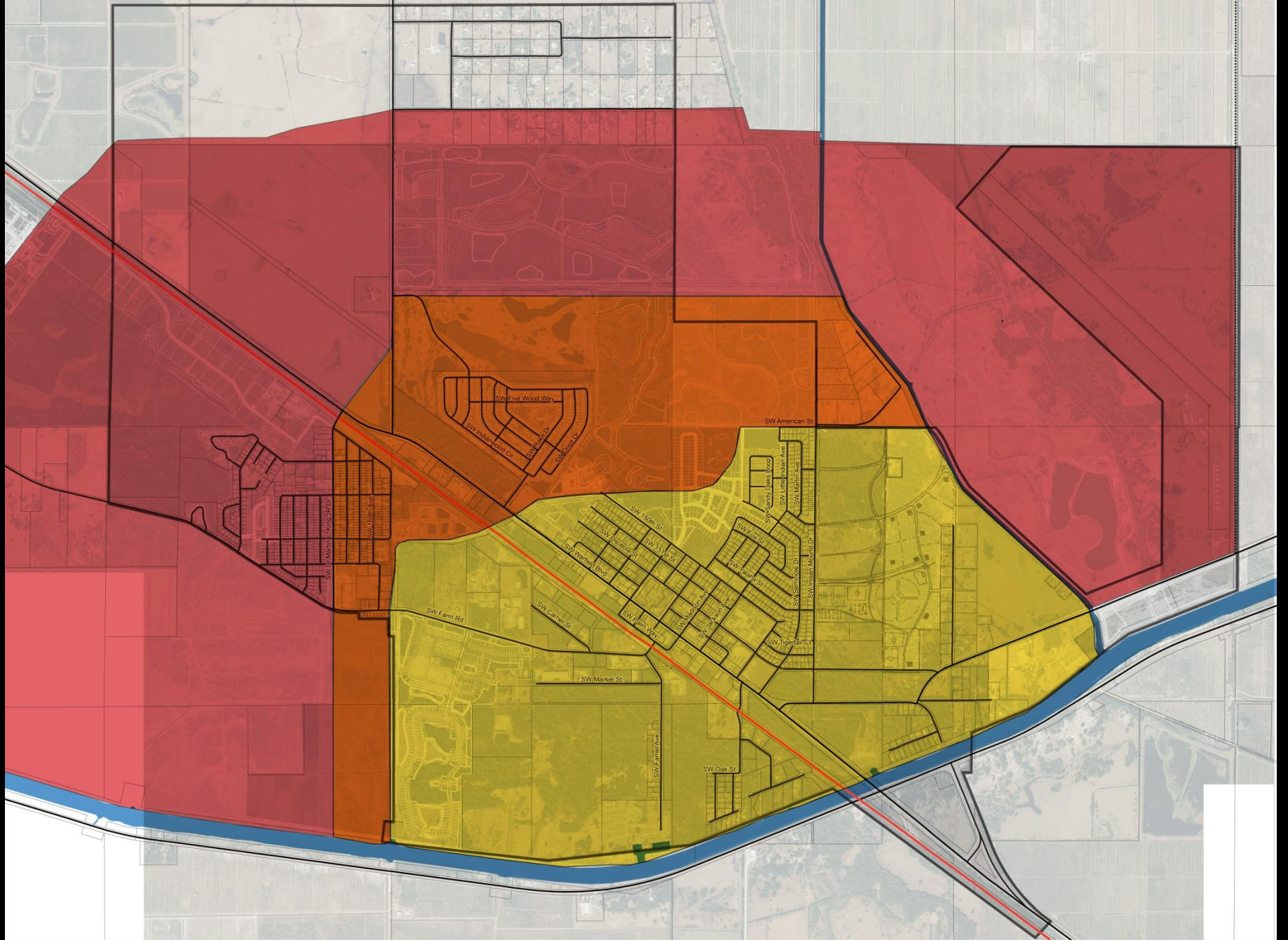




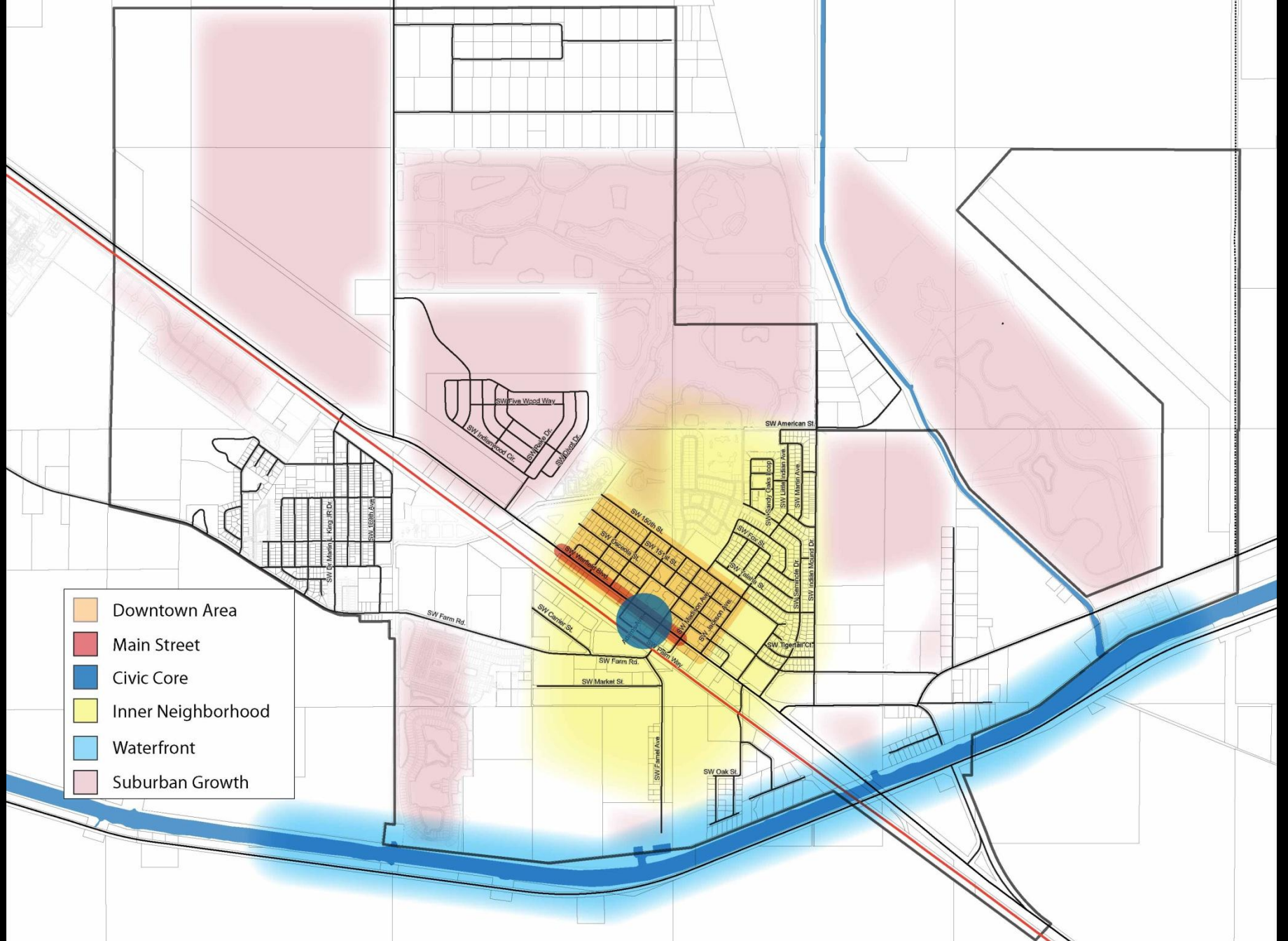






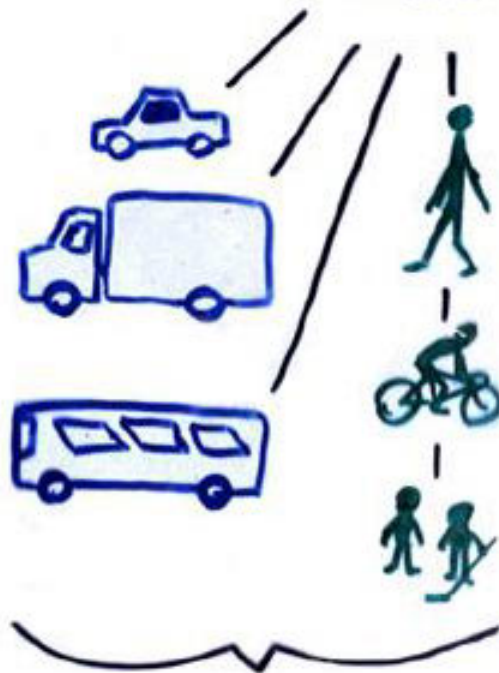


Study Area – Central, Mid & Outer Areas



Study Area – Character Zones

STREET
USERS



MOBILE

STREET USERS

