

**MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO)
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)**

MINUTES

Monday, April 12, 2010 - 5:00 P.M.

Martin County Administration Building
Growth Management Conference Room, 1st Floor
2401 SE Monterey Road
Stuart, FL 34996
(772) 320-3015

1. CALL TO ORDER – 5:00 PM

Chairwoman Joan Moore called the meeting to order at 5:00p.m.

2. ROLL CALL

Members in Attendance:

Joan Moore, Chairwoman
Bill Martz, Vice-Chair
Robert Taylor
Jim Mottram
Dee Spera
Ken Natoli (arrived at 5:05p.m.)
Officer Dan Pantel
John Mildenberger
John-Mark Palacios, FDOT (Non-voting Member)

Excused Members

Joseph DeFronzo
Kevin B. Edwards
Jim Hudson

Members Not In Attendance:

Hal Forslund
Officer James C. Brooks
Eric Cerniglia
Barbara Timmerman

Staff in Attendance:

Beth Beltran, Acting MPO/Transit Planning Manager
Boyd Lawrence, Planner II
Lisandra Bonet, Administrative Specialist II

A quorum was present for this meeting.

3. APPROVE AGENDA

Mr. Robert Taylor moved to approve the Agenda. Seconded by Ms. Dee Spera. Motion carried unanimously.

4. APPROVE MINUTES – March 08, 2010 BPAC Meeting

Mr. Jim Mottram moved to approve the Minutes. Seconded by Mr. Taylor. Motion carried unanimously.

5. FDOT COMMENTS

Mr. John-Mark Palacios mentioned that a project on Martin Downs Boulevard was being reviewed, from the Turnpike to Mapp Road. He said that comments on this phase of the project were due today and he would bring forward any suggestions the Committee Members may have. Mr. Palacios stated that there would be a four-foot bike lane on the existing shoulder. Officer Pantel asked if there will be efforts included to keep the grass from growing into the pavement and interfering with the bike lane. Mr. Palacios was not sure who would be addressing this maintenance issue; it was suggested that the Martin Downs Home Owners Association would.

[Mr. Ken Natoli joined the meeting at 5:05PM]

Mr. Bill Martz made a motion that a letter be written on behalf of BPAC, addressed to the Martin Downs Home Owners Association (HOA) requesting that the HOA keeps the grass off the roadway. Seconded by Mr. Mottram. The motion carried unanimously.

Mr. Boyd Lawrence, MPO Planner II, asked what the extent of Martin Downs maintenance responsibility was. Ms. Betsy Jeffers, from FDOT, replied that it would be all the way to the Turnpike. Mr. Martz noted that High Meadows Avenue was also under the Martin Downs Home Owners Association maintenance responsibility. Therefore, **he amended his motion to request that the Martin Downs Home Owners Association would properly maintain all the roadways and shelters they are responsible for. The amended motion carried unanimously.**

Ms. Jeffers commented about the Danforth Creek Bridge on Martin Downs Boulevard. She stated that on all of Martin Downs Boulevard the existing high mass lighting would be changed into conventional lightning. She also said that the railings would be upgraded on the portion of the bridge west of Mapp Road. Ms. Jeffers said that FDOT would be adjusting the shoulder to accommodate a four-foot bike lane, also on the bridge.

6. AGENDA ITEMS

A. Indian Street Bridge Project Update

MEMO: temp10BPACa06.01

Ms. Beth Beltran, Acting MPO Administrator, introduced Ms. Kim Holland, Consultant Manager from RS&H, and Ms. Beth Zsoka from Quest Corporation of America, the Public Information Officer for the Indian Street Bridge Project. Ms. Beltran said that Quest Corporation of America would like to provide an update of the project, answer questions, and receive comments from the Committee. Ms. Beltran informed that there will also be a Public Information Meeting at the Palm City Community Center on Thursday, April 29, 2010, 5:00pm - 7:00pm, to continue with the efforts of gathering input for this project.

Ms. Beltran stated that the presentation will be taken to the MPO Policy Board on April 19th, and that it has already been presented to the Citizens' Advisory Committee (CAC) and to the Technical Advisory Committee (TAC). She said that both the CAC and the TAC, as well as County Engineering and the CRA, expressed concerns about the relocation of the sidewalk in a segment of the project. The segment of the project in question was in Palm City from Mapp Road to St. Lucie Shores Drive and is identified as Segment 2. The Martin MPO Policy Board endorsed Alternative 2A of Segment 2, which is a four-lane divided highway with wide buffers and a sidewalk located at the back of the roadside swale, prior to the Public Hearing in November, 2003. Ms. Beltran continued to say that during the Public Hearing process over 1,500 stakeholders participated and over 75% supported Alternative 2A in Segment 2 from Mapp Road to St. Lucie Shores Drive (copy of the approved Typical Section on file). Ms. Beltran stated that today's PowerPoint presentation would include a slide that shows the sidewalk of Segment 2 relocated from the back of the roadside swale to the front of the swale between the curb and the swale.

Ms. Holland and Ms. Zsoka proceeded with the PowerPoint presentation on the status of the project since the last Public Information Workshop in 2009 (copy on file). Ms. Holland stated that additional information was available at www.indianstreetbridge.com.

Mr. Martz asked if bike lanes designs in new constructions should be five-foot wide. Ms. Holland replied that the bike lanes on the bridge would be four-foot wide. Ms. Jeffers clarified that if it is a shoulder it would be five-foot, but if it is next to curb and gutter it would be four-foot wide.

Mr. Bob Taylor asked about the sidewalk issue. Ms. Holland provided some background. She stated that in the 2004 PD&E Study the sidewalk was at the rear of the property line, in 2008 the landscape architect of their team held several coordination meetings with Martin County Engineering, and it was requested to move the sidewalk to the front, behind the curb. The reason was for safety reasons; there were concerns that there could be tunneling or hiding places in the landscaping on the back of the property lines. In 2009, the typical section was adjusted and the typical section was signed by FHWA. The changed sidewalk was presented at the January 2009 Public Information Workshop. Ms. Holland said that there were no public comments at that time or oppositions to the new location of the sidewalk. Mr. Taylor stated that this change did not look more safe but more dangerous having the sidewalk closer to the roadway. Ms. Holland stated that the sidewalk will be meandering along the segment. Ms. Jeffers stated that the lighting is located closer to the roadway and not towards the back of the road.

Chairwoman Moore said that the project looks good. Officer Pantel concurred.

Mr. Ken Natoli stated that he was concerned about the Mapp Road intersection and the Indian Street intersection. He said that the project now shows nine lanes at the Indian Street and Kanner Highway going both ways. Mr. Natoli said that he crosses that intersection regularly, and it will make pedestrian crossing nearly impossible with nine lanes. Ms. Holland replied that the plan that Mr. Natoli was looking at (he brought his own copy) had been updated and the intersections were more constricted than those he was viewing. Ms. Holland replied that there would be an overall project board presented at the upcoming Public Information Workshop. The board will have the most current plans and it will show the median and the turn lane identification. Ms. Jeffers added

that the road would open up to six lanes at the intersection in order to relief traffic congestion and accommodate the vehicle flow. Ms. Terry Rauth, County Deputy Engineer, said that the road opens up to combine turn lane movement as well.

B. State Road 76 PD&E – Project Alternatives

MEMO: temp10BPACa06.02

Mr. Boyd Lawrence, Martin MPO Planner II, introduced this Item and provided background. He stated that improving State Road 76 (a/k/a Kanner Highway) has been a priority of the MPO for approximately 10 years and has been the #2 priority for the past two years. FDOT has provided funding for the Project Development and Environmental (PD&E) study of this facility for the segment beginning west of CR 711 (Pratt Whitney Road) to east of Cove Road.

Mr. Lawrence said that a PD&E Informational Project Kick-Off Meeting was held on April 16, 2009, at the Morgade Library, by FDOT and its consultants for this project: American Consulting Group of Florida. FDOT Project Manager, Ms. Daphne Spanos, and American Consulting provided a presentation on this project to the MPO Policy Board during the May 18, 2009 meeting. The SR 76 PD&E is currently in the Project Alternatives Development stage. In following the public involvement process, FDOT and American Consulting will be presenting the Project Alternatives to the BPAC group today. The presentation was made to the CAC and TAC during their April 7th meetings. Additionally, a Public Workshop will be held at the Wolf Technology Center at Indian River College in Stuart on April 13th at 5:00pm. A final meeting on the SR 76 PD&E Project Alternatives will be presented to the MPO Board on May 3, 2010.

Mr. Lawrence informed that the CAC showed preference of Alternatives 8A and 8B over Alternative 3. The TAC concurred and they were more specific to select 8A over 8B because Alternative 8A presented less interference with the existing hotel in the area.

Mr. Lawrence introduced Mr. Andrew Nunes with American Consulting who proceeded to discuss his PowerPoint presentation (copy on file). Mr. Nunes said that Ms. Spanos was in attendance to answer any questions as well. He invited the Committee Members to attend the upcoming Public Workshop where the Project Alternatives will be shown in more detail.

Mr. Nunes discussed the PD&E study that would also be presented at the upcoming Public Workshop. He discussed the study timeline, the existing roadway typical sections, and presented the Interchange Modification Report. The Interchange Modification Report contained the project's alternatives identified in its first-level screening. Mr. Nunes stated that eight alternatives were considered and were shortlisted to the following:

- Alternative 3: Eastbound to Northbound Flyover
- Alternative 8A: Eastbound to Northbound Teardrop Loop Ramp
- Alternative 8B: Eastbound to Northbound Loop Ramp

Mr. Nunes discussed the cost involved with each alternative. He stated that the “No-Build” option is also being considered. In addition, he spoke about the possibility of the reconfiguration of the existing loop ramp in the northwest quadrant of the Interchange.

Mr. Nunes mentioned the three potential feasible Park-and-Ride lot sites. He stated that the CAC

and the TAC expressed a desire to explore the Park-and-Ride in Alternative 3 because it ties up with other existing and future amenities in the area.

Mr. Nunes stated that more information on this project may be obtained at www.sr76martin.com. All comments posted through this website would generate an email to the project Staff.

Mr. Martz suggested moving the gutter a foot over towards the four-foot grass area separation so that the bike lane would become five-foot wide along this congested/fast traffic area. Ms. Spanos stated that this suggestion could be taken back to the FDOT Design Engineering Team. **Mr. Martz made a motion to take the design back to the FDOT Design Engineering Team so they would make the bike lane five-foot wide not including the gutter throughout the entire project so it would be safer for the bicyclists. Mr. Natoli suggested that the multiuse path and the sidewalk be moved back, away from this high speed roadway as well. Mr. Natoli seconded the modified motion. The motion carried unanimously.**

Mr. Nunes invited the members to attend the Public Workshop that will be held at the Wolf Technology Center at Indian River College in Stuart on April 13th at 5:00pm. Ms. Spanos said that following the workshop, all the comments gathered would be compiled and posted to the website www.sr76martin.com, and then taken to the MPO Policy Board on May 03rd.

Mr. Mike Mahony, a citizen present at the meeting, was concerned about the high speed traffic and suggested that perhaps the focus should be on widening the multimodal path instead of widening the bike lane one extra foot on the shoulder. Both Ms. Spanos and Mr. Martz stated that it would be safer for the pedestrians to have the cyclists running on the bike lane versus sharing the multimodal path with them. Perhaps it would be okay for the recreational cyclists, but it might not be the preference for the professional cyclists. Officer Pantel said that the pedestrians would have the right-of-way on the multimodal path.

C. Draft UPWP FY 2010-2011 / 2011-2012

MEMO: temp10BPACa06.03

Ms. Beth Beltran said that funding to be received by an MPO is awarded in accordance with a distribution formula developed by FDOT and approved by FHWA. The funding received by an MPO may be expended only in accordance with an approved UPWP. Ms. Beltran stated that the DRAFT UPWP was submitted to FDOT for review by the established March 15th deadline. As part of the public process, the document was submitted to the MPO's CAC and TAC for review and comments on April 7, 2010, and today to the BPAC. FDOT has until April 15th to comment on the DRAFT. This DRAFT will also be discussed with the MPO Policy Board on April 19, 2010. A Notice of Public Hearing that this document is available for comment was published in the Stuart News on March 14th advising that a Public Hearing on the document will be held at the April 19th MPO Policy Board meeting before it is considered for adoption at its May 3rd meeting (copy of the ad on file).

Ms. Beltran stated that the FY 2010/11-2011/12 UPWP is a two-year UPWP. Ms. Beltran pointed out some projects in the FY 2010/11-2011/12 UPWP such as the Bicycle Master Plan (Task 5.10). She said that \$40,000 have been set aside for the creation of a Bicycle Master Plan. The members were pleased to know that there were monies set aside to accomplish this plan.

Mr. Natoli moved approval of the DRAFT FY 2010/11-2011/12 Martin MPO UPWP to the Martin MPO Policy Board, including the funding set aside for Task 5.10. Motion seconded by Mr. Taylor. The motion carried unanimously.

D. Congestion Management Process (CMP) Scope

MEMO: temp10BPACa06.04

Mr. Lawrence introduced this Item and provided background. He stated that the Congestion Management Process (CMP) is a systematic approach that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. The CMP is required to be developed and implemented as an integral part of the metropolitan planning process in Transportation Management Areas (TMAs), which are urbanized areas with a population over 200,000 or any area where designation as a TMA has been requested. Martin County is part of the St. Lucie TMA.

Mr. Lawrence stated that the most recent major update of the CMP was completed for the Martin MPO by Tindale-Oliver in April of 2005. The primary strategy from the 2005 CMS report recommended a series of intersection improvements that could be constructed to address congestion. The report also recommended that the MPO consider the future development of an Intelligent Traffic System (ITS) to monitor traffic and coordinate traffic control signals to improve the flow of traffic on the major arterial roadways. The Martin County ITS system is referred to as the Automated Traffic Management System (ATMS).

Mr. Lawrence continued to say that in late 2009, MPO Staff initiated a Request-for-Proposal (RFP) for a consultant to update the Congestion Management Process for the Martin MPO in 2010. The consultant selected by the RFP selection committee was Kimley-Horn. Kimley-Horn has submitted the Scope of Services to complete the Martin MPO CMP update (copy on file). The Scope reflects some input provided by Martin MPO Staff to focus on alternative strategies such as transit improvements, demand management, and technology improvements. In addition, Kimley-Horn was asked to provide additional CMP analysis of the Community Redevelopment Area (CRA) districts of Martin County and the City of Stuart based on the future land use policy of those areas.

Officer Pantel stated that the timing of the crosswalks at certain traffic light signals was inadequate and more of these crosswalks should be automatically activated in synchronization with the traffic light changes. Ms. Beltran said that she would ask the County Traffic Engineer of the ATMS to look further into this issue.

Mr. John Mildenerger moved approval of the CMP Scope as recommended by Staff. Seconded by Mr. Mottram. The motion carried unanimously.

E. Stuart Cycling Classic

MEMO: temp10BPACa06.05

Mr. Lawrence stated that the 2010 Stuart Cycling Classic is scheduled for Sunday, June 6. He said that Mr. Steve Kurth and Mr. John Goings from Treasure Coast Cycling are actively involved

in organizing the Stuart Cycling Classic. They attended the March 8th BPAC meeting to discuss the plans for this year's events.

Mr. Lawrence said that this was a discussion Item and the Members could use this opportunity to plan and organize BPAC participation in the cycling events, and in particular, the Build-a-Bike event. He said that among the issues to be discussed were targeting a specific number of bicycles for the Build-a-Bike event and then contacting sponsors to purchase the bicycles. The group also needed to determine what type of safety information and materials to distribute from the BPAC table/booth at the event.

A discussion ensued about the task distribution among the members. Officer Pantel suggested potential sponsors for the event. He also talked about a Bicycle Safety Programs that would be organized by the State. Chairwoman Moore discussed prospective modes of advertisement for the event, such as the utilization of radio stations and printing informational flyers. Ms. Spera suggested that the information should also be available in Spanish. Mr. Lawrence stated that he would get distribution material from FDOT to be distributed at the BPAC table/booth. Members would contact the Boys and Girls Club, the Florida Bicycle Association, and the Sheriff Department, among others agencies, to request their involvement as well.

7. NOTES

None.

8. COMMENTS FROM THE COMMITTEE MEMBERS

Mr. Natoli and Mr. Taylor informed that their efforts to have the Green River Parkway Item pulled from the BOCC Agenda were not successful. Mr. Natoli said that the Consent Agenda Item was approved before he got a chance to address the Board. Mr. Taylor stated that following the BOCC meeting, he sent an email to the Commissioners expressing BPAC's serious safety concerns for this project (he distributed a copy among the Members; copy on file).

Mr. Taylor said that he is also a member of the Rio Neighborhood Advisory Committee (NAC). He spoke about his efforts to ensure review and discussion of sidewalk and bicycle lane considerations in future projects.

Mr. Mildenerger mentioned the \$40,000 that had been budgeted in the UPWP for the creation of a Bicycle Master Plan, and he expressed concerns about the performance of consultants for this project. He asked if the BPAC would determine specific and detailed criteria for this project. Mr. Lawrence replied that the BPAC would help develop the scope of the project. Chairwoman Moore requested that this issue be placed on the next agenda for its discussion.

9. COMMENTS FROM THE PUBLIC

None.


10. NEXT MEETING

- **May 10, 2010 (Regular)**
- **June 14, 2010 (Subcommittee)**

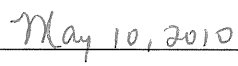
11. ADJOURN

There being no further business, the meeting adjourned at 6:55 PM.

Recorded and Prepared by:

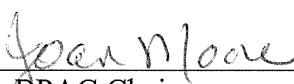


Lisandra Bonet, Administrative Specialist II

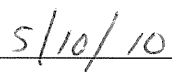


Date

Approved by:



Joan Moore, BPAC Chair



Date