



MARTIN / ST. LUCIE JOINT CITIZENS' ADVISORY COMMITTEE (CAC) MEETING

MINUTES

Wednesday, September 01, 2010
Martin County Airport – Witham Field
Maintenance Building Conference Room
1895 Flying Fortress Way
Stuart, Florida 34996
(772) 221-1498
www.martinmpo.com

1. CALL TO ORDER – 10:28 a.m.

2. ROLL CALL

Members in Attendance for Martin CAC:

Sheila Kurtz, Chairwoman
Joseph DeFronzo, Vice-Chair
Amy Eason
Alex Trovato
Jody Ianuzzi
John Fanticola for Barbara Kauffman
Mark Mathes
Julie Preast

Members in Attendance for St. Lucie CAC:

William McKenney
Fred Cook

Members not in Attendance:

Trent Steele, Martin CAC
Albert Zilg, Martin CAC
Stephen Driver, St. Lucie CAC Chairman
Sebastian Gomez, St. Lucie CAC Vice-Chair
Paul Weinstein, St. Lucie CAC
Kevin Trepanier, St. Lucie CAC

Bertha L. Sullivan, St. Lucie CAC
George Quinn, St. Lucie CAC
William Lindsey, St. Lucie CAC
Olivia Watkins, St. Lucie CAC

MPO/TPO Staff in Attendance:

Beth Beltran, Martin MPO Administrator
Claudette Mahan, Martin MPO Associate Planner
Lisandra Bonet, Martin MPO Administrative Specialist II
Peter Buchwald, St. Lucie TPO Director
Neelam Fatima, St. Lucie TPO Sr. Transportation Engineer
Marceia Lathou, St. Lucie TPO Senior Planner
Edward DeFini, St. Lucie TPO Senior Planner

Others in Attendance:

Mike Busha, Executive Director of the Treasure Coast Regional Planning Council
Dana Little, TCRPC Project Manager
Terry Hess, TCRPC
Stuart Robertson, Kimley-Horn
Mark Ledford, Kimley-Horn

The Martin CAC had a quorum, St. Lucie CAC did not. Martin CAC Chairwoman Sheila Kurtz conducted the meeting.

3. APPROVE AGENDA

Ms. Julie Preast made the motion to approve the agenda. Seconded by Mr. Mark Mathes. The motion carried unanimously.

4. APPROVE MINUTES

Ms. Amy Eason made the motion to approve the minutes from the July 20, 2010 Joint CAC meeting. Seconded by Mr. Joseph DeFronzo. The motion carried unanimously.

5. COMMENTS FROM THE PUBLIC (NON-AGENDA ITEMS)

None

6. AGENDA ITEMS

A. Regional 2035 Long Range Transportation Plan (2035 RL RTP) Update

Memo: temp11CACa03.01

Ms. Beth Beltran, Martin MPO Administrator, thanked and welcomed the St. Lucie CAC Members. Mr. Peter Buchwald, St. Lucie TPO Executive Director, thanked Martin MPO Staff and Martin CAC for hosting the joint meeting.

Mr. Beltran introduced the project team for the Regional 2035 LRTP. Among the attendees were Director Michael Busha, Mr. Terry Hess and Mr. Dana Little with the Treasure Coast Regional Planning Council (TCRPC); and Mr. Stuart Robertson and Mr. Mark Ledford, Technical Consultants from Kimley-Horn and Associates.

Ms. Beltran stated that staff of the TCRPC and staff from the subconsultant Kimley-Horn will present the 2035 RL RTP Needs Plan for approval, based on input gathered from the Joint Martin MPO / St. Lucie TPO Policy Board at its August 12, 2010 meeting.

Mr. Little provided a PowerPoint presentation (copy on file). He stated that Tasks 1, 2 and 3 of the RL RTP Work Schedule have been completed. Tasks 4: Needs Plan Development, Task 5: Development of Transportation Alternatives, Task 6: Financial Resources Analysis, and Task 7: Draft Goals, Objectives, and Policies; would be discussed today. Mr. Little commenced by saying that input gathered from the Advisory Committees would be presented at the next Joint Policy Board meeting scheduled for October 21, 2010, for review and recommendation.

Mr. Little provided some background and said that the Joint MPO/TPO Boards authorized the TCRPC and RL RTP Team to develop and model the Infill Alternative Plan to evaluate potential benefits to mobility in the region.

Mr. Little mentioned that, as a result of the Public Workshops and the Focus Groups that followed, Martin and St. Lucie County residents expressed the following preferences and ideas, which went into the Infill Alternative Plan:

- Focus growth in the (Community Redevelopment Areas) CRA Districts
- Provide greater incentives for Infill
- Look for opportunities for greater connectivity in the region
- Improve mobility throughout
- Look at mixed-use Infill Development along US 1
- “Fix what we have, finish what we started”

Mr. Little presented a slide for each County, depicting the different districts for the “Infill Alternative” Plan. The Infill Alternative Plan presentation included six categories: downtown districts and neighborhood commercial districts where strip-centers may already exist, and how we could improve the balance of land use there. This would allow small amounts of neighborhood-type commercial uses, so local trips do not have to get back out into the arterials. The Plan also identifies neighborhood infill development districts, US 1 development corridor, regional workplace districts, and it formally recognizes areas for active recruiting for regional workplace districts, such as the airport and the seaport.

Mr. Little stated that the Infill Alternative Plan emphasizes the necessity of linking the RL RTP to adjustments within the local Land Development Regulations. The RL RTP in and of itself does not change the local Comprehensive Plans or the local Land Development Regulations; but the Plan mainly shows that there *are* benefits to balancing land uses, particularly in the urban corridors.

Mr. Little went over the overview of activities completed thus far, resulting in a “formula” that would include: the baseline population totals, a refined Infill Alternative Plan, the development of Socio-Economic Data (containing who lives where, where do they go, and what the household income is). This Socio-Economic data is then forecasted into the 2035 future, resulting into the development of the “Z” Data. The “Z” Data is then brought into a refined Greater Treasure Coast Regional Planning Model (GTCRPM), which is a model developed by the Department of Transportation (the model shows what the travel patterns are, among other key data). Mr. Little

stated that the initial model-runs have been done. The models have been run to highlight deficiencies and provide the basis for identifying needs.

Mr. Little stated that while updating and validating the model, deficiencies were found. One example in Martin County is that the previous model showed a large group of “phantom” trips within a big Transportation Analysis Zone (TAZ) area being loaded into Cove Road. Mr. Little said that this was a physical impossibility because those areas did not even connect to Cove Road; therefore, creating deficiencies in the area that maybe didn’t even exist. Mr. Little said that really testing the model with what the land development patterns are was done on a TAZ by TAZ basis throughout both Counties, just to ensure accuracy.

The Needs Plan and the Financial Resource Analysis Update were discussed next by the Kimley-Horn Consultants. Mr. Stuart Robertson said that Kimley-Horn is the Technical subconsultant to the TCRPC on this project. He focused his discussion on the Needs Plan, and stated that it was important to understand that the Needs Plan does not obligate the MPO and the TPO to do anything with those projects, and that these were just the needs anticipated to be needed by year 2035 to adequately serve the capacity and the traffic conditions that are expected to be found in year 2035. Mr. Robertson said that not all the needs would be feasible because there are limited resources, from the financial standpoint.

Mr. Robertson proceeded with his presentation in more detail (continuation of the previous PowerPoint presentation, copy on file). He said that one of the modifications done to the 2005 Traffic model was to update the capacity, segment by segment, to meet local government Comprehensive Plans. He explained that from year 2005 they [Kimley-Horn] jumped into year 2014 because this would be the next *key* year in the Long Range Planning process. Mr. Robertson said that basically all of the projects that are currently funded in the MPO/TPO Transportation Improvement Programs (TIP) would have been programmed into 2014. Therefore, this would be the roadway network that is anticipated to be in place, as we are looking forward to year 2035.

Mr. Robertson discussed the 2035 roadway deficiencies for both Counties. He said that the Roadway Needs Plan, which was developed to address the deficiencies in the roadway network, is not cost-constrained. Mr. Robertson stated that not all roads depicted as deficient on the 2035 roadway deficiencies map will need to be widened in order to obtain acceptable levels of service (LOS).

Mr. Robertson mentioned that Congestion Management Strategies (CMS) have also been identified on the Draft Needs Plan and they typically involve traffic operations improvements. CMS are a lower cost alternative to traditional roadway widening. Some examples are traffic signal timing optimization, adding intersection turn lanes, utilization of Intelligent Transportation Systems (ITS), and multimodal transportation solutions.

Mr. Robertson talked about the Transportation Alternatives as a “bridge” that would connect the Needs Plan with the Cost Feasible Plan. He used US 1 and Old Dixie Highway in northern St. Lucie County as an example of this. Mr. Robertson stated that widening US 1 along this area would alleviate the need to widen Old Dixie Highway because it would attract the traffic volume over-capacity on Old Dixie and would put those trips on US 1. Mr. Robertson also mentioned some other examples such as the US 1 Corridor Retrofit south of Fort Pierce that would include considerations for a Bus Rapid Transit (BRT) system; the Village Parkway Extension (west of I-95, from Becker

Road in the north to Martin Highway in the south) including updated Socio-Economic data; and the Cove Road and Salerno Road where the roadways improvements would alleviate the need for widening these roads by making a better mix of uses including transit-oriented / pedestrian-friendly types of developments with parks.

Mr. Robertson asked his colleague Mr. Mark Ledford to proceed with the discussion of the Financial Resources component. This is where we look at the revenues that have been anticipated for 2035.

Before Mr. Ledford started his discussion, Mr. William McKenney asked if the population numbers used for year 2005 have been adjusted to reflect the current numbers. Mr. Robertson replied that they have been adjusted to the most recent data which is March, 2010. Mr. McKenney was relieved because there is a big difference in these figures. Mr. Robertson concurred, and added that the best guess that is available in year 2010 for twenty-five years from now, is twenty-five percent less than it is projected now, versus what was being projected in year 2005.

Mr. Mathes said that in the last meeting he had asked where to look for the most up-to-date “Z” data numbers. Mr. Robertson responded that everything is still being developed; any data that he may be able to provide at this point would be in draft format, but that the information could be made available via MPO/TPO Staff. Mr. Mathes was grateful to Mr. Robertson. Mr. Mathes thought that having access to this data would help him provide a better recommendation for the Plan.

Ms. Preast requested clarification of the proposed projects for Cove Road and Salerno Road. Mr. Robertson responded that Salerno Road would have a Congestion Management Strategy approach, while Cove Road would have a road-widening approach, going from two-lanes to four-lanes.

Mr. Fred Cook had a concern regarding the widening of only certain areas along the US 1 and possibly creating a bottle-neck situation along this corridor. Mr. Robertson replied that they are taking network-wide connectivity into account, and that the “math” was being done as logical as possible in trying to avoid bottle-neck conditions. Mr. Cook was also concerned with ROW acquisition along US 1. Mr. Robertson said that there might be some ROW impact and it has been accounted for in the Cost Feasible Plan. Mr. Robertson stated that they would minimize ROW acquisition as much as possible; from the planning perspective, they are gathering how much ROW is already available and whether any ROW would need to be acquired.

Mr. Cook inquired about the slide depicting the grids in the southwestern section of Port St. Lucie. He asked, “Are those grids being discussed with the people that are potentially trying to develop those areas so they won’t be restricted to a grid section necessarily, or maybe the grid section is even better than what they contemplate, in regards to what some of the past developers have created, with all of the cul-de-sacs and other things that are more of a hazard than anything else”. Mr. Robertson praised Mr. Cook’s inquiry by saying, “I couldn’t have said it better myself”, and responded in the affirmative. Mr. Cook stated that he has been coordinating with the local government municipal staff to show the network in such a way that it matches what they are wanting to do in negotiations with the developers. Mr. Michael Busha added that the grid is required by an agreement between the City and the developers. Mr. Peter Buchwald commented that the timing is left to be determined, in terms of how it gets phased in.

Mr. Buchwald stated, “...St. Lucie, we are going to propose not to widen US 1 in any way, shape or form because of the impacts we saw with the recent projects. And so want to try to avoid also Ft.

Pierce between Midway and Edward...We are going to do everything else except widening US 1". Mr. Buchwald advocated for alternative options such as providing additional modes of transportation, transit, intensify land use, create different land use, etc.

Mr. Busha commented that the policymakers would have to focus more on their resources and be more serious about transit as a big regional picture versus thinking to deal with small congestion areas.

Ms. Ianuzzi commented about the suggestion of widening US 1 from Roosevelt Bridge north to Jensen Beach Boulevard. She stated that this need may have been triggered by the number of establishments located along that way and possibly because of the Mall. Ms. Ianuzzi said that if the Mall is going to be re-defined, then why widen this section of US 1? Mr. Busha responded that this section is being approached as being viable for retrofitting instead of being widened. It would provide better connectivity with the adjacent facilities. Good examples would be Goldenrod Road and the already-underway Green River Parkway extension, both of which would help alleviate traffic congestion along US 1.

Mr. Buchwald specifically asked what the point of widening US 1 is. Mr. Busha stated that there is not intention to widen US 1 but to increase pedestrian orientation, make it a more transit-supportive environment, and avoid making this corridor any more hostile than it already is.

Mr. Ledford proceeded to present the Financial Resources component of the Plan. He said that the financial revenue projections in the analysis include both future capital investments in transportation infrastructure, and operating and maintenance expenses. The revenue projections are used to prioritize future roadway and transit investments in a financially "constrained" scenario. Mr. Ledford said that they looked at the Federal, State, and local funding programs that support transportation investment that are already reviewed and projected through 2035. The review includes revenue from the following sources:

- Federal finding programs for highways (Federal level)
- FDOT funding programs and revenue estimates (State level)
- Gas tax revenues and transportation impact fees (local level)

Mr. Ledford stated that the financial revenues showed on the Tables "Martin Projected Capital Revenues" and "St. Lucie Projected Capital Revenues" are listed in present value.

Mr. Robertson compared the costs identified in the Needs Plan with the Projected Capital Revenues. Mr. Busha stated that the policymakers would have to make some choices because there is not enough money to make everything the model suggests it is needed.

Mr. Ledford clarified that the revenue funding sources identified are those which are currently in place and anticipated to *remain* in place. Some of the calculations are done by formula. The next step would be to utilize Revenue Projections and Estimated Project Costs to develop the 2035 Cost Feasible Plan (CFP).

Mr. Busha moved on to the final portion of the presentation: Goals, Objectives and Policies (GOPs).

Mr. Busha explained that the intent was not to propose big drastic changes but changes nonetheless that would make a difference in the amount of roads that would need to be improved, in the amount

of time that we would need to spend in our cars, in vehicle miles traveled, and in the amount of greenhouse gases released and the energy vehicles would have to burn to move around.

Mr. Busha stated that changes such as density increases throughout the years, will not be happening by chance. Mr. Busha said that these are the GOPs in support of the RL RTP Infill Alternative; therefore, the GOPs would act like an established list of “instructions” for the MPO/TPO to operate under, and to help identify where they would advocate for certain improvements to be made, etc.

Mr. Busha stated that the GOPs do not replace or supplant existing Comprehensive Plans.

Mr. Busha said that RL RTP Goal 1.0 is “An efficient multimodal transportation system to serve regional and local needs and ensure transportation choices for all citizens, visitors, and businesses of the Region”. This system is a mix of elements (ports, airports, bicycle, pedestrian, transit, road widening, and/or trains), all well interconnected.

RL RTP Goal 2.0 is “Transportation investments that discourage suburban sprawl and improve the economy and value of existing towns, cities, and other redevelopment areas”. Mr. Busha stated that this is currently “the norm”. He pointed out that this is a typical example of the kind of change that will not happen by chance. This would need to be addressed by shifting towards a more transit-supportive environment; starting site by site, project by project, and parcel by parcel. The whole system’s behavior would need to be re-adjusted.

Mr. Busha stated that there are policies within Goal 2.0 that suggest some things as simple as moving a building forward. He said that we spend millions and millions in roadways but sometimes we do not ask the private sector to compliment that huge infrastructure investment, other than just requiring to put a buffer and planting some trees. Mr. Busha said that this may not be the best combination, especially not for the pedestrians. He provided several interesting alternatives that would promote moving away from a hostile environment for transit and pedestrians, and moving into a better approach that would promote the streets as an amenity, and that would inspire investment.

Various members shared some anecdotes regarding their experience when visiting certain buildings and how the buildings/street layout affected their visit. Some layouts and parking location preferences were expressed, and the issue of safety was mentioned. Ms. Ianuzzi spoke about the fact that un-conventional constructions where buildings have more than one entrance or its entrance is no longer located in the front of the building, makes it very difficult to find. Ms. Preast talked about how street designs could make the experience more inviting and welcoming to pedestrians, and how buildings closer to the streets make the visitors attracted to walk on those streets. Ms. Preast stated that those are the places people are drawn to and the places that have succeeded for many years; whereas some strip centers may die off after twenty to thirty years.

Mr. Cook commented in regards to the bicycles and pedestrians, and what a scary item this was in terms of the imminent dangers when they are trying to cross the many unnecessary roads/streets separations created. Mr. Buchwald added that at their latest St. Lucie BPAC meeting, the FDOT representative of District Four said that there are more accidents of bicyclist on separate bicycle paths than there are on bicycle lanes on the street.

Ms. Ianuzzi also mentioned that there is a developing trend to do more shopping online, and this significant change should also be taken into consideration. Mr. Busha stated that this is one of the reasons they are requesting that local governments would allow mix-use sites so the investors can orchestrate adding retail to the neighborhood.

Mr. Busha addressed RL RTP Goal 3.0 “Improve land use and transportation decision-making and intergovernmental cooperation in the region”.

Mr. Busha encouraged the Members to review the policies and objectives and to share their input. He said that the GOP Policies were still in draft form, at least for the next couple of months. Mr. Busha discussed the New and Updated GOP Policies:

The first change is an addition to a policy on page five:

- Policy 1.1.10: “...especially in US 1 Corridor retrofit project areas.”

The next change is on page six. It was a suggestion from a St. Lucie County Commissioner:

- Policy 1.1.14: “As a method to protect the countryside, minimize the need to increase overall development rights in the Region, and carry out the RL RTP Infill Alternative, a regional Transfer Development Rights (TDR) program should be developed for applications to CRAs, downtown districts, and identified redevelopment corridors.”

Mr. Busha stated that this was no easy proposition because it meant that everybody would have to participate in that. Ms. Prest stated that she was under the impression that his proposition has already been tried in St. Lucie County. Mr. Busha replied that there were only a few transfers in areas that the County controlled, some exchanges. Ms. Prest asked if the program was successful. Mr. Busha replied that it was very hard to determine since the amount of transfers were very small, and it happened just before the economy went down. He added that the “formula” for TDR programs still needs refinement and clarification; overall TDR programs are far and few in between.

This next change was an addition requested by a Martin County Commissioner, on page ten:

- Policy 2.1.15: “Require Transportation planning and actions to designate and protect the Martin Grade (CR 714) Between CR 609 and SE 710 as a Scenic Highway.”

The last policy presented, on page eleven, was a new policy created by TCRPC Staff triggered by errors found in the TAZ data when using the 2030 data. Developed to avoid false readings that would affect the model:

- Policy 3.1.8: “Prior to undertaking the 2040 RL RTP, revise and refine the TAZ boundaries and centroid connectors to be reflective of the 2010 Census data and actual travel patterns and land uses.”

Ms. Prest asked if the plans that resulted from the 2030 Plan contained wrong data. She asked if they needed to be “re-worked”. Mr. Busha replied that they are hoping that the results of the 2035 data would alert them. Ms. Beltran stated that as a result of the 2035 updated data consideration, the widening of the bridge over the Turnpike of SR 76 west of I-95, was determined not to be required.

Ms. Prest expressed concern about the use of the incorrect data from the 2030 plan. Mr. Mathes responded that the 2030 Plan would disappear once the updated 2035 Plan is adopted, and reflected in the new list of project priorities. Mr. Buchwald concurred with Mr. Mathes. Mr. Buchwald added that the 2035 Plan carried a tremendous amount of work done at the local level. Mr. Buchwald also

said that one of the reasons TCRPC was hired was because they are a local agency that would be familiar with the facts for our region.

Ms. Ianuzzi was concerned with the many variables that can not be put into a model. She brought up the gas price increase as an example. Mr. Busha responded that this why FHWA requires that the MPOs revise the Plan every five years.

Mr. Busha moved on and stated that the next meeting would be in October 7th with Joint CAC and Joint TAC meetings with St. Lucie County, hosted by St. Lucie. These meetings would be for the review and discussion of Task 8: Cost Feasible Plan. There is also a Joint MPO/TPO Policy Board meeting scheduled for October 21st in Martin County.

Mr. Mathes requested that the GOPs would be brought back during the October 7th meeting, so that the Members would be ready to provide input.

Ms. Preast moved to recommend to the Joint Martin MPO/St. Lucie TPO Policy Board approval of the 2035 RL RTP Needs Plan. Seconded by Ms. Ianuzzi. The motion was opened for discussion.

Mr. Mathes commented that the only way he would feel comfortable supporting the motion would be, “If there is a commitment from the TCRPC that when they present the Needs Plan for approval by the Joint Board, there is a clear representation of the variances of their assumptions underlying the future land use map, so that the Board clearly knows this Needs Plan is based upon, as you say [referring to Mr. Busha], some recommendations, underlying assumptions of changes, of transit corridor enhancements, moving people around in other words; because most of the capacity in Martin County in the future land use map is in Indiantown. I would expect this model is not putting thirty thousand people in Indiantown, so if you are putting them some place else; which means they are assuming there are going to be changes in land use, or other things going on. It’s too many times that it’s just not clear, so I want to make sure that it will be clear, that that’s going to happen.” Ms. Preast asked Mr. Busha if he concurred with Mr. Mathes’ request. Mr. Busha responded in the affirmative. Ms. Preast amended her motion to include Mr. Mathes request. Ms. Ianuzzi seconded the amended motion. The motion carried unanimously.

7. COMMENTS FROM THE MEMBERS

Ms. Preast thanked the TCRPC for their presentation. She said that this was the first time in the years that she has been serving, where the Committees have had a more comprehensive and well-rounded understandings of the transportation needs. Instead of getting from point A to point B, almost like an engineering outlook, we are now looking at the communities, and it definitively is a presentation with a totally new approach. Chairwoman Kurtz concurred with Ms. Preast’s comment.

Ms. Preast requested an update on the Indian Street Bridge project regarding timetables and lawsuit issues. Ms. Beltran said that she would include this request for the next CAC meeting, scheduled for November 17, 2010.

8. COMMENTS FROM FDOT

None

9. NOTES

On file

10. NEXT MEETING

- October 07, 2010 – Joint CAC with St. Lucie County hosted by St. Lucie County in the St. Lucie County Administration Building, Conference Room #3, 2300 Virginia Avenue, Fort Pierce at 2:00 p.m.

11. ADJOURN

Ms. Prest moved to adjourn, seconded by Ms. Ianuzzi. The motion carried unanimously. The meeting was adjourned at 12:15 p.m.

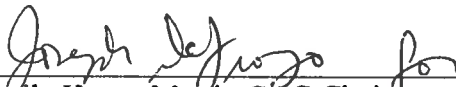
Recorded and Prepared by:



Lisandra Bonet, Administrative Specialist II

Date: Oct. 07, 2010

Approved by:



Sheila Kurtz, Martin CAC Chairwoman

Date: 10/7/10

and



Stephen Driver, St. Lucie CAC Chairman

SEBASTIAN GOMEZ

Date: 10/7/10