

**MARTIN METROPOLITAN PLANNING ORGANIZATION  
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

Martin County Administrative Building  
Administrative Building, Growth Management Conference Room-1<sup>st</sup> Floor  
2401 SE Monterey Road  
Stuart, FL 34996  
(772) 221-1498  
[www.martinmpo.com](http://www.martinmpo.com)

**Monday, July 9, 2012, 5:00 p.m.**

**AGENDA**

<b><u>ITEM</u></b>	<b><u>ACTION</u></b>
<b>1. CALL TO ORDER – 5:00 p.m.</b>	
<b>2. ROLL CALL</b>	
<b>3. APPROVE AGENDA</b>	<b>APPROVE</b>
<b>4. APPROVE MINUTES</b> <ul style="list-style-type: none"><li>• BPAC Meeting – June 11, 2012</li></ul>	<b>APPROVE</b>
<b>5. FDOT COMMENTS</b>	
<b>6. AGENDA ITEMS</b>	
<b>A. CYCLIST AND PEDESTRIAN RIGHTS AND RESPONSIBILITIES</b> MEMO: temp13BPACa01.01	<b>DISCUSSION</b>
<b>B. BICYCLE &amp; PEDESTRIAN ACTION PLAN IMPLEMENTATION</b> MEMO: temp13BPACa01.02	<b>DISCUSSION</b>
<b>7. COMMENTS FROM COMMITTEE MEMBERS</b>	
<b>8. COMMENTS FROM THE PUBLIC</b>	
<b>9. NOTES</b>	
<b>10. NEXT MEETING</b> <ul style="list-style-type: none"><li>• September 10, 2012 (Regular)</li></ul>	
<b>11. ADJOURN</b>	

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

**Monday, June 11, 2012 - 5:00 P.M.  
Martin County Administration Building  
Growth Management Conference Room, 1<sup>st</sup> Floor  
2401 SE Monterey Road  
Stuart, FL 34996  
(772) 221-1498**

**1. CALL TO ORDER**

Ms. Joan Moore, Chair, called the meeting to order at 5:04 P.M.

**2. ROLL CALL**

**Members in Attendance:**

Ms. Joan Moore, Chair  
Mr. Ken Natoli, Vice-Chair  
Mr. Kevin B. Edwards  
Mr. Steve Schimmel  
Mr. Edward Vossen  
Ms. Cheryl Lenartiene  
Mr. John-Mark Palacios (Ex-Officio)

**Excused Members**

Mr. Jim Hudson  
Mr. Ronald Shewmaker  
Mr. Rick Yost

**Members Not In Attendance:**

Mr. Joseph DeFronzo  
Mr. Hal Forslund  
Ms. Dawn Arvin  
Mr. Bill Schnell  
Mr. John Mildemberger  
Officer Michael Pope, (Ex-Officio)  
Officer James C. Brooks (Ex-Officio)  
Mr. Eric Cerniglia (Ex-Officio)  
Mr. Martin Paulk (Ex-Officio)

**Staff in Attendance:**

Ms. Beth Beltran, MPO Administrator (arrived 5:53 PM)  
Ms. Margaret H. Brassard, Administrative Specialist II  
Mr. Michael Malham, Planner II

**Others in Attendance:**

Markus Brannschweiger

Julie Preast

Patrick Glass, FDOT

Andrew Nunez, American Consultants

Brian Mirson, American Consultants

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

**3. APPROVE AGENDA**

**A motion to approve the Agenda was made by Mr. Ed Vossen. The motion was seconded by Ms. Cheryl Lenartiene. There were no objections. The motion passed unanimously.**

**4. APPROVE MINUTES**

**A motion to approve the minutes from the meeting of May 14, 2012 was made by Ms. Cheryl Lenartiene. The motion was seconded by Mr. Ken Natoli. There were no objections. The motion passed unanimously.**

**5. FDOT COMMENTS**

None.

**6. AGENDA ITEMS**

**A. STATE ROAD (SR) 76 PD&E PROJECT UPDATE**

MEMO: temp12BPACa09.01

Mr. Patrick Glass, Project Manager from FDOT introduced Andrew Nunez, with American Consultant Engineers who will be making a presentation. American Consultant Engineers was hired by FDOT to conduct this Project Development and Environment (PD&E) Study. Mr. Nunez advised that this presentation has been presented to the CAC and TAC. (See presentation) Mr. Nunez advised of the project limits which are along SR 76 (Kanner Highway) from West of CR 711 (Pratt Whitney Road) to East of Cove Road, which includes the interchange improvements of SR 76 and I-95. He advised that the project was listed as a Project Need on the 2035 Long Range Transportation Plan (LRTP), the Regional Long Range Transportation Plan (RLRTP) and the five year Work Program. Mr. Nunez stated that the construction is not funded at this time. Mr. Nunez showed the existing conditions, the traffic volumes from the 2035 and 2040, and the eight different alternatives which were reviewed. He gave a report of the preferred Alternative, Alternative 2A. The Value Engineering study suggested that the Diverging Diamond Interchange (DDI) be studied further. Mr. Nunez stated that although the DDI is not recommended at this time, they will be presenting it for public review at the public hearing. Mr. Nunez detailed the SR76 Preferred Alternative, the criteria used for the determination. Mr. Nunez advised that they are waiting approval from Florida Highway Association (FHWA) of the Interchange Modification Report (IMR), that the

public hearing will be July 12, 2012, starting at 5:30 PM at Indian River State College-Chastain Campus. The two items on the agenda at the public hearing will be the Preferred Alternative 2A and the public comment informational item of the DDI.

Mr. Edwards requested clarification as to the compatibility of the Alternative 2A and the DDI. He was advised that they are two totally different interchanges and would not be integrated. Discussion about how initially eight alternatives were looked at and when doing the numbers only a couple came forward from an operational perspective. It was determined that the enhanced version, Alternative 2A, was the Preferred Alternative. Mr. Mirson informed that the Board has stated that if the DDI is going to be reviewed during the design phase, the public needs to be informed and have an opportunity to provide input at the public hearing, which is what is being done. There will be videos of working DDI's to see how they look from the standpoint of a driver, and the overall workings of it.

Ms. Moore inquired as to the negatives of a DDI, and Mr. Edwards asked if a DDI were constructed, would it still be considered an Urbanized Intersection and would you still have to come to a complete stop. Mr. Mirson stated that it is an Urbanized Intersection, and you do have to stop at some points of the DDI. An advantage to the DDI operationally, is that there will be more separation between Jack James and the interchange, and fewer lanes may be used as there won't be the conflicting left turns. From the cyclist's perspective the bike lane will still be on the right side of the travel lane, so there is not a lot of difference. As far as pedestrian crossings, the traffic normally comes from the opposite direction, so proper signage will need to be placed to advise pedestrians to look in the other direction for on-coming traffic. Being able to educate motorists and pedestrians of the new configuration will be paramount, and signage, for an elderly population, could be a downside. Mr. Edwards stated that he really likes the design and the concept as it uses less land. He said that if people were able to get use to the DDI, the impact for future projects could be amazing with the need for less land. Mr. Mirson stated that as the consultants, it is important that they provide the public the information whether good or bad, and allow the public to make an informed decision. All of this information will be brought to the public, but the Alternative 2A is the design which is going forward.

Mr. Glass reminded the committee that Alternative 2A is only an enhancement to the existing ramp; people already know how to use it and the design is approved through FY2040. Mr. Mirson walked the committee through the DDI diagram as a motorist, a cyclist and a pedestrian. Mr. Schimmel asked what effect will headlights have on the motorists at night. Mr. Mirson stated that when you go through the curve, there is enough distance so you don't have the discomfort, the key is to have some low landscaping which will help to provide a break. He stated that the DDI has

primarily been used as retrofits to tight urban diamonds. What happens is a tight urban diamond which has a constraint of lanes either under or over a bridge, was used by converting the intersection into this tight urban they were able to provide greater capacity. Mr. Glass stated that with Alternative 2A you will be able to travel down SR 76 at 45 mph, but if you put in a tight urban diamond, the speed will be slowed to 35 mph through the intersection then they will speed back up to 45 miles.

It was noted by Mr. Edwards that this is a good thing for cyclists and pedestrians. The DDI provides the motorist a slower speed but less wait time at the light as opposed to a higher speed and a longer wait time at the light. Mr. Mirson stated that this will be presented at the public hearing, but it's only for informational purposes. Any decision regarding the DDI would be made from the community and the local policy makers, not FDOT. Mr. Malham advised the committee that both the CAC and the TAC supported the preferred Alternative 2A and to include the DDI at the public hearing for public review. The public hearing will be in July, but the next MPO Board meeting will not be until September which does allow time to gather public information.

**A motion was made by Mr. Natoli to approve staff's recommendation to support Alternative 2A and ask that the DDI presentation be included at the public hearing for public review. Ms. Lenartiene provided a second to the motion. The vote was called and passed with Mr. Edwards in opposition.**

#### **B. FINAL FY2012/13-FY2016/17 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

MEMO: temp12BPACa09.02

Mr. Malham reviewed the Final TIP with the committee. He advised that the Board will see the Final on June 18, 2012. Mr. Malham stated that the TIP is updated annually and described the changes that were made since the committee saw the Draft. He noted that the Public hearing will be held at the MPO meeting on June 18, 2012. Mr. Malham stated that staff recommends approval of the Martin MPO FY2012/13 - FY2016/17 TIP with the understanding that FDOT will re-distribute funds from the Indian Street Project to fund the lights on the SR 710 Big John Monahan Bridge with the balance going to the SR 76 Project from the I-95 Interchange to Monterey Road, which was brought to this committee at the last meeting.

Mr. Natoli noted that the right turn lane on Monterey Road has been completely removed, as this committee discussed how bad right turn lanes are for cyclists, and that shoulders will be placed on Willoughby as Willoughby will eventually extend to downtown. He stated that this is good news for the committee. Ms. Lenartiene inquired if the transportation hub which was recently in the news is the same one for which the County had decided not to get Federal funds. Mr. Malham asked if she was referring to

the Transit Depot. She concurred. Ms. Beltran stated yes, that the State and the MPO will have to determine how they wish to re-distribute the Transportation Regional Incentive Program (TRIP) Funds which are currently shown in the TIP. She added that it was a small amount, the State funding was \$189,000 with a local match of 50%, and this was just to supplement what the Federal Funds were going to construct. Mr. Malham stated that since the funds are already programmed its best to leave the funds there until the next WP. Ms. Preast inquired if the transit station funds were going to be reprogrammed. Ms. Beltran stated that they are regional State funds and this would have to be brought before the Treasure Coast Transportation Council. As this was a regional project [passenger rail on the FEC] that was how Martin was going to be able to use these funds to supplement the transit depot.

**A motion was made by Mr. Natoli to approve staff's recommendation of approval of the Martin MPO FY2012/13 FY2016/17 TIP with the understanding that FDOT will re-distribute funds from the Indian Street Project to fund the lights on the SR 710 Big John Monahan Bridge with the balance going to the SR 76 Project from the I-95 Interchange to Monterey Road. The motion was seconded by Ms. Lenartiene. There was no opposition or further discussion. The motion passed unanimously.**

#### **7. COMMENTS FROM COMMITTEE MEMBERS**

Mr. Natoli noticed that two more sidewalks have been constructed with the 90 degree turn. One is at Publix on Martin Downs Boulevard and the other at Murano. He stated that two 45 degree fillers have been installed, so it is better.

#### **8. COMMENTS FROM THE PUBLIC**

Mr. Marcus Brannschweiger stated that he is trying to save Martin County money and he is a pedestrian. He stated that in his experience, cyclists do not use bicycle lanes so it is his opinion that the County should save their money and not include bicycle lanes on the roadways. He stated that he often walks on sidewalks that are only four feet wide. Mr. Brannschweiger added that only one bicyclist in ten uses the bicycle lanes and all of the others are on the sidewalks. He stated that the cyclists will yell that the pedestrians need to move over so they can ride through. Pedestrians should have the right-of-way (ROW) when on a sidewalk. He stated that there are about six cyclers for every one pedestrian and that must be the reason they feel that they need to shout to the pedestrians to get out of their way. Mr. Brannschweiger believes that cyclist act like they have more rights than a pedestrian. A pedestrian must use the sidewalk if one is available; he cannot be in the road. A motorcycle cannot be on the sidewalk, yet bicyclists believe that they have the right to be in both locations, which Mr. Brannschweiger states, is wrong. Mr. Brannschweiger stated that somehow, cyclists do not believe that a pedestrian has the ROW. Mr. Brannschweiger stated that the new sidewalks are being built larger which is good, but the old

small ones can't be changed. Something has to be done. There are signs that say "Bicyclists can share the road" and yet the cyclists are still on the sidewalk. He stated that everyone is now on the sidewalks, bikes, high speed motorized scooters and it creates a huge problem for the pedestrian.

Mr. Natoli stated that he disagreed, maybe it's a behavioral issue and the cyclists in his area need to learn to behave or be properly educated, but putting people or children out into the road isn't the answer. When you are riding on the sidewalk a cyclist needs to respect the pedestrian, but it's too much to push everyone to the road. Ms. Lenartiene stated that it is a consideration thing, and she sees both sides of the issue, though there are many very considerate cyclists too. She stated that it is the mentality of people as a whole, it's not a cyclist verses pedestrian issue it's just that people want to get somewhere when they want to be there and it's the "I'm bigger than you attitude" whether it's driver to driver, driver to cyclist, cyclist to pedestrian it's education as a whole. Mr. Brannschweiger stated that the cyclist needs to move over. Ms. Lenartiene stated that it's difficult as there are roadways without shoulders. Cars and cyclists are riding right up to the sidewalk and there are safety issues. Cutting off certain areas to people wouldn't work because walking or cycling may be a person's only mode of transportation. She stated that it is unfortunate that Mr. Brannschweiger has had such a bad experience but no one's safety should be compromised. Ms. Lenartiene stated that she's been walking on small sidewalks with her dog and it can be a challenge having a biker come by but people need to share. She stated that you can't ban someone from the sidewalk as you could jeopardize their life. Unfortunately, drivers as a whole are not considerate. She stated that a lot of cyclists get hit. She personally has been hit as a pedestrian, so she's aware of the safety issues.

Ms. Moore expressed her frustration with the matter as she's experienced issues while running and she stated that the cyclist was not one who should be on the sidewalk, it was a competitive cyclist. Mr. Brannschweiger stated that the problem is continuing to worsen. It was suggested that if Mr. Brannschweiger would inform the police of this poor behavior and about the cyclists that ride on the boardwalk at 8:00 PM, that they may monitor the situation, and be able to educate some of the cyclists. Ms. Moore stated that there was a recent law passed allowing motorized vehicles on sidewalks which was to accommodate motorized wheelchairs, however, now you see golf carts, electric bikes, and a little of everything. See added that this committee did not support that law.

Mr. Mirson presented a video of a DDI that was a converted tight urban which opened the day prior to the video. The video showed the movement through the DDI, which will be presented at the public hearing in July.

**9. NOTES.**

**10. NEXT MEETING**

**July 9, 2012 will be a regular meeting.**

**11. ADJOURN**

**The meeting was adjourned at 6:15 PM without a motion.**

**Recorded and Prepared by:**

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

\_\_\_\_\_  
Date

**Approved by:**

\_\_\_\_\_  
Joan Moore, Chair

\_\_\_\_\_  
Date

**MARTIN METROPOLITAN PLANNING ORGANIZATION  
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

**AGENDA ITEM SUMMARY**

<b>MEMO:</b> temp13BPACa01.01	<b>MEETING DATE:</b> July 9, 2012	<b>DUE DATE:</b> July 2, 2012	<b>UPWP#:</b> 5.7; 5.10
<b>WORDING:</b> CYCLIST AND PEDESTRIAN RIGHTS AND RESPONSIBILITIES			<b>6A</b>
<b>REQUESTED BY:</b> MPO	<b>PREPARED BY:</b> Beth Beltran/ Michael Malham	<b>DOCUMENT(S) REQUIRING ACTION:</b> None	

**BACKGROUND**

During several BPAC meetings, Committee Members and public citizens have voiced concerns about the rights and responsibilities of both cyclists and pedestrians using sidewalks. Because cyclists are allowed to use sidewalks, there will be instances when conflicts arise between cyclists and pedestrians.

Several strategies in the Bicycle and Pedestrian Action Plan include the development and distribution of informational material to promote the safe use of bicycle and pedestrian facilities. Recent discussions have underlined the importance of implementing these strategies.

**ISSUES**

During the July 9<sup>th</sup> meeting, Committee Members should discuss how to inform cyclists and pedestrians of their rights and responsibilities.

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**RECOMMENDED ACTION**

**Recommendation**

- a. Provide input

**FISCAL IMPACT**

N/A

**APPROVAL**

MPO 

**ATTACHMENTS**

None

**MARTIN METROPOLITAN PLANNING ORGANIZATION  
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

**AGENDA ITEM SUMMARY**

<b>MEMO:</b> temp13BPACa01.02	<b>MEETING DATE:</b> July 9, 2012	<b>DUE DATE:</b> July 2, 2012	<b>UPWP#:</b> 5.7; 5.10
<b>WORDING:</b> BICYCLE & PEDESTRIAN ACTION PLAN IMPLEMENTATION			<b>6B</b>
<b>REQUESTED BY:</b> MPO	<b>PREPARED BY:</b> Beth Beltran/ Michael Malham	<b>DOCUMENT(S) REQUIRING ACTION:</b> None	

**BACKGROUND**

The Bicycle and Pedestrian (BP) Action Plan was approved by the MPO Board on Feb 20<sup>th</sup> and endorsed by the City of Stuart on Feb 27<sup>th</sup>. MPO Staff is in the process of working with the Engineering Department to incorporate several project recommendations into planned resurfacing projects. In addition to these recommendations, there are several strategies that are to be implemented during Fiscal Year 2013, which began on July 1, 2012.

**ISSUES**

At the July 9<sup>th</sup> meeting, MPO Staff will review the proposed schedule for implementing the FY 13 strategies within the Action Plan. This schedule reflects the starting date for each identified strategy and is based on BPAC meetings to obtain input.

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**RECOMMENDED ACTION**

**Recommendation**

- a. Discuss strategies and implementation methods

**FISCAL IMPACT**

N/A

**APPROVAL**

MPO 

**ATTACHMENTS**

- a. Implementation Schedule for FY 13 Strategies
- b. Goals, Objectives, and Strategies (excerpt from BP Action Plan)

FISCAL YEAR 2013						
AS NEEDED	JUL	SEP	NOV	JAN	MAR	MAY
STRATEGIES	STRATEGIES	STRATEGIES	STRATEGIES	STRATEGIES	STRATEGIES	STRATEGIES
2.B.1 Use new website to solicit improvement ideas from the public.	1.D.3 Evaluate state highway projects using Electronic Review Comments (ERC) System.	2.B.2 Create toolbox of bicycle and pedestrian improvement projects.	1.A.1 Examine local plans and identify areas targeted for mixed-use development.	3.D.4 Develop public service announcements for television and radio.	5.D.2 Work with FDOT in the development of the Pedestrian Safety Action Plan.	4.D.3 Perform annual assessment of efforts for each goal.
5.C.1 Enter into agreements with partners to complete joint projects or programs.	2.B.5 Request that landscaping, shade trees, and other pedestrian amenities are incorporated into project designs.	2.E.1 Review MPO and local government budgets and Capital Improvement Plans.	1.A.2 Research and promote benefits of mixed-use development.	4.C.1 Research benefits of biking and walking.	5.D.3 Participate in the development of the Regional Greenways and Trails Plan.	5.E.1 Publish annual progress report highlighting accomplishments and unfunded initiatives.
5.C.2 Review joint effort after the project or program has been completed.	4.D.1 Identify indicators of success to determine the impacts of this plan.	2.E.2 Research and determine feasibility of applying for and administering grants.	1.A.3 Research benefits of implementing complete streets policy.	4.C.4 Develop flyers, brochures, and Idea Cards for various age groups.		5.E.2 Share information materials with executive/legislative staff.
5.D.1 Regularly attend neighboring MPO and TCRPC meetings.	4.D.2 Determine performance measures based on indicators and collect baseline data.	2.E.3 Create viable funding source matrix.		3.D.5 Create and distribute safety information and accessories.		5.E.3 Invite legislative liaisons to public events and forums.
	5.A.1 Identify bike and ped advocates and potential partners.	3.C.3 Encourage use of effective bicycle and pedestrian signage.				
	5.A.2 Meet with potential partners to better understand short and long-term objectives.					
	5.A.3 Establish the BPAC meetings as a bike and ped forum for regular coordination.					

# GOALS, OBJECTIVES, & STRATEGIES

The Goals, Objectives, and Strategies listed below are to be used as supplementary guidance for the MPO and the County in implementing policies, programs, and projects that may impact future land use, the transportation network, bicycle and pedestrian safety, tourism and recreational opportunities, and funding requests. This guidance should be directed toward the vision of making Martin County *an innovative and leading livable community where biking and walking are safe, enjoyable, and viable modes of transportation supported by great places, well-maintained infrastructure, and a strong community culture in which streets are considered key components of the public space.*

**Goal:** The end toward which effort is directed.

**Objective:** A strategic position to be attained or a purpose to be achieved.

**Strategy:** 1) A careful plan or method.

2) An adaptation that serves an important function in achieving evolutionary success.<sup>34</sup>

<b>1</b>	<b>Develop great places and streets people enjoy that are designed to be safe, functional, and encourage residents to bike, walk or use transit services.</b>					
<b>1.A.</b>	<b>Advocate for mixed-use development in new and existing areas of the community that are accessible by various modes of transportation and a safe local road network.</b>					
		<b>Lead</b>	<b>Partners</b>	<b>Timeframe</b>	<b>Product</b>	<b>Resources</b>
<b>1.A.1</b>	Examine local plans and identify areas targeted for mixed-use development.	MPO	CRA; GMD; STUART	FY 13	Maps: Mixed Use Areas	Staff Time
<b>1.A.2</b>	Research and promote benefits of mixed-use development.	MPO	CRA; GMD	FY 13	Fact Sheet	Staff Time
<b>1.A.3</b>	Research benefits of implementing complete streets policy.	MPO	CRA; GMD	FY 13	Fact Sheet	Staff Time
<b>1.B.</b>	<b>Develop urban and street design recommendations that encourage traditional town development and a "complete streets" network that provides access for all users.</b>					
		<b>Lead</b>	<b>Partners</b>	<b>Timeframe</b>	<b>Product</b>	<b>Resources</b>
<b>1.B.1</b>	Review existing urban and street design guidelines and standards.	MPO	Consultant	FY 15	Evaluation Report	\$
<b>1.B.2</b>	Revise existing guidelines and standards, if necessary.	MPO	Consultant	FY 15	Design Guidelines	\$
<b>1.B.3</b>	Amend revised guidelines into land development regulations and design standards.	MPO; GMD	CRA	FY 15	Resolution	Staff Time
<b>1.B.4</b>	Develop complete streets policy to be adopted by the MPO.	MPO	Consultant	FY 15	Policy	\$
<b>1.C.</b>	<b>Enhance and create new planning and engineering policies that facilitate the creation of a bicycle and pedestrian-friendly community.</b>					
		<b>Lead</b>	<b>Partners</b>	<b>Timeframe</b>	<b>Product</b>	<b>Resources</b>
<b>1.C.1</b>	Review existing planning and engineering policies affecting community development.	MPO	Consultant	FY 15	Evaluation Report	\$
<b>1.C.2</b>	Revise planning and engineering policies and standards as necessary.	MPO	Consultant	FY 15	Evaluation Report	\$

<b>1.D. Evaluate developments and non-bike/ped improvement projects that may impact the viability of bicycle and pedestrian mobility.</b>						
		Lead	Partners	Timeframe	Product	Resources
<b>1.D.1</b>	Discuss development review process with reviewing agencies.	MPO	ENG; GMD	FY 14	Work Flow Diagram	Staff Time
<b>1.D.2</b>	Create bike and ped scoring criteria for proposed developments and highway projects.	MPO	BPAC; ENG; GMD	FY 14	Evaluation System	Staff Time
<b>1.D.3</b>	Evaluate state highway projects using Electronic Review Comments (ERC) System.	MPO	FDOT	ON-GOING	Reviewed Projects List	Staff Time
<b>1.D.4</b>	Evaluate proposed developments and highway projects through process similar to ERC System.	MPO	ENG; GMD	FY 14	Reviewed Projects List	Staff Time

**2 Develop a safe, efficient, and high-quality bicycle and pedestrian infrastructure for all users and ability groups, which enhances the overall transportation system of Martin County.**

**2.A. Identify deficiencies in the bicycle and pedestrian facility network and opportunities for improvement.**

		Lead	Partners	Timeframe	Product	Resources
<b>2.A.1</b>	Create criteria to define deficiencies that incorporates Multimodal LOS (MMLOS).	MPO	Consultant	FY 14	MMLOS Report	\$
<b>2.A.2</b>	Identify major origins and destinations.	MPO	BPAC; CRA; GMD	FY 15	O/ D Report	Staff Time
<b>2.A.3</b>	Evaluate end of trip facilities near major origins and destinations.	MPO	BPAC	FY 15	Facilities Report	Staff Time
<b>2.A.4</b>	Analyze pathways to major origins and destinations based on deficiency criteria.	MPO	ENG	FY 15	Facilities Report	Staff Time
<b>2.A.5</b>	Evaluate bicycle and pedestrian connectivity on arterial and collector roadway network.	MPO	ENG	FY 15	Facilities Report	Staff Time
<b>2.A.6</b>	Develop recommendations for improvement.	MPO; BPAC	ENG; GMD; PRD	FY 15	Improvement List	Staff Time

**2.B. Develop quality capital projects that will improve and connect the bicycle, pedestrian, greenway, and trail network designed for the safe use of all users.**

		Lead	Partners	Timeframe	Product	Resources
<b>2.B.1</b>	Use new website to solicit improvement ideas from the public.	MPO	CRA; ENG; GMD; PRD	ON-GOING	Suggestion List	Staff Time
<b>2.B.2</b>	Create toolbox of bicycle and pedestrian improvement projects.	MPO	CRA; ENG; GMD; PRD	FY 13	Project Toolbox	Staff Time
<b>2.B.3</b>	Refine existing criteria to evaluate bicycle and pedestrian project feasibility.	MPO	ENG; GMD	FY 14	Evaluation System	Staff Time
<b>2.B.4</b>	Evaluate proposed bike and ped projects based on feasibility criteria.	MPO	ENG; GMD	FY 16-17	Evaluated Projects	Staff Time
<b>2.B.5</b>	Request that landscaping, shade trees, and other pedestrian amenities are incorporated into project designs.	MPO	ENG; GMD	ON-GOING	List of Requests	Staff Time
<b>2.B.6</b>	Discuss and prioritize bicycle and pedestrian projects.	MPO; BPAC		FY 16-17	Prioritized List	Staff Time

<b>2.C. Improve bicycle and pedestrian access linkages along transit corridors.</b>						
		Lead	Partners	Timeframe	Product	Resources
2.C.1	Identify major origins and destinations near transit corridors.	MPO	CRA; ENG; GMD	FY 15	O/ D Report	Staff Time
2.C.2	Analyze pathways adjacent to transit corridors.	MPO	BPAC; ENG	FY 15	Corridor Report	Staff Time
2.C.3	Designate transit stop accessible facilities within 3 mi for cyclists and 1/4 mi for pedestrians.	MPO	ENG; GMD	FY 16-17	Designated Facilities	Staff Time
2.C.4	Identify bus stops that would benefit from end of trip facilities, such as bike racks, shelters, and rentals.	MPO	BPAC	FY 15	Corridor Report	Staff Time

<b>2.D. Maintain existing facilities at a high level of service.</b>						
		Lead	Partners	Timeframe	Product	Resources
2.D.1	Develop bicycle and pedestrian corridor categorical-tiered system.	MPO	Consultant	FY 14	MMLOS Report	\$
2.D.2	Establish baseline level of service along identified corridors based on 2010 Highway Capacity Manual MMLOS.	MPO	Consultant; ENG; GMD	FY 14	MMLOS Report	Staff Time
2.D.3	Review current MMLOS and determine acceptable levels of service.	MPO	BPAC; CRA; GMD	FY 14	Maps: Tiered Corridors	Staff Time
2.D.4	Develop adopt-a-path program for bike and ped facilities to improve maintenance.	MPO	BPAC; Chambers	FY 14	Program	Staff Time

<b>2.E. Identify potential sources of funds to complete or implement projects and programs.</b>						
		Lead	Partners	Timeframe	Product	Resources
2.E.1	Review MPO and local government budgets and Capital Improvement Plans.	MPO	ENG; GMD; Local Gov'ts	FY 13	Funding Summary	Staff Time
2.E.2	Research and determine feasibility of applying for and administering grants.	MPO; ADM	CRA; ENG	FY 13	Grant Summary	Staff Time
2.E.3	Create viable funding source matrix.	MPO	ADM	FY 13	Matrix	Staff Time

**3 Improve the safety of bicycle and pedestrian facilities for all users through education, design, and enforcement.**

<b>3.A. Develop improved methods of accident data collection and analysis.</b>						
		Lead	Partners	Timeframe	Product	Resources
3.A.1	Create bicycle and pedestrian collision report.	MPO	ENG; FDOT; ITS	FY 14	Collision Report	Staff Time
3.A.2	Obtain bicycle and pedestrian counts along identified corridors.	MPO; FDOT		FY 16-17	Traffic Counts	
3.A.3	Research best practices currently being utilized in nationally recognized communities.	MPO	GMD	FY 14	Best Practices Summary	Staff Time

<b>3.B. Work with law enforcement agencies to identify safety issues and possible improvements.</b>						
		Lead	Partners	Timeframe	Product	Resources
<b>3.B.1</b>	Review collision report and identify significant areas of concern.	MPO; ENG	LOCAL PD; SHERIFF'S OFFICE	FY 14	Location Summary	Staff Time
<b>3.B.2</b>	Develop initial list of safety recommendations.	MPO; ENG	LOCAL PD; SHERIFF'S OFFICE	FY 14	Recommndtn List	Staff Time
<b>3.B.3</b>	Evaluate feasibility of traffic calming measures.	MPO; ENG		FY 14	Location Summary	Staff Time

<b>3.C. Reduce the number of collisions and fatalities by minimizing conflict points and improving bicycle and pedestrian visibility.</b>						
		Lead	Partners	Timeframe	Product	Resources
<b>3.C.1</b>	Evaluate high-collision locations and review initial recommendations.	MPO; ENG	LOCAL PD; SHERIFF'S OFFICE	FY 14	Location Summary	Staff Time
<b>3.C.2</b>	Enhance crossing guard program near schools.	MCSD	FDOT; MPO	FY 16-17	Program	\$\$; Staff Time
<b>3.C.3</b>	Encourage use of effective bicycle and pedestrian signage.	MPO	ENG; FDOT	ON-GOING	Signage Locations	\$\$; Staff Time

<b>3.D. Develop bicycle and pedestrian education and awareness program to promote the safe use of transportation facilities in Martin County.</b>						
		Lead	Partners	Timeframe	Product	Resources
<b>3.D.1</b>	Create concept for Safe Routes to School Non-Infrastructure project	MCSD; MPO	FDOT	FY 15	Concept	Staff Time
<b>3.D.2</b>	Submit applications for SRTS grants.	MCSD	ENG; MPO; FDOT	FY 15	Application	Staff Time
<b>3.D.3</b>	Organize training and education program with local schools.	MPO; BPAC	LOCAL PD; SHERIFF'S OFFICE	FY 16-17	Program	Staff Time
<b>3.D.4</b>	Develop public service announcements for television and radio.	MPO; BPAC	FDOT; FHWA	FY 13	PSA's	Staff Time
<b>3.D.5</b>	Create and distribute safety information and accessories.	MPO; BPAC		ON-GOING	Materials	Staff Time

<b>4 Promote and encourage the use of the bicycle and pedestrian network as an enjoyable and viable transportation option.</b>						
<b>4.A. Seek national recognition for Martin County as bikeable and walkable community.</b>						
		Lead	Partners	Timeframe	Product	Resources
<b>4.A.1</b>	Research opportunities to achieve bike and ped-friendly national status.	MPO; BPAC		FY 16-17	Application	Staff Time
<b>4.A.2</b>	Identify opportunities for improvement based on existing designations.	MPO; BPAC		FY 16-17	Improvement List	Staff Time
<b>4.A.3</b>	Submit applications to obtain national recognition.	MPO; BPAC		FY 16-17	Submission Packet	Staff Time



<b>4.B. Encourage people to bike and walk, especially during community events.</b>						
		Lead	Partners	Timeframe	Product	Resources
<b>4.B.1</b>	Coordinate with local advocacy groups to plan and participate in promotional events.	MPO; BPAC		FY 14	Schedule of Events	Staff Time
<b>4.B.2</b>	Develop and regularly update contact list and events calendar.	MPO	BPAC	FY 14	Database	Staff Time
<b>4.B.3</b>	Distribute informational material and Idea Cards.	MPO; BPAC		FY 14	Materials	Staff Time
<b>4.C. Develop and distribute informational material highlighting the benefits and viability of biking and walking.</b>						
		Lead	Partners	Timeframe	Product	Resources
<b>4.C.1</b>	Research benefits of biking and walking.	MPO		FY 13	Fact Sheet	Staff Time
<b>4.C.2</b>	Update existing Bicycle Map.	MPO	TBD	FY 16-17	Bike Maps	Staff Time
<b>4.C.3</b>	Create pedestrian map based on MMLOS and Origin and Destination analysis.	MPO	TBD	FY 16-17	Pedestrian Maps	Staff Time
<b>4.C.4</b>	Develop flyers, brochures, and Idea Cards for various age groups.	MPO	BPAC	FY 13	Materials	Staff Time
<b>4.D. Regularly update this Plan and develop new strategies based on current conditions, existing data, and the determination of what works.</b>						
		Lead	Partners	Timeframe	Product	Resources
<b>4.D.1</b>	Identify indicators of success to determine the impacts of this plan.	MPO; BPAC		FY 13	Indicators	Time
<b>4.D.2</b>	Determine performance measures based on indicators and collect baseline data.	MPO; BPAC		FY 13	Measures	Time
<b>4.D.3</b>	Perform annual assessment of efforts for each goal.	MPO; BPAC		ON-GOING	Evaluation Report	Time

<b>5 Build partnerships in the community to help implement this Plan and effectively move towards a more bikeable and walkable community.</b>						
<b>5.A. Reach out to external potential partners and identify shared goals and possible joint efforts.</b>						
		Lead	Partners	Timeframe	Product	Resources
<b>5.A.1</b>	Identify bike and ped advocates and potential partners.	MPO	FDOT; AREA MPOs; TCRPC	FY 13	Contact Database	Staff Time
<b>5.A.2</b>	Meet with potential partners to better understand short and long-term objectives.	MPO	BPAC	FY 13	Shared Goal Matrix	Staff Time
<b>5.A.3</b>	Establish the BPAC meetings as a bike and ped forum for regular coordination.	MPO	TBD	FY 13	Schedule of Meetings	Staff Time

<b>5.B. Work to integrate components of this Plan into County initiatives supporting livable communities.</b>						
		Lead	Partners	Timeframe	Product	Resources
<b>5.B.1</b>	Identify livable community initiatives and staff responsible for implementation.	MPO	CRA; ENG; GMD	FY 14	Summary of Initiatives	Staff Time
<b>5.B.2</b>	Meet with County Staff to identify and improve existing efforts.	MPO	TBD	FY 14	Summary of Initiatives	Staff Time
<b>5.C. When feasible, pursue joint funding opportunities that will make Martin County a great place for bicycling and walking.</b>						
		Lead	Partners	Timeframe	Product	Resources
<b>5.C.1</b>	Enter into agreements with partners to complete joint projects or programs.	ENG; MPO	TBD	ON-GOING	Agreements	Staff Time
<b>5.C.2</b>	Review joint effort after the project or program has been completed.	ENG; MPO	TBD	ON-GOING	After Action Review	Staff Time
<b>5.D. Work with neighboring counties, regional, and state partners to develop a bicycle and pedestrian-friendly region.</b>						
		Lead	Partners	Timeframe	Product	Resources
<b>5.D.1</b>	Regularly attend neighboring MPO and TCRPC meetings.	MPO	AREA MPOs; TCRPC	ON-GOING	Meetings	Staff Time
<b>5.D.2</b>	Work with FDOT in the development of the Pedestrian Safety Action Plan.	MPO	FDOT	FY 13	Safety Action Plan	Staff Time
<b>5.D.3</b>	Participate in the development of the Regional Greenways and Trails Plan.	MPO	TCRPC; AREA MPOs	FY 13-14	Greenways and Trails Plan	Staff Time
<b>5.E. Assist local elected officials and state legislators in their pursuit of livable community initiatives and infrastructure improvements.</b>						
		Lead	Partners	Timeframe	Product	Resources
<b>5.E.1</b>	Publish annual progress report highlighting accomplishments and unfunded initiatives.	MPO	BPAC; CRA; ENG; GMD	ON-GOING	Progress Report	Staff Time
<b>5.E.2</b>	Share information materials with executive/ legislative staff	MPO	ADM	ON-GOING	Summary of Efforts	Staff Time
<b>5.E.3</b>	Invite legislative liaisons to public events and forums.	MPO; ADM		ON-GOING	Summary of Efforts	Staff Time

# Notes