

**MARTIN METROPOLITAN PLANNING ORGANIZATION  
JOINT CITIZENS' and TECHNICAL ADVISORY COMMITTEE MEETING**

**MEETING MINUTES**

**Wednesday, September 28, 2011 – 1:30 P.M.**  
**Martin County Blake Library-John F. Armstrong Wing**  
**2351 SE Monterey Road**  
**Stuart, FL 34997**  
[www.martinmpo.com](http://www.martinmpo.com)  
(772) 221-1498

**1. CALL TO ORDER**

Mr. Sam Amerson, Chairman of the TAC Committee, called the joint meeting to order at approximately 1:30pm.

**2. ROLL CALL**

**Members in Attendance:**

Sheila Kurtz, CAC Chairman  
Amy Eason  
Michael Houston  
Albert Zilg  
Sam Amerson, TAC Chairman  
Samantha Horowitz, Vice Chairman  
Robert Kellogg  
Jeff Weidner  
Mark Cocco  
Paul Nicoletti  
Don Donaldson  
Lee Hoefert  
Gustavo Schmidt  
Kim Delaney (Arrived at 1:35)

**Members Excused:**

Joseph DeFronzo, Vice Chairman  
Alex Trovato  
Mark Mathes  
Trent Steele  
Kevin Trepanier  
Stuart Trent  
George Stokus  
Barbara Kaufmann  
Rogelio Gonzalez

**Member Absent**

John Patteson

**Staff in Attendance:**

Beth Beltran, MPO Administrator  
Michael Malham, Planner II  
Gavin Jones, Senior Planner  
Margaret Brassard, Administrative Assistant

**Others in Attendance:**

Antoinette Adams, FDOT  
Stacy Miller, FDOT  
L. Wetherell, FDOT  
Frank Whitson, resident Poinciana Gardens  
Stephen Kopp, Resident  
Krysti Brotherton, Martin County  
Terry Rauth, Martin County

**A quorum was present for this meeting.**

**3. APPROVE AGENDA**

**A motion to approve the agenda was made by Mr. Gustavo Schmidt. The motion was seconded by Mr. Mark Cocco. There were no objections. The motion passed unanimously.**

**4. APPROVE MINUTES**

**A motion to approve the Technical Advisory Committee (TAC) minutes of the September 7, 2011, meeting was made by Mr. Robert Kellogg. The motion was seconded by Mr. Paul Nicoletti. There were no objections. The motion passed unanimously.**

**A motion to approve the Citizen's Advisory Committee (CAC) minutes of the September 7, 2011, meeting was made by Ms. Amy Eason. Don Donaldson gave a second to the motion. There were no objections. The motion passed unanimously.**

**5. AGENDA ITEMS**

**A. CITIZENS' REPORT – FY2012/13-FY2016/17  
TENTATIVE WORK PROGRAM  
APPROVE**

MEMO: temp12C/TACa01.01

Mr. Amerson mentioned that there is a public request to speak by Mr. Frank Whitson; however, the speaker desires to speak on agenda item five, so the comments will be addressed after the presentation.

Ms. Beth Beltran introduced Ms. Stacy Miller from the Florida Department of Transportation (FDOT) District IV, to present the Tentative Work Program for FY 2012/13 – FY 2016/17. The Work Program came to the MPO staff last week, and staff put together comments regarding the Work Program and submitted them to Ms. Miller. Ms. Beltran stated that the comments were handed out to the committee prior to the meeting. (See handout) Ms. Miller will address the comments in her presentation, as well as any additional questions or comments by the committees after the presentation.

Ms. Miller stated that she is the FDOT Program Management Engineer and will be presenting the Tentative Work Program FY 2012/13 – FY 2016/17. She stated that she will explain where FDOT is in the process, funding issues, clarify documents provided and will entertain any questions from the committee. The development of the Tentative Work Program was quicker than normal because the Metropolitan Planning Organization (MPO) was asked and provided their List of Priority Projects (LOPP) much earlier due to this being a Census year. The Legislature is meeting in January instead of March, 2012. All time frames were moved up as well as the presentation of the Work Program in FY 2012. FDOT will be holding their Public Hearing next Monday, October 3, 2011, at 6:30 PM, at the Treasure Coast Operations Center, the meeting will also be held via a webinar. (See link on the MPO website.) From FDOT's funding perspective, in the FY 2011 Legislative session, there were two impacts. The first being a \$150 million cash sweep to FY 2012 which was signed by both the Legislature and the Governor, which took an immediate impact on the program. The second was from the Growth Management funds. These funds were moved from the Department's funding stream to the Department of Economic Opportunity (DEO) and placed in the State Economic Enhancement and Development (SEED) Program. This means in FY 2013, \$50 million dollars were lost; \$65 million were lost in FY 2014, and \$75 million in FY 2015 and beyond. These funds are normally associated with growth management, consisting of the Strategic Intermodal System (SIS), a portion of the Small County Outreach Program (SCOP), and the Transportation Regional Incentive Program (TRIP). In spite of these losses, FDOT was able to maintain all of the current projects in the Work Program by reducing reserves and contingencies, however, no new projects were able to be included. These losses will be reoccurring at this time, with the exception of the \$150 million sweep, which at this time is a onetime event. This Tentative Work Program will be presented to the St. Lucie TPO on October 3<sup>rd</sup>, and to the Indian River MPO on October 17, 2011. There are four items from FDOT in the agenda today, there are usually three. The three items are the Status of Key Projects list, the Citizens' Report, a map of the construction projects planned by FDOT in the five year period from FY 2013 to FY 2017. The added item this year is a District/State wide Citizen's Report which lists all FDOT projects that may affect Martin County in any way. FDOT cannot advise the exact amount of funding which will come to Martin County, but they wanted Martin to see the amount that will be expended in the three county region.

The Status of Key Projects document is a highlight of the items that FDOT feels to be the most important projects to Martin County. The MPO submitted seven priorities and FDOT has funded six of them. This full of a program hasn't been able to be provided in a few years due to all of the funding losses. The number one priority, which is Indian Street from Martin Downs to Mapp Road is now fully funded for construction in FY 2015. The number two priority, Kanner Highway, from I-95 to Monterey Road has been funded for final design in the current year and right-of-way is funded in FY 2014. The number three priority is County Road (CR) 714, the eastern portion, is funded for final design and is underway, the right-of-way is funded in fiscal year 2013 and construction is funded in fiscal year 2016. The number four priority is Willoughby Road which is funded under a different program, the County Incentive Grant Program (CIGP). (See page three of the handout). Number five priority is Kanner Highway, from CR 711 to I-95 which is funded for final design and that began this year, more production work is needed in order to confirm the amount of right-of-way needed and construction costs. A reserve has been established for both sections of SR 76. FDOT has allocated \$11.2 million in that reserve. Priority number two, which is the higher priority, is going to cost more than FDOT currently has available, but they have set aside these funds and will add to them when the costs for this and other projects have been determined. State Road (SR) A-1-A is a resurfacing project, which has some Enhancement Funds on it. FDOT just left this project on the list to note that it is moving forward with construction. There is a new project on which the MPO has asked FDOT to focus, CR 711, (Pratt Whitney) which is a resurfacing project that has been funded in FY 2017. The Strategic Intermodal System (SIS) are corridors which are strategically important to the Department. There is no construction happening of significance on the Interstate, only a lighting project from CR 708 to High Meadows. Also noted is the bridge on SR 710 which is currently under construction. FDOT has added some right-of-way funds to the current year for this project as the contractor discovered an innovative solution to shorten the structure with the purchase of a parcel. FDOT is working with their contractor on this project.

Ms. Miller stated that the next section is new, it is airports and seaports. These projects are funded in cooperation with the MPO; they are actually funded from a 15% public transportation set aside of the Department. This stems from 15% being removed from the top of the funding source for air and seaports. FDOT works with the Federal Aviation Administration (FAA), local air and seaport agencies that come up with master plans and FDOT funds them.

Ms. Miller stated, at the MPO's request, that the box funds for Bicycle and Pedestrian/ bus shelters have been removed and those funds were applied to the MPO's number one project, CR 714. The remaining projects in this section are either Enhancement Projects or Safe Routes to School which are through applications and approved by the MPO and/or Central Office for funding.

Ms. Miller stated that she wanted to point out two of the Enhancement Projects. The first being Dixie Highway, a swap out of a prior project; the second is a new project, which is a different section of Dixie Highway, project number 431649 which has been funded in FY 2015. Also, beginning in FY 2013, on the later portion of Dixie Highway, there is \$5,000 for final design (shown as PE). This is for the Department of Transportation. Last year when the Tentative Draft Program was presented, it was advised that the Department needed to provide Construction Engineering Inspection (CEI) oversight to assist the local partners to insure that construction was moving along, DOT was paying their bills and getting reimbursed by the Federal Highway Administration (FHWA). It became noted that the DOT wasn't actually capturing the amount of funds which they were spending to work with the local partners to get Counties into an agreement. This is for DOT staff to charge their time for review, not for the local partners.

Next, Ms. Miller noted the County Incentive Grant Program (CIGP). The MPO's number four project is Willoughby Road. FDOT had funding for FY 2015, however they have been able to move it up to FY 2013 so the right-of-way acquisition will begin next year.

Ms. Miller stated that the Transportation Regional Incentive Program (TRIP) which is a funding source Martin shares with St. Lucie and Indian River Counties, has an advancement to FY 2013 for a transit station. This was advanced to coincide with transit work being moved forward by the County. No additional projects were added by FDOT due to the Growth Management cash sweep which was noted previously.

One project was able to be added to the Small County Outreach Program, (SCOP) on Citrus Boulevard, which was funded in FY 2016 at the County's request.

FDOT is pleased that they have been able to fund so many projects this year, as well as the advancements which have been made. This is not the norm, many of these funds have come about due to the fact that during the past few years FDOT has been able to receive excellent bids on their projects. Also, FDOT has dropped their contingency fund amount, it's still eight percent, but by reducing it from 12%, it generated funds to go back into the production cycle or to purchase right-of-way or construct projects.

Ms. Miller returned her attention to the letter received (See letter in file) from Ms. Beltran today, stating that not all of the questions will be able to be answered at this moment, but she will get them addressed and provide answers in the near future. The first project DOT is working with the County on is the resurfacing of SR 76 in FY 2012. There's also a County project which will occur in FY 2015 at the interchange of SR76 and I-95. As DOT funds and moves forward with the widening of SR76, they will continue to coordinate with the

County, the interchange and the mainline work. Item two relates to CR714; the DOT recently conducted a Value Engineering (VE) Study of this project. They comprise a group of technical people together who are not aware of the project, they evaluate the project and they look at ways to save funds. Several findings were identified through the VE process, and Ms. Betsy Jeffers, the Project Manager, is taking all the information under consideration. Ms. Miller said that until Ms. Jeffers gets back to her with the recommendations she will not be able to provide some answers on this project. There is an issue now regarding a box culvert, some of the new found savings may be lost to the cost of the new box culvert. Unfortunately this project cannot be advanced any earlier than FY 2015, and that is the production process, as they are purchasing right-of-way and Ms. Jeffers will need to complete the set of plans. Mr. Donaldson stated that the box culvert is the element which needs to be completed as soon as possible because that will affect the traffic issues. Ms. Rauth stated that the County is looking into using the funds available in FY 2013 intended for the right-of-way acquisition from Indian Street East of Kanner Highway to East of Willoughby. This would be a separate project but the County would like to see if this could be an option. Ms. Miller stated that she will have to get back to the County once she has had an opportunity to get with Ms. Jeffers. Ms. Rauth offered that if FDOT cannot take on another project at this time, maybe the County could build the box culvert. Ms. Miller stated that it could be a Local Agency Program (LAP), but she will get back to Ms. Beltran once Ms. Jeffers has gotten back to her.

The next project is regarding a potential traffic problem on Martin Downs Boulevard if the construction is simultaneous between the Martin Downs Boulevard and the Veteran's Memorial Bridge. FDOT does not see this as being a problem as the Veteran's Memorial Bridge will be complete prior to beginning of Martin Downs Boulevard.

Number four is to swap funding between two Enhancement Projects, to advance one project from FY 2015 to FY 2014 and defer the other project to FY 2015. As the projects are of different financial value this will need to be studied, also FDOT is unsure if the County could complete the projects timely. Ms. Rauth stated that it was the intent of the County to have the projects built at the time funding would come available. Ms. Miller stated that again, FDOT will check into it and get back to Ms. Beltran.

Ms. Miller stated that Ms. Beltran has requested a change in how information is provided. It was requested that FDOT provide projects that are no longer included in the Tentative Draft Program, projects that may have begun in the current year but have no additional funding. Ms. Miller stated that it will take a while to implement that, if at all, as their work is completed systematically and not by hand, to reduce errors. It will take some reviewing to make a determination as to what kind of an impact this would make on them. Ms. Miller stated that she will get back with Ms. Beltran.

The next two items refer to descriptions as to the projects in the Work Program. Some of the projects are not listed with cross streets, they are listed by mile markers and people that are not familiar with this process find it difficult to decipher and locate. FDOT will make a concerted effort to denote their projects better. They will make some corrections and provide them to Martin County in the next version. Additionally, some fund "type" changes had to be made late last week which didn't affect any of the current projects, however, FDOT will provide Ms. Beltran with an updated list of fund types. Everything which was shown is still funded.

Mr. Amerson stated that it should be on record that a switch in funding from two Enhancement Projects was being planned. Currently the bike lane funding on the Old Dixie Highway Project is scheduled for FY 2014/15 and the City of Stuart sidewalk Project is scheduled for FY 2013/14. Ms. Beltran clarified the funding portion for the two projects. It is more advantageous to add the bike lanes prior to the resurfacing of Old Dixie Highway, so the funding of the bike lanes needs to be available in the year of the resurfacing which is FY 2013/14. The second project is regarding the City of Stuart's sidewalks, which are further north on Dixie Highway, whose current funding is scheduled for FY 2013/14. What is being requested is that the funding time line of these two projects be swapped making the funding available for the bike lanes in the year when the resurfacing is taking place on the southern portion of Old Dixie Highway, which is FY 2013/14. Ms. Rauth stated that the reasoning behind having the bike lanes funded at the time of the resurfacing is so the final surface layer goes across the entire cross section, resulting in a smooth, level surface. The project was planned with this in mind, as the BPAC committee has been requesting these bike lanes for some time. However, when the Work Program came out, the time line was not as anticipated, and the bike lanes were not going to be funded until the year after the resurfacing, and they really need to be funded the same year as the resurfacing project, which is FY 2013/14. Mr. Amerson stated that the funding for the bike lanes and the resurfacing of Old Dixie Highway together was a significant factor in the prioritization of the Enhancement projects by the Advisory Committees.

**A motion was made by Mr. Nicoletti which was seconded by Mr. Donaldson to have the funds between the two Enhancement projects be swapped, allowing the Old Dixie Highway bike lanes be funded in FY 2013/14 and the City of Stuart Sidewalk Project be funded in FY 2014/15. There was no opposition to the motion. The motion passed unanimously.**

Ms. Rauth inquired if a recommendation needed to be made to the Metropolitan Planning Organization (MPO) Board regarding the monies from the eastern portion of CR 714, to see if the funds could be used for the box culvert, so that when the bridge opens the box is in place. Mr. Donaldson suggested that they could authorize the DOT to make that change if it works within their parameters. Ms. Miller reiterated that all of the above will be taken into consideration by

FDOT, and after they have an opportunity to research each of these scenarios, they will get back to Martin County with what can be done financially.

**Mr. Donaldson made a motion to recommend to the MPO to authorize FDOT to move the funds from the CR 714 Willoughby to SR 76 Project, to the CR 714 box culvert to expedite construction. This motion was seconded by Mr. Houston. There was no additional discussion. The motion carried unanimously.**

Ms. Miller stated that FDOT is looking to have the committees endorse the Draft Tentative Work Program which has been presented today. Ms. Delaney inquired if there was any additional information about the funding plan of the FEC/Amtrak Project which is listed on page 56 of the Citizen's Report. Ms. Miller stated no additional information is available at this time. There are two projects, one project is \$100 million and the other is \$18 million. Each are in the District/State-wide programs from Jacksonville to Miami. Ms. Miller doesn't have any specific information. They are still in the program, and being retained in the program. There are two TRIP projects in two other counties which align with this project and the funds have been advanced to align with the transit station in Martin. Mr. Amerson stated that staff is seeking a motion to approve the Citizen's Report with the comments which have been made.

**Mr. Donaldson moved to approve the Citizen's Report with the comments which have been made. Mr. Nicoletti gave a second to this motion. No additional comments were made. The motion carried unanimously.**

Mr. Amerson stated that a Request to Speak form had been presented to him earlier from Mr. Whitson to comment on this agenda item. Mr. Whitson presented handouts (See handout) to the committees and introduced himself as being a resident of Poinciana Gardens in Hobe Sound. The map which was provided were plans drawn up in 2004 for a resurfacing project in Poinciana Gardens. The lower, smaller diagram shows the distance from the northbound curve, allowing the Poinciana residences to turn left, to the end of it where FDOT wants to install an additional left turn lane allowing the residents to get into that lane to make a U-turn so they could turn north, as FDOT wants to close off northbound access to Poinciana Gardens due to the number of accidents. Mr. Whitson stated that there has only been two accidents since 2007 at this location. Prior to 2004, Mr. Whitson stated that Poinciana Gardens had a 200 foot acceleration lane on the north side of their intersection and the median opening was larger, 30 to 50 feet larger. There are approximately 400 residential buildings in their development, people of all ages. Mr. Whitson stated that what the FDOT wants their community to do, is physically impossible. He stated that the residents would have to pull out of Poinciana Lane from a dead stop, with passenger vehicles and vehicles with trailers, campers, boats and construction-type vehicles, and get into this turning lane in order to make a U-turn north. Some of these vehicles being towed are over 50 feet long. Mr. Whitson stated

that he received a letter from FDOT in late August indicating that they will be putting in this turning lane in the median. Seventy-five residents from Poinciana Gardens attended FDOT's meeting on May 17, 2011 at the Hobe Sound Library and opposed this project. There were options considered, returning the acceleration lane or opening the median. Mr. Whitson stated that Mr. Overton of FDOT said that the cost of putting a traffic light in verses putting in a new turning lane were approximately the same. Mr. Whitson stated that the U-turn lane will present more conflict points trying to get in and out of Poinciana Gardens. Mr. Whitson noted that people often exceed the speed limit in this stretch of roadway on U. S. Highway One. The community petitioned for a traffic light at this intersection during the 2004 project. Mr. Whitson obtained a list of traffic citations from the Sheriff's department for three intersections on U. S. Highway One beginning in January 1, 1999 and ending October 20, 2003. There were nine and one half pages of violations in the intersection of Mariner Sands and U. S. Highway One, most of them speed related. The other two intersections which he obtained violation lists for were Poinciana Lane and Lorraine Court, each of whom also had many speeding violations, which he sees no action being taken to prevent. Mr. Whitson did note that the traffic light which was installed at Heritage Ridge, north of Poinciana Gardens, does not stop the traffic coming from Seabbranch. Poinciana Gardens is approximately one mile north of Seabbranch and U. S. Highway One and is two lanes in both directions. The drivers show no respect for the law. Mr. Whitson has noticed traffic going south, stretching as far as the eye could see. He has not been able to cross traffic when he was trying to turn north. Mr. Whitson stated that at a meeting, Mr. Overton did not recall that their department, which is out of Ft. Lauderdale, and headed by John Thompson, P. E. in 2003, had eliminated the acceleration lane. Mr. Whitson said that FDOT did not note any deaths prior to 2004 nor 2007, especially prior to 2004 when the acceleration lane was in use. Mr. Whitson stated that construction was to begin in January, 2012, to put in an acceleration lane [U-turn lane]. Mr. Whitson stated that the residents are not happy. Mr. Whitson has counted as many as 60 vehicles coming from the Seabbranch intersection with very few breaks to southbound or northbound. Seabbranch can run two or three cycles prior to the Heritage Ridge light turning red on U. S. Highway One, even if no one is coming out of Heritage Ridge, the U. S. Highway One light will be red. He also notes that the Osprey Street entrance is not tied into the County System and it doesn't have cameras on it. To change that, it will need to be done manually. Mr. Whitson stated that a traffic light needs to be installed at U. S. Highway One and Poinciana Lane not a U-turn lane. When drivers have less than 500 feet to get into the left lane to make a U-turn and traffic is running at a higher than the limit pace, it is not going to make for a good situation. Mr. Whitson reiterated that the community needs a traffic light at this intersection not a U-Turn lane.

Mr. Gustavo Schmidt from FDOT stated that he will relate this information to personnel in the Traffic Operations Department. However, installing a traffic signal isn't based on judgment it's based on following warrants from the Manual

of Uniform Traffic Control Devices (MUTCD). It's based on traffic and safety related issues. If that location warrants a new traffic signal, one would be installed. He will set up a meeting with the Traffic Operations team to go over the specifics. Mr. Schmidt noted that Mr. Whitson is on the correct track as he has been contacting the DOT to get this issue resolved. Mr. Whitson added that he has a traffic report from Susan E. O'Rourke, who did a traffic analysis for the Hobe Sound Executive Center that was going to be placed on the Northwest corner of U. S. Highway One and Poinciana Lane. There was no entrance into that project other than using Poinciana Lane. In her traffic warrant and intersection analysis she said *based on existing traffic conditions a signal is warranted at the intersection, however, after discussions with Richard Mittenger, DOT does not envision signalization at this time.* This project has since stopped. Mr. Whitson also stated that he notices that traffic counts are never performed during the tourist season. He stated that he has been told that it is factored in, however, Mr. Whitson stated that the road rage factor is not factored in, and that is a lot of the problem. Mr. Schmidt stated that he understands the frustration. He also stated that Ms. O'Rourke is a well respected Traffic Engineer and if she has indicated that a signal is warranted, FDOT should take a closer look at this location, maybe it's a question of funding. FDOT needs to get more specifics on this matter. Mr. Schmidt appreciates the opportunity to check into this issue. Mr. Whitson stated that if FDOT plans to put in a turning lane then the funding must be there to install a traffic signal. Mr. Whitson stated that his community wants a signal installed just like the one at I-95 and SR 76, when the light goes green for the traffic ramps off of I-95, the light at SR 76 turns red. This is all he is asking for, and the same thing should be used at Heritage Ridge. He has copies of letters that he would be happy to give to FDOT for their review. Mr. Whitson also has information that he extracted from the Motor Vehicle Handbook that if you are traveling at 60 miles per hour (MPH) you are traveling 88 feet per second; if you are traveling 70 MPH that calculates to be 100 feet per second. Mr. Amerson stated that he appreciates Mr. Whitson's frustration and now he has a contact person, Mr. Gustavo Schmidt. Maybe they can look at the numbers at the Department of Transportation, or Ms. O'Rourke's traffic report to see if there is some common ground.

Mr. Amerson introduced the second speaker from the public, Mr. Steven Kopp. Mr. Kopp noted that there are buses running which he appreciates, but he suggested that they should run later in the evening and on Saturdays. The Halpatiokee Park bus route would be great if it would run all day and not only in the morning or at night, Saturday trips also would be good. Mr. Kopp stated that the local bus system should connect to Halpatiokee. Also, Mr. Kopp stated that Martin County needs to advertise the bus system because the public is not aware that there is a public transit system. Now that a system is going, Mr. Kopp would like to see it go further and into other counties.

## **6. COMMENTS FROM COMMITTEE MEMBERS**

None.

**7. COMMENTS FROM THE PUBLIC**

None.

**8. COMMENTS FROM FDOT**

None.

**9. NEXT MEETING**

- Joint CAC/TAC/BPAC Meeting – November 16, 2011 at 1:30pm at the Martin County Blake Library, 2351 SE Monterey Road, Stuart, FL 34997

**10. ADJOURN**

**A motion to adjourn was made by Bob Kellogg. A second was obtained. There were no objections. The motion passed unanimously.**

**Recorded and Prepared by:**

\_\_\_\_\_ Date: \_\_\_\_\_  
 Margaret H. Brassard, Administrative Specialist II

**Approved by:**

\_\_\_\_\_ Date: \_\_\_\_\_  
 Sam Amerson, Martin TAC Chairman

And

\_\_\_\_\_ Date: \_\_\_\_\_  
 Shelia Kurtz, Martin CAC Chairman