

**MARTIN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING**

MINUTES

Monday, May 17, 2010

Martin County Administrative Building
Commission Chambers
2401 SE Monterey Road
Stuart, FL 34996
(772) 288-5484
www.martinmpo.com

1. CALL TO ORDER – 9:00 AM

2. PRAYER – Rev. Jim Brocious

3. PLEDGE OF ALLEGIANCE

4. ROLL CALL

Members in Attendance:

Mayor Michael Mortell, Chairman
Commissioner Doug Smith, Vice-Chair
Commissioner Tom Bausch
Commissioner Mary Hutchinson
Commissioner Sarah Heard
Commissioner Patrick Hayes
Brian Powers, Indiantown CRA Ex-Officio

Members Excused:

Commissioner Edward Ciampi
Vice Mayor Jack Kelly, St. Lucie TPO Ex-Officio

Members Absent:

None

Staff in Attendance:

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

A quorum was present for this meeting.

5. APPROVE AGENDA

Commissioner Doug Smith made the motion to approve the agenda. Seconded by Commissioner Sarah Heard. The motion carried unanimously.

6. APPROVE MINUTES

Commissioner Sarah Heard made the motion to approve both the minutes from the April 19, 2010 and the May 03, 2010 regular meetings. Seconded by Commissioner Mary Hutchinson.

Commissioner Bausch said that in the previous meeting a comment was made that Custom Offices are profitable; therefore, he wished to know what the revenue stream would be and where is the profit in it. Chairman Mortell asked if this issue was accurately depicted in the Minutes. Commissioner Bausch replied that he was not questioning the accuracy of the statement in the Minutes, but that he was intrigued about the answer. Mr. Brian Powers responded that there is an outline created that lists the potential revenue that the County could receive should a Custom Office be located at the Airport. Mr. Powers agreed to provide a copy of this information to Staff so it would be disseminated to the Members.

Chairman Mortell proceeded with the motion on the floor. There being no further discussion, the motion carried unanimously.

7. COMMENTS FROM THE PUBLIC

None

8. COMMENTS FROM ADVISORY COMMITTEE

None

9. COMMENTS FROM the Florida Department of Transportation (FDOT)

None

10. AGENDA ITEMS

A. Draft TIP FY 2010-2011 / 2011-2012

MEMO: temp10MPOa08.01

Ms. Beth Beltran, MPO/Transit Planning Manager, introduced this Item and provided background. She said that the Transportation Improvement Program (TIP) is updated annually. All transportation projects proposed to be implemented through Federal or State transportation funding over the coming five fiscal years are contained in the TIP. Major projects were guided by the list of project priorities approved by the MPO Policy Board on September 21, 2009 and provided to FDOT District Four on September 28, 2009. Ms. Beltran stated that reasonable opportunity for the public to comment on the TIP must be provided. The DRAFT TIP has been available for public comment since April 30, 2010. A notice of the June 21, 2010 Public Hearing on the Final TIP at the MPO Policy Board meeting was published in the Stuart News on Sunday, May 2, 2010 and will be published again on June 6, 2010 (copy of the notice on file). Ms. Beltran stated that the April 28, 2010 version of the DRAFT TIP was compiled from project and funding data contained in the April 14, 2010 FDOT Tentative Work Program based on the Revenue Estimating Conferences of February 25th and March 9th. Ms. Beltran said that the TIP was presented to both the CAC and the TAC and

neither Committee had any comments and recommended it for approval to the Martin MPO Policy Board.

Ms. Beltran pointed out that the Indian Street Bridge project has been funded and it is reflected in the TIP as a project divided in three phases:

Facility	Segment Limits		Project Description	Document Referenced Page	FY 2010 Priority Rank	FY 2011 Priority Rank
	From	To		FY 2010-14 TIP		
1a Indian Street Bridge	Mapp Road	SR 76	New 4 Lane Bridge	29 - 30	1	Underway
1b Indian Street Bridge	FL Turnpike	Mapp Road	Add 2 Lanes	29 - 30		1
1c Indian Street Bridge	SR 76	Willoughby Blvd.	Add 2 Lanes	29 - 30		3
2 SR 76	CR 711	Cove Road	Add 2 Lanes	29 - 30	2	2
3 Willoughby Blvd.	US-1	SR 714/Monterey Rd.	New 4 Lane Road	29 - 30	3	4
4 Cove Road	SR 76 / Kanner Hwy.	US-1	Add 2 Lanes	29 - 30		
5 Green River Parkway	SR 707	St. Lucie Co. Line	Add 4 Lanes Divided	29 - 30		Underway
6 Baker Road	US-1	Savanna Road	Add 1 Lane	29 - 30		

Commissioner Heard had a question regarding the fourth project listed on the table of page eight, section 3.3 *Transportation Enhancement Projects*: for year 2013, Martin County CRA Sidewalks (Hobe Sound and Old Palm City). Commissioner Heard said that Tax Increment Financing (TIF) funds should be available, thus, she asked if TIF funds were considered for these projects. Mr. Boyd Lawrence, MPO Planner II, responded that Transportation Enhancement (TE) funds have been available to the CRAs, but TIF funds could be used as well, and they have been. Commissioner Heard stated that using TIF funds for sidewalks construction is a wise expenditure for those funds. Ms. Cathy Reeder from the County Community Development Department (CDD) added that TIF funds have been used in several areas in the County; however, the Department has been encouraged by MPO Staff to apply for TE funds as an additional funding source.

Commissioner Bausch asked if the Sewall's Point area would qualify for TE funding for a sidewalk project in their area. Ms. Beltran replied that the area would qualify as the TE funds are Federal funds and the area does not need to be designated as a CRA. Commissioner Smith added that Commissioner Bausch should also be aware that TE funds would not qualify for ROW acquisition to do the sidewalk project.

Commissioner Bausch asked clarification for the acronym used on page six, criteria #3: AADT. Mr. Lawrence responded that it stands for Annual Average Daily Traffic.

Commissioner Smith moved to approve the DRAFT FY 2010/11 through 2014/15 Martin MPO Transportation Improvement Plan (TIP) as presented by Staff. Seconded by Commissioner Hutchinson. The motion passed unanimously.

B. Transportation Enhancement (TE) Projects

Memo: temp10MPOa08.02

Ms. Beltran introduced this Item. She mentioned that the handout given to the Members (copy on file) shows the three applications received by Staff. The second sheet of the handout shows the priority ranking done by the three Advisory Committees CAC, TAC and BPAC. Ms. Beltran said

that this is the first year that Staff has more applications/projects than funding available. She stated that the CAC combined sections from different applications because they felt it would serve more people and it would enhance connectivity. Ms. Beltran said that the City of Stuart CRA and the Rio CRA had talked about the possibility of supporting a combined application. Representatives from both CRAs were in attendance to provide a presentation.

Ms. Cathy Reeder was representing the Martin County CRA and Mr. Sam Amerson was representing the City of Stuart CRA. Ms. Reeder proceeded with a PowerPoint presentation (copy on file). She stated that they were presenting a joint Rio CRA with City of Stuart CRA application to complete a sidewalk segment along NW Alice Street to the Harborage property. This would improve the condition of Alice Street, and would create access to the Harborage and the public boardwalk at that location. Ms. Reeder showed the Members a typical section of the project and said that there is no landscaping included at the moment. Mr. Amerson added that the sidewalk would be extending to the railroad crossing, and even though there was not a pedestrian mark crossing there, it would allow paved access for pedestrians to the west side of CR 707 (Dixie Highway). Within the next few weeks, a turn lane would be built at the Bellsouth and Frank-N-Stein facilities. The construction has about one hundred and sixty feet of sidewalk on the west side of CR 707; therefore, it would connect to the west side and would provide access to the downtown Stuart via the old Roosevelt drawbridge.

Ms. Reeder presented the second application for Rio CRA, which sought neighborhood sidewalk connectivity to CR 707 in two different areas noted as:

- a. Loop #1 connecting two longtime neighborhoods to CR 707 via Sumner Avenue, St. Lucie Boulevard and Kubin Avenue, and
- b. Loop #2 connecting two more longtime neighborhoods to CR 707 via Rhodes Avenue, River Court, Waveland Avenue, and Elizabeth Avenue.

Commissioner Smith addressed both Ms. Reeder and Mr. Amerson and stated that he was surprised that the connection of Baker Road going east towards Savannah Road from the point on Baker Road that would connect to the Green River Parkway to Braille International, was not addressed. Ms. Reeder responded that this area falls outside the CRA, and it would be for the County Engineering Department to address this request. Commissioner Smith requested giving priority to this connection.

Ms. Reeder said that one of the reasons for not building sections along CR 707 itself with TE funds is that the CDD have other funds that could be used for this purpose. Another reason is that TE funds would not come for three years; and the other funds would support having the CR 707 links in place by the time the neighborhood links get started. Therefore, from the CDD standpoint, TE funds would have been an inappropriate funding source to marry up to the larger roads.

Ms. Reeder stated that CDD's proposal included street trees along the sidewalks because their code requires placing street trees every thirty feet. She said that CDD would take responsibility of the costs associated with the maintenance of these street trees, and the rest of the maintenance would fall with the County Engineering Department.

Ms. Beltran recapped the proposed projects to be ranked:

- Combination of sidewalk connectivity projects from the Rio CRA application with the City of Stuart CRA application; and the decision of whether to include the portion of Baker Road from Green River Parkway towards NE Savannah Road.
- Rio CRA neighborhood sidewalks (Loops #1 and #2)
- The second section of the City of Stuart CRA application project: the Martin Luther King, Jr. (MLK) Park restrooms, kiosk, and bike rack
- The bike lanes (paved shoulders) project on Dixie Highway (A1A) from Cove Road to Seabranck (RR Crossing).

Commissioner Hutchinson asked why the Rio Skate Park project application was not approved last year. Mr. Lawrence responded that FDOT disqualified the project for the construction of restrooms and a pavilion at the park, as these improvements were not related to the transportation system. Commissioner Hutchinson said that, even though she supports the construction of restrooms at the MLK Park, history shows that this type of amenities may not be approved by FDOT, under TE funding. Mr. Lawrence concurred and said that these type of amenities may be looked at as park improvements versus transportation enhancement projects.

Commissioner Smith mentioned the pre-prioritized unfunded project for the Jensen Beach Causeway-Landscaping. He said that while visiting Marco Island three weeks ago, there is an amazing impact when traveling along the bridge towards the Island on Collier Boulevard. He said that what makes this scene so enjoyable are the wonderful meandering sidewalks, its landscaping, the attention to detail; such as the guardrail used on the bridge, the incredible beautiful median, the park, and so forth. This combination creates a dramatic impact while driving through. Commissioner Smith stated that, relative to the Jensen Beach Causeway, these are the kind of details that would make a difference when going on the bridge to visit Hutchinson Island.

Commissioner Heard moved to rank the TE applications as proposed by the CAC.

Chairman Mortell responded to a request to speak from the community. Ms. Julie Preast, representing the Rio Civic Club, addressed the Board. She said that she is also a member of the CAC, and apologized, as she was not able to attend their last meeting when the TE applications were ranked. Ms. Preast stated the following on behalf of the Rio Civic Club:

- The Rio Civic group supports the sidewalk connection along NW Alice Street.
- Request to consider removing a support pole at the northeast corner of the Dixie Highway and Wright Boulevard intersection. The pole would “stop the sidewalk from going through... it [would] also stop us from stacking and waiting when the train is on the tracks. We can’t go passed the pole, there is no stacking or turn lane”. The pole is located opposite to the Frank-N-Stein restaurant.
- Install a crosswalk at that same intersection of Dixie Highway and Wright Boulevard.
- Consideration to Loop #1 of the Rio CRA application. In order to save some money, include only the section of Sumner Avenue from Alice Street to St. Lucie Boulevard (four hundred and fifty feet of sidewalk), so the children have access to the school bus stop on Alice Street.

Commissioner Smith made a substitute motion that the prioritization of projects should be as follow:

1. **Combine the “Sidewalk improvements along SR 707 (Dixie Highway) northbound from Wright Boulevard to Green River Parkway” section of the City of Stuart CRA application, and the “Alice Street connection to City of Stuart” section of the Martin County – Rio CRA application.**
2. **The section of the Loop #1 of the Rio CRA application that includes the segment of Sumner Avenue from Alice Street to St. Lucie Boulevard, and the portion of St. Lucie Boulevard on this Loop #1, as far as funding would allow; with the inclusion of landscaping.**
3. **The County’s bike lanes (paved shoulders) project on Dixie Highway (A1A) from Cove Road to Seabranh (RR Crossing).**
4. **The remaining Rio CRA application Loops’ segments that were not included in priority number two:**
 - a. **Loop #1 connecting two longtime neighborhoods to CR 707 via St. Lucie Boulevard and Kubin Avenue, and**
 - b. **Loop #2 connecting two more longtime neighborhoods to CR 707 via Rhodes Avenue, River Court, Waveland Avenue, and Elizabeth Avenue.**
5. **Last year’s unfunded landscape project along the Jensen Beach Causeway.**

The motion was seconded by Commissioner Hutchinson. Motion opened for discussion.

Commissioner Heard stated that her concern with the motion on the floor is that there is a large amount of funding designated for landscaping. Considering the scarcity of tax dollars, this would not be the wisest use of these dollars. Commissioner Smith said that Martin County is a “green” place, and planting trees along the sidewalks would make them more inviting; therefore, he disagreed with Commissioner Heard’s statement. Commissioner Hutchinson concurred with Commissioner Smith, and said that the shade that trees provide would make the sidewalks usable.

Chairman Mortell suggested that, for future projects, the applicants should seek executed “understanding of agreements” from the residents for the maintenance of planted street trees in the ROW after the trees pass their phase of establishment. He said that this would be a fairly creative option and should be explored.

There being no further comments, Chairman Mortell requested roll call for the vote. The motion passed with four AYEs (Chairman Mortell, Commissioner Smith, Commissioner Bausch and Commissioner Hutchinson), and two NOs (Commissioner Heard and Commissioner Hayes).

C. Letter of Support and Memorandum of Understanding (MOU) for TCRPC Sustainability Grant Application
MEMO: temp10MPOa08.03

Ms. Beltran introduced this Item and provided background. She stated that the South Florida and Treasure Coast Regional Planning Councils (Councils) are working together on a joint, regional application to the U.S. Department of Housing and Urban Development Sustainable Communities

Planning Grants Program that will be submitted on behalf of many public, private, non-profit, and other regional stakeholders from the seven-county region of Monroe, Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, and Indian River Counties. Ms. Beltran said that this application would be developed through a collaborative partnership of regional stakeholders including, but not limited to, water resource, housing, environmental and transportation agencies; local governments, non-profits, academia, and private sector organizations.

Ms. Beltran stated that Mr. Michael Busha, Executive Director of TCRPC, is requesting a letter of support and a Memorandum of Understanding from the Martin MPO to add their support to the Councils' joint, regional application to the U.S. Department of Housing and Urban Development Sustainable Communities Planning Grants Program. These documents will accompany the Federal funding application due in early June.

Commissioner Smith made a motion to approve the Letter of Support and Memorandum of Understanding for the Sustainable Communities Initiative for the Southeast Florida Region. Seconded by Commissioner Bausch. The motion passed unanimously.

D. Northwood Presentation by TCRPC Staff

MEMO: temp10MPOa08.04

Ms. Beltran said that at the April 19, 2010 MPO Board Meeting, Mr. Michael Busha, Executive Director of the TCRPC, gave an update on the 2035 Regional Long Range Transportation Plan (LRTP) project. When asked about possible planning activities for the new Transit Depot in Downtown Stuart, similar to what has been prepared for the Northwood Crossover, Mr. Busha mentioned a presentation that was put together for the Northwood project and said that it could be brought to the MPO Board. Ms. Beltran introduced Mr. Dana Little, TCRPC staff, who offered a PowerPoint presentation on the design of the transportation facilities at the Northwood Crossover (copy on file).

Mr. Little said that the presentation is a pared down version of the charrette presentation that TCRPC had done in January in West Palm Beach. Mr. Little said that this is, "... part of the ongoing efforts to assist FDOT, the MPOs, and Miami-Dade, Broward and Palm Beach Counties, as well as Tri-Rail, to look at getting passenger service back on the [Florida East Coast] FEC corridor". Mr. Little said that plans are underway for future Amtrak stations and passenger service on the FEC (eastern) rail corridor. The CSX corridor, which currently carries Tri-Rail, and the FEC corridor must be connected to accommodate enhanced service. The public involvement process intends to get public input on station locations, the CSX/FEC connector location, and how to make transit accessible to all.

Mr. Little provided some historical data about the corridors, and brought the corridors status to their current condition today. Mr. Little said that there have been eight potential locations identified through their study. He also presented some models of different train stations. Mr. Little stated that the Northwood area was the "consensus" CSX/FEC connector location during the public design session. He provided several models showing different options to build the train tracks crossover connector in Northwood. Mr. Little said that continued detailed analyses of parcel and business impacts are being conducted for the Northwood/25th Street area.

Mr. Little said that this report will be finalized within the next few weeks and it will become part of the overall package that would go to FTA for competitive Federal funding to help implement the FEC/Rail corridor project in our area.

Commissioner Smith thanked Mr. Little for a great presentation and for the remarkable level of work of TCRPC. Commissioner Smith suggested that Martin County go through the same kind of “exercise” to identify the same sort of opportunities for our area. Commissioner Hutchinson asked Commissioner Smith if his statement could be taken as an extended offer to the City of Stuart for a partnership with the County to move towards this endeavor. Commissioner Smith replied in the affirmative.

Chairman Mortell stated that there is general support for the train and its connectivity. The consensus in our community is that Amtrak will be a great benefit to everyone in Martin County. Chairman Mortell added that having a Government Complex across the prospect area for the train station in Stuart would be ideal.

Commissioner Hayes said that one of his constituents was reading about the train in the paper and inquired if anybody has done a study regarding the possibility of having commuter rail all the way up and down the coast, as to whether it would be supportable by consumer use, basically, subsidized by the taxpayers. Mr. Little responded that most transit agencies are subsidized, at least to some extent. Mr. Little said that it would be a matter of shifting priorities.

Commissioner Bausch said that he would like to see a similar presentation done for Martin County.

E. SR 76 Project Update

MEMO: temp10MPOa08.05

Ms. Beltran introduced Ms. Daphne Spanos, FDOT Project Manager. Ms. Spanos said that Mr. Andrew Nunes and Mr. Brian Mirson, from American Consulting Engineers of Florida, and FDOT Consultants, were also in attendance.

Mr. Nunes provided a PowerPoint presentation (copy on file) on the SR76 Project Alternatives. 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. He said that the SR 76 PD&E is currently in the Project Alternatives development stage.

Mr. Nunes said that the project is consistent with the Martin County’s Cost Feasible Roadway Projects for the 2030 Plan, which essentially intends to add a lane in each direction. Mr. Nunes also presented the future traffic projections for year 2040 for the area under study.

Mr. Nunes discussed the study timeline of the project, showed 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, and stated that the “No-Build” option is also being considered. Mr. Nunes also spoke about the possibility of the reconfiguration of the existing loop ramp in the northwest quadrant of the Interchange.

Mr. Nunes said that the study identified three possible Park-and-Ride lot sites as well.

Mr. Nunes recapped the advisory committee suggestions. American Consulting gave presentations on the Project Alternatives at the CAC and TAC meetings on April 7th, and at the BPAC meeting on April 12th. The CAC recommended that Alternatives 8A and 8B supersede Alternative 3. The TAC recommended support of “the road project including bike lanes in Alternative 8A as this alternative presented less interference with the existing hotel in the area, keeping the traffic signalization, support having the Park-n-Ride on Site #3, and having DOT cooperating with the County’s interim plan.” The BPAC recommended “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.....[and] suggested that the multiuse path and the sidewalk be moved back, away from this high speed roadway.” Mr. Nunes said that in terms of the public workshops held, most of the attendees showed preference for Alternative 8A, and there was general support for adding sidewalk and bike lanes.

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.

Commissioner Heard asked if American Consulting addressed the County Staff Memorandum of May 10th questioning the traffic numbers used. Mr. Nunes replied that the traffic volumes that were proposed for this study were based with direct coordination with Ms. Lisa Wichser, Martin County Traffic Engineering Administrator. Mr. Don Donaldson, Engineering Department Director, responded that at this point the Engineering Department is in disagreement with the figures presented for traffic projections. Mr. Donaldson said that the Department is currently “working with the TCRPC on the 2035 Plan, and the BEBR projections and what is in the basic modeling for the growth out west of town is projected to be greater than what we believe is to be the case”. County Staff had concerns including the proposed roadway design and whether the traffic analysis is in agreement with the County’s Comprehensive Growth Management Plan’s Future Land Use Map and population projections. Commissioner Heard stated that the numbers presented by Mr. Nunes were not being realistic, therefore the presentation planned for rather unrealistic alternatives.

Mr. Brian Mirson said that he had analyzed DOT traffic projections and County traffic projections; and throughout his experience, he has been able to make the following two points: 1) that in the long term, it was very unlikely to see less traffic on the road than what they had projected twenty years ago, 2) and most importantly, the study’s attempt is to provide NEPA compliancy in the corridor, to provide a footprint and an approval of a footprint, so it is possible to move forward with the improvements having considered environmental impact mitigation, when ready to do so.

Commissioner Heard stated that her concerns are that there is a justifiable defensible needs analysis for every project and she wants to avoid constructing over capacity simply because we have an environmental assessment that says that we are not going to cause any more damage if we put a six

or a four lane segment. Mr. Mirson concurred with her statement. Mr. Mirson added that by the time the project update comes back for the Boards' review, the adjustments in terms of expected growth rate, would be done. Mr. Donaldson said that the underline growth is a critical issue and it is being looked at. Mr. Mirson said that they will keep on coordinating with Martin County Staff and will ensure that the May 10th Memorandum is incorporated into the document.

Commissioner Smith stated that, in earlier discussions with FDOT, it was suggested that a diamond-type of configuration should be used for the construction in the area under study. He advised that the Consultants look at the interchange at Northlake Boulevard in West Palm Beach, which has a diamond-type configuration that works effectively in an area that seems more constricted than the interchange area on SR 76. Commissioner Smith and Commissioner Heard questioned why a similar design is not being implemented for the SR 76 interchange. Mr. Nunes responded that the Northlake model was considered, and based on the traffic analysis, it was determined that it would not be feasible; it did not meet the LOS criteria required. Commissioner Smith stated that perhaps the inflated traffic projections numbers used to depict the traffic volume for the year 2040, had made this option failed. Chairman Mortell requested that the data from Northlake should be provided for comparison purposes. Mr. Nunes replied that they would be happy to provide the Northlake Boulevard interchange data. Mr. Mirson said that they tried to apply the tighter diamond-type interchange model but they could not make it work, given the projected numbers.

Mr. Mirson said that the SR 76 interchange will be identified as an urbanized interchange. Commissioner Smith asked if the Consultants could bring back the rejected Alternatives, especially Alternative #5 – Urban Diamond, and explain why they were rejected. The Consultants said they would.

Mr. Powers asked about the ROW acquisition status for this project. Mr. Mirson replied that the ROW that is necessary for the corridor has already been acquired. The ROW costs listed in the presentation were for pond sites (drainage), the loop areas and the Park-n-Ride lots, as presented in the Alternative descriptions.

Mr. Powers asked how many turn lanes the project has for the Pratt Whitney Road. Mr. Mirson responded that it was a single left turn lane. Mr. Powers said that the traffic gets backed up tremendously due to the school in the area, and he stressed the need for a turn lane there. Mr. Mirson stated that the study takes those issues into consideration.

Mr. Powers asked to please avoid a flyover in any of the scenarios. Mr. Nunes stated that the MPO Advisory Committees concurred with this request.

Commissioner Smith requested the analysis and consideration of any other projects planned for this same corridor in order to avoid duplicate efforts, in spite of how difficult the coordination efforts might be.

Chairman Mortell stated as a point of observation, “[in Martin County] we spend a lot of time in our MPO meetings, they are not short, and we do that in a lot of our meetings as it relates to planning for the width of trees, the high of trees, the distance of sidewalks, and the future of the community”. Chairman Mortell said that when green space is preserved in Martin County it might seem that we

have enough space for something bigger than the Northlake Boulevard tight type of diamond interchange; however, what Martin County would like is to be rewarded for the behavior of preservation, rather than “punished” with bigger configuration types of structural alternatives. Mr. Mirson said that perhaps the presentation did not show the sensitivity to the community that it should, but they have tried to “balance the act”.

Chairman Mortell thanked the Consultants for the presentation.

11. COMMENTS FROM THE BOARD MEMBERS

Mr. Powers said that he would leave the Customs Office information requested earlier with Staff, for distribution. Mr. Powers went over some of the economic benefits that having a Customs Office on site might bring to the County. A discussion ensued as to whether further planning for a possible Customs Office location should be done, and what economic benefits to the County it may bring.

Commissioner Hutchinson said that the City of Stuart would like to request the support of the County to improve Palm City Road. She stated that Palm City Road is a County road and it has not been given too much attention in the later years. Commissioner Hutchinson said that the residents have requested enhancements in the form of beautification, traffic calming features, and road improvements.

Commissioner Heard extended Ms. Beth Beltran a congratulatory acknowledgement for obtaining the permanent MPO Transit/Planning Manager position.

12. COMMENTS FROM THE PUBLIC

None

13. NOTES (on file)

14. NEXT MEETING

- June 17, 2010 – Joint MPO/TPO Board, hosted by St. Lucie County
- June 21, 2010 – Regular Martin MPO Board

15. ADJOURN

The meeting was adjourned at 11:29 am.

Recorded and Prepared by:


Lisandra Bonet, Administrative Specialist II



Date


Mayor Michael Mortell, Chairman



Date