

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

**MEETING SUMMARY**

**Monday, August 8, 2011 - 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

**Members in Attendance:**

Ms. Joan Moore, Chairperson  
Mr. Ken Natoli, Vice Chairman  
Mr. Kevin B. Edwards  
Ms. Dee Spera  
Mr. Robert Taylor  
Ms. Cheryl Lenartiene  
Mr. John Fanticola (For Barbara Timmerman)

**Excused Members**

Mr. Hal Forslund (Gone until November)  
Mr. Jim Hudson  
Mr. John Mildemberger  
Mr. Rick Yost  
Mr. John-Mark Palacios, FDOT

**Members Not In Attendance:**

Mr. Joseph DeFronzo  
Mr. Edward Vossen  
Officer Michael Pope  
Officer James C. Brooks  
Mr. Eric Cerniglia

**Staff in Attendance:**

Ms. Margaret H. Brassard, Administrative Specialist II  
Mr. Michael Malham, Planner II

**BICYCLE and PEDESTRIAN ACTION PLAN –**

Mr. Malham began discussing the bicycle plan. Mr. Natoli stated that Mr. Malham has done an excellent job on the Goals and Objectives; however, he wants more pictures and maps in it in order to attract the attention of anyone who sees it. Mr. Malham said that the attention getter would be the executive summary and that this is an action plan not a full-

fledged master plan. Mr. Malham advised the committee that the plan would be brought to the MPO Board in February 2012. He advised that there will be a joint meeting of the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) on Wednesday, November 16, 2011 at 1:30 and the Action Plan can be presented to the two advisory committees at that time. It was discussed that the November meeting, which is currently scheduled as a subcommittee meeting, be changed to be a regular meeting. It will be on the agenda for the September meeting so the committee can vote on making the meeting in November a regular meeting.

Mr. Malham stated that he had reviewed the local comprehensive plans and that the Action Plan is in line with each of them. He was also working on obtaining survey responses from the Regional Long Range Transportation Plan (RLRTP) since the TCRPC undertook a massive public involvement campaign to determine residents' concerns.

Mr. Malham stated he would review a right-of-way map to see if there are constraints on some of these projects. The included maps were reviewed by the committee members.

This committee will need to make a determination as to how to evaluate these projects in order to get them in a priority ranking. Mr. Malham stated that he's not sure how the committee wants to go about this, but it needs to be done in order to place them in the recommendations. The committee needs to develop a standard method to evaluate these projects. (See information and maps in the agenda as well as the handouts).

The potential projects, currently there are approximately 60, which the committee has been working on for a number of months, should be narrowed down based on the selection criteria, to show the top ten or so. These projects should be ones that are feasible and may be accomplished without a lot of issues, such as right-of-way problems.

Mr. Malham mentioned the Seabranck Park multi-modal path is being brought before the Board of County Commissioners (BOCC) meeting on August 23, 2011. He stressed that there is quite a bit of opposition to this project, which is why it's returning to the BOCC. It has not been scheduled as a preset time to date. Mr. Malham will check to see what it takes to be preset. The committee indicated that they would advise the local bikers of this meeting to see if they wanted to have input on this agenda item. Mr. Natoli stated that the BPAC has already supported both of these paths, so there should be a representative at this meeting to state the support from this committee. Depending on the time, Mr. Natoli may not be able to attend that meeting.

Mr. Taylor stated on the Report Documentation under the Martin County Parks and Recreation System Master Plan, number 4 on page 14, it states ....revising the County's Roadway Design Standards to require street trees, bike lanes and/or wide, multi-use bicycle /pedestrian paths on all new/improved roadways and in accordance with new road Land Development Regulation .... Mr. Taylor added that BPAC should piggyback on the Master Plan of the Parks and insist on Bike lanes or multi-modal paths when roads are being constructed or improved. Mr. Edwards reminded the committee of the caveat ...except when right-of-way doesn't provide.

Mr. Natoli stated that more roads are being designed like interstates, i.e. Kanner Highway, that is a serious road. Mr. Edwards offered that more and more scooters and golf carts are on the sidewalks as they are too intimidated to be on the roads. It was suggested that Mr. Malham should mention the design standards to slow the roads down, on page one of the Goals and Objectives.

The committee likes the maps that were provided by Mr. Malham. Mr. Natoli asked if US 1 was a priority, as the bike lanes end around Contractors Way going into Stuart. Mr. Taylor said that there should be some alternative routes to U. S. Highway One. Ms. Moore stated that the alternatives should be noted in the plan, if right-of-way is an issue, is there an alternative route that could be substituted in its stead.

Mr. Edwards noted that in the 2035 RL RTP it was said that the County was looking at an alternative plan to redevelop US 1. They discussed turning US 1 into a boulevard and having a frontage or access road to service the businesses along that corridor. It's actually nice. West Palm Beach has it on Palm Beach Lakes Boulevard from I-95 west to Okeechobee. There are three lanes of through traffic, landscaping, the access road, and then it's repeated on the other side. It's safer, functional and attractive. It's safer as you can ride your bike on the access road. It's not been mentioned for awhile, and there is opposition to that also as the capacity limit may not be what is desired. Mr. Edwards stated that it's been said that Martin County is supposed to provide a free-flowing freeway to St. Lucie County residents, as though there is an obligation to keep US 1 at a level of service, something other than "F", to provide for the residents of St. Lucie County. Why is it necessary that Martin should have to make it easier for people in another county, when we would prefer to have a better and safer flow of traffic for Martin residents and businesses? If you look at the roads in Martin's Regional Long Range Transportation Plan (RL RTP) the focus of it is to make it easier for people in the surrounding counties to cut down their commute time. Mr. Edwards agrees with Mr. Natoli in that Martin's local roadways are being designed for higher speeds.

Mr. Natoli said that the list that will be prioritized needs to show a bike lane from the Roosevelt Bridge south on U. S. 1 to Contractor's Way, Monterey Road to U. S. 1, and Monterey Road to Palm City. This committee needs to prioritize getting these planned regardless of trying to get it built. If they are in the planning, maybe they'll get built someday. This way, people will be looking out for right-of-ways issues and major obstacles.

Mr. Malham stated that the CRA has been working on a TIGER III Grant for a sustainable transportation vision in Indiantown. The charrette for this project should be completed soon. Mr. Malham attended the charrette and offered some ideas. They talked about connecting the county parks, and two or three of the proposed Development of Regional Impact (DRI's) in Indiantown. Mr. Malham asked if this committee had any suggestions for this Indiantown grant outside of the bike lanes on Citrus, Kanner and Allapattah.

Mr. Natoli stated that Indiantown has hired a consultant, they know what they want, and that is to have SR-710 as a main street, while the rest of Indiantown is just connect the dots,

it's all in the plan. All the new projects have to connect. The crossing of the railroad tracks is the tricky maneuver but it is a big deal to get an extra crossing. The road through Indiantown has been designated as a Strategic Intermodal System (SIS) facility. Indiantown wants the road through it to remain as a main street as they want the traffic for local businesses. They don't want the by-pass as they will lose revenue from truckers and other drivers, who will stop for gas, to eat, or make other purchases. Mr. Natoli stated that to build a by-pass around Indiantown, which will have drivers go four or five miles out of their way at 55 miles per hour, would be about the same time as driving through Indiantown at 25 or 35 miles an hour stopping at a light or two. It's not a lot to us, but for Indiantown, keeping the main road is huge.

Mr. Edwards reminded the committee that this committee supported the trail on SR-710 and it fell short of receiving support from the Metropolitan Planning Organization (MPO) Board. That section of SR-710 was going to link the Okeechobee County portion with the Palm Beach County portion.

Mr. Natoli suggested a trail down Bessy Creek Road, to Sand Trail and it could go behind the school. It could connect two areas of Palm City and some children would be able to ride their bicycles to school. It would be feasible to go from beside the turnpike over to Citrus Road. There is a bridge under the turnpike which you cannot see from the map being used at the meeting, but it's there, said Mr. Natoli.

Mr. Malham noted that a new audible pedestrian signal has been put into place at the corners of 24<sup>th</sup> and Savannah Rd.

Mr. Taylor asked if the committee was showing some sidewalk priorities. He thinks there are a number of gaping holes in the sidewalk infrastructure. If the committee is going to prioritize, they need to look at these gaps. There are no sidewalks at the Highlands Reserve southern entrance, and if a little more was added it could connect all the way to I-95.

Mr. Natoli also noted that at the end of Mapp Road, there is a barricade, if that could be opened up to walkers and bicyclers that would make a loop. Mr. Malham stated that there is a shared-use path proposed along that area right now. Mr. Natoli stated that it is complicated but once you get over to the locks there is a park on the other side as well as some public land.

Mr. Natoli asked Mr. Malham to review the information with the group of what was being brought up to the Board of County Commissioners (BOCC) on August 23, 2011. The path at Seabranh is having a lot of opposition with the neighboring residents not wanting the path to go behind their homes. The original line had to be modified because of environmental issues. The Park is allowing the path to run down some fire breaks which will make it a little less difficult to clear the land while being more environmentally friendly, and it will be beneficial because it will be used as a maintenance road by the park. This has been in the works since at least 2007. It was noted that the path could be safer having bikers, walkers, and skateboarders who would report any strange, or illegal activities. The residents do not wish to have the path so near to their homes.

These two areas, Savannahs Preserves and Seabranh Park, are a part of the East Coast Greenways. Mr. Malham reminded the committee that the East Coast Greenway Alliance will be coming here on October 20, 2011 not in November as originally mentioned. He stated that the meeting will be in Jensen Beach Civic Center, in Jensen Beach Florida and he will update the committee of any changes.

Meeting was informally adjourned at 6:18 PM.