

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

MINUTES

Monday, January 10, 2011 - 5:00 P.M.
Martin County Administration Building
Growth Management Conference Room, 1st Floor
2401 SE Monterey Road
Stuart, FL 34996
(772) 221-1498

1. CALL TO ORDER

Joan Moore, Chairperson, called the meeting to order at 5:05 p.m.

2. ROLL CALL

Members in Attendance:

Joan Moore, Chairperson
Joseph DeFronzo (arrived 5:19)
Kevin B. Edwards
Robert Taylor
Jim Hudson
Dee Spera
Ken Natoli,
Officer Dan Pantel
John Mildenberger
John-Mark Palacios, FDOT
Rick Yost
John-Mark Palacios

Excused Members

Jim Mottram
Edward Vossen
Cheryl Lenartiene

Members Not In Attendance:

Hal Forslund
Officer James C. Brooks
Eric Cerniglia
Barbara Timmerman-substitute was John Fanticola

Staff in Attendance:

Beth Beltran, MPO/Transit Planning Manager
Margaret H. Brassard, Administrative Specialist II
Michael Malham, Planner II

Others in Attendance:

Patrick Glass, FDOT

Robert Gutierrez, Metric Engineering, Inc.

Alice M. Bojanowski, AICP

A quorum was present for this meeting.

3. APPROVE AGENDA

Mr. Jim Hudson moved to accept the Agenda. The motion was seconded by Mr. Robert Taylor. The motion carried unanimously.

4. APPROVE MINUTES:

- November 8, 2010 – Regular BPAC Meeting Minutes
- October 11, 2010 – Subcommittee Summary

Mr. Ken Natoli moved to approve the Minutes. A question was raised concerning if a letter had been written to the Town of Sewell's Point regarding the bike lanes on the proposed bridge which was referenced on page five of the November 8, 2010 minutes. Beth Beltran explained that a subcommittee cannot make recommendations only the actual Board. However, due to some discrepancies between the positions of the Town of Sewell's Point and FDOT, the matter was tabled until the February meeting.

The Motion was seconded by John Mildenberger. There being no opposition, the Motion to approve the November 8, 2010 Minutes carried unanimously.

5. FDOT COMMENTS

None

6. AGENDA ITEMS

A. ELECTION OF OFFICERS

MEMO: temp11BPACa03.01

Ms. Beltran clarified that per the by-laws, the officers are to be elected at the first meeting of the calendar year.

The position of Vice Chairman is currently vacant.

Joan Moore nominated Ken Natoli for the position of Vice Chairman, and Jim Hudson seconded the nomination. There being no opposition, the nomination was awarded to Ken Natoli as Vice Chairman.

The position of Chairman also is up for renewal.

Jim Hudson nominated Joan Moore to serve as Chairman. This nomination was seconded by Dee Spera. There being no opposition, the nomination was awarded to Joan Moore as Chairman

Joan Moore advised the committee that she was contacted by Jim Mottram. Mr. Mottram has expressed the desire to resign from the committee as other obligations will interfere with the execution of his duties with this committee. He will provide a letter of resignation to the Committee soon. Ms. Moore will follow up with a letter to Mr. Mottram expressing the committee's gratitude for his many years of exemplary service. Ms. Moore also requested that Mr. Mottram still receive a copy of the monthly BPAC agendas so he may remain advised of the BPAC progression, noting that he receives his agendas via USPS.

Dee Spera addressed the Chair regarding her appointment by Commissioner Valliere. As Commissioner Valliere no longer has standing in this position, Ms. Spera has indicated that she would continue to serve until a new appointee could be in place. Ms. Beltran has spoken to Commissioner Fielding and advised him that he has positions on advisory committees that were his predecessors appointees. He has not responded to her with his directions to date. Also, the City of Stuart is holding the run-off election for the seat of Mary Hutchinson on January 12, 2011. Once the new Commissioner has been elected, Ms. Beltran will follow up to see if the Commissioner wishes to change the District's committee appointees.

Ms. Moore, advised that the position which will be vacated by Jim Mottram is that of the Representative of the Senior Citizens. It was mentioned that if Commissioner Fielding does not wish to retain Ms. Spera's services, that she may still be able to serve under the newly vacated position.

B. SR 710 PROJECT UPDATE
MEMO: temp11BPAC03.02

Beth Beltran introduced Pat Glass, representative of the Federal Department of Transportation (FDOT), to provide the update of this project to the BPAC Committee. Ms. Beltran stated that Mr. Glass gave an update on this project to the Citizen's Advisory Committee (CAC), the Technical Advisory Committee (TAC) and will be returning to the Martin MPO Board on February 21, 2011, for approval.

Pat Glass, advised that he is the Project Manager of the SR 710 Project West of and through Indiantown. This portion of the project is west of Indiantown, approximately 15 miles long and goes from the Okeechobee County Line to County Road 609 which is near Indiantown. It is projected to expand the road from two lanes to four lanes with a twelve (12) foot multi-use path. Mr. Glass introduced his consultant on this PD&E Study, Robert Gutierrez. Mr. Gutierrez provided the power point presentation, which was viewed by the other Committees. (See file for slide presentation) This presentation is one (1) of seven (7) PD&E studies currently being done on SR 710 by the Florida Department of Transportation. (FDOT) Mr.

Gutierrez discussed the CSX rights of way, the FEC railway crossing, as well as corridor constraints, and road safety features. The presentation exhibited a variety of alternative evaluations which are being proposed for the section. The pros and cons of each alternative evaluation were discussed and questions and answers ensued. Mr. Glass discussed the function and necessity of the ditch and the gas lines currently there and explained how they would still be incorporated in the new plans. An inquiry was made as to whether or not connectors would be placed between the shared-use pathway and the road in the event a person needed to get from the pathway to the road. Mr. Gutierrez stated that the ditches were walkable, and even a wheelchair would be able to go up or down. These are "dry" areas and no ponding is expected in the dry retention swales. Mr. Glass stated that once this is in design FDOT will take this into consideration to see if a few accesses will need to be added for the shared use path. There will be connectivity between both projects to the north and to the south in the proposed future shared use path plans.

Mr. Gutierrez discussed some of the key issues in the projects. Access management will change the access class from three (3) to four (4) due to the proposed 40 foot median which will separate the travel lanes. They are introducing acceleration and deceleration lanes at all median openings which will facilitate the heavy truck traffic which merges onto SR 710. FDOT is proposing a bridge overpass over the FEC Railroad, and the westbound bridge will also include a shared use path. FEC is proposing a spur connection with the CSX Railroad and a bridge is planned to go over that spur connection also. Mr. Gutierrez showed a list of environmental impact items associated with the project. It has been determined that the impact to the wetlands is generally low to moderate quality, the list of habitats to species in the surrounding area that would be affected will be as minimal as possible, none of the four contamination sites in the project limits will be impacted directly, and no adverse effects are expected for air quality or cultural resources. The construction costs covering the approximate 18 miles or so, are estimated to run approximately \$146 Million and the right-a-way costs will run approximately \$30 Million. A list of the documents, including engineering and environmental documents, which have been completed for this project were displayed in the event that people have any questions and would like to see how the results were obtained. Mr. Gutierrez added that a public hearing regarding the project was held on October 5, 2010, and that FDOT will be finalizing the project by February 2011. Mr. Gutierrez then displayed his contact information along with the information of Mr. Glass advising if anyone had any questions now or in the future, that they could feel free to contact them.

Ken Natoli asked how the Allapattah (CR 609) to MLK development was fitting into this plan. Mr. Glass advised that at one time a developer was going to do it, but now FDOT will be working with the County on this project. It's an EIS study, which is the most complicated PD&E study and it will take about five years. There will be plenty of time to add that project to the by-pass corridor when it comes up. Mr. Glass stated that FDOT will work with Indiantown on this project. The drawings have been documented to allow ample space for any type of usage, which includes Rails to Trails, to go underneath the bridges. The design speed is 65 MPH, the posted speed is 60, and the road will remain 60 MPH. Mr. Gutierrez stated that the landscaping will be incorporated, as far as the design process. Some money has been allocated for landscaping, but nothing in detail at this point. The design team or possibly one of the Committees, like the BPAC, could give some ideas to FDOT during the design

phase. Mr. Gutierrez did indicate that Indiantown wanted landscaping in the median, however, it was not a feasible option to have trees in the medium. Mr. Glass stated that FDOT received funding for the eastern portion of this project, from Allapattah (CR-609) to Indiantown. That design will be advertised approximately April of 2011 and they will be able to begin design on at least five (5) of the fifteen (15) miles.

C. BICYCLE and PEDESTRIAN MASTER PLAN – REVISED DRAFT GOALS & OBJECTIVES
MEMO: temp11BPACa02.02

Michael Malham refreshed the Committee of the ideas that were discussed to be included in the Goals and Objectives by the prior subcommittee meeting. A handout was presented to the Committee. (See file for handout.) Mr. Malham stated that this Committee is trying to revise the Vision Statement as well as the Goals and Objectives so that they reflect the position of Martin County in a positive light. Some of the goals and objectives were modified, in order to integrate some new ideas.

Mr. Malham mentioned that two (2) documents were sent out to the Committee members. One, was the Draft Master Comprehensive Bike Transportation Plan recently developed by Palm Beach County. (PBC) He indicated that through the help and direction of a consultant, and funding of approximately \$150 thousand dollars, this level of service analysis covered approximately 1100 miles of roadway. Mr. Malham is hopeful that Martin County can glean some information from this draft plan to enhance the level of service for Martin County bikers and pedestrians. The other document which he submitted for the Committee members to review was the Eugene, Oregon strategic plan. Mr. Malham discussed the Oregon, “Goals, Strategies and Action Plan”. Mr. Glass interjected that Palm Beach County is taking public comment and ideas until January 17, 2011, for their Master Comprehensive Bike Transportation Plan. Ideas and comments may be added on-line. Mr. Malham advised the Committee that he planned to attend the next “BGPAC” meeting in Palm Beach County, on January 13, 2011, to discuss their master plan as well as transportation enhancement projects. He will report back to the Committee, the information he learns. Mr. Malham was requesting input from the Committee regarding the PBC Master Comprehensive Plan which is very detailed and then the Eugene, Oregon plan, which does not have “Capital Projects” in it, which Mr. Malham suggests that Martin County would desire in light of the Draft Regional Long Range Transportation Plan. If Martin County could combine the two (2) plans on a greatly reduced scale, and develop something similar, it could be helpful. Mr. Malham requested that the Committee review these documents so that discussion could be held at the following meeting. Mr. Malham indicated that Martin County’s objective could be achieved by combining elements of the two (2) documents. John Mildemberger, representative from the Town of Sewall’s Point, concurred stating that Martin County would be closer in range to the size of the Eugene, Oregon plan, but there are certainly elements to consider from the Palm Beach Draft Master Plan especially how they reviewed some of the road, and their proximity to Martin County. Mr. Malham indicated that some of the data presented in the PBC documents, is already in the possession of the Martin County engineers, and information which is fairly current could be helpful in determining a level of service modification which is needed for Martin County. This could reduce Martin County’s field work. Ken Natoli added

that the PBC Draft Master Plan is only a Bike plan, it is not a pedestrian plan too. Martin County's is a Bike and Pedestrian plan and the level of service would be good, but at this junction, Martin County should not get bogged down with trying to implement that level of service. Beth Beltran mentioned that, at the December MPO Board Meeting, a policy was added to the Regional Long Range Transportation Plan (RLRTP) referencing the Bicycle Plain which is being prepared by the BPAC Committee. The Bicycle and Pedestrian facilities will have a priority list and when funding is available, as in the enhancement funds, if there is a question as to prioritization of some of the projects, maybe the extra factors being discussed today could be considered to raise the level of service. Robert Taylor mentioned that frequently, Martin County has been "after the fact" in implementation. Mr. Taylor would like to see steps in place to require input at the time of inception, not after the fact, Joan Moore concurred. Mr. Taylor wants prioritizing to be a priority. Mr. Malham suggested that if there were criteria in place, perhaps at a staff level, they could evaluate the projects on a monthly basis. Mr. Taylor suggested that bicycle/pedestrian use should be dealt with case by case, to avoid having a bike lane on a high speed road. Ken Natoli said that he was in agreement, and that Martin County needed a stronger statement, to insure that Martin County didn't end up with roads without sidewalks, or bike lanes. Martin County should begin with everything included, and make cuts where and when necessary. The question was raised as to how many transportation projects the County Engineering Department does per year, and would it be possible or even feasible that the BPAC review each of those projects prior to production. Mr. Glass, from FDOT, indicated that it would be plausible as the County doesn't have that many projects a year. Mr. Malham requested clarification of the Committee's desires to have a stronger objective under Goal One (1). Mr. Natoli brought up that it should also be stronger on the implementation which is under Goal Two (2). Alice Bojanowski, a visitor from West Palm Beach who works in Land Planning, Urbanism, and Sustainable Design, inquired if the bike maps that Martin County currently have, already identify the bike routes in the county. If so, can the Goals, Objectives and the Policies be used with the existing maps, so that every engineering project which comes forward that is identified as a bike or pedestrian facility on that map, is reviewed by the Committee. Mr. Natoli stated that the Regional Long Range Transportation Plan has identified a number of roads that will have either bike lanes or multi-use paths added. Then BPAC could get the list of the roads that are NOT on that list to prioritize bike lanes or multi-use paths for them. Ms. Beltran requested that Ms. Bojanowski introduce herself. She addressed the Committee as Alice Bojanowski, and stated that she is a bicyclist from the West Palm Beach area. She's very interested in how the Bee-line highway matches to the Port of Palm Beach because she would like to ride from there to Indiantown and back.

Mr. Natoli discussed what transpired at the MPO Policy Board Meeting on December 20, 2010 regarding the Board writing a letter to the Town of Sewell's Point. Ms. Moore requested a brief summation of the situation prompting the letter to be written to the Town. Mr. Natoli advised that the BPAC members wanted to advise the Town of Sewell's Point that they approved of the fact that the Town was going to add the bike lanes between the two (2) bridges, then it was learned that the Town had not totally decided to install bike lanes between the bridges and it was determined that the letter should be tabled until the Town had made a firm decision. Ms. Moore wanted to insure what the City intended by saying "bicycle

facilities” as that could have a different meaning. This was tabled until the February meeting for follow up.

Mr. Natoli suggested that he still desires more of his ideas for the Goals and Objectives to be included in the Master Plan. He wants more of the idea of the “visions” to be out front, any of the Tactical stuff that can be achieved along the way is fine.

It was mentioned by Mr. Glass, of FDOT, that the Master Plan currently reads that there should be an eight foot (8’) minimum but ten foot (10’) desired bike lane, however, the request should actually be ten foot (10’) minimum and twelve foot (12’) desired bike lane, as that is the desire of road planners.

Mr. Malham stated that more information will continue to be added and worked into the Master Plan.

D. EAST COAST GREENWAY PROJECT
MEMO: temp11BPACa03.04

Mr. Malham established that all those present were aware of this particular project. There is an event tentatively scheduled for November 5, 2011. The East Coast Greenway Alliance would like to sponsor a public meeting to increase their involvement with this area, have more people get involved, recruit volunteers and have more of the public be informed about the project. Mr. Malham solicited input from the Advisory Committee and the question was raised as to defining “the event”. Mr. Malham suggested that the Committee refer to their agenda packages. In the package there are a host of event-types discussed. Mr. Malham stated that this “event” is evolving to be more of an informational opportunity. It is believed to be a National event, and that people from The East Coast Greenway Alliance will come to Martin County, offer a bus tour of the Green River Parkway and stop at specific locations to look at the proposed alignment of the facilities. Currently it is in the planning stages, there is no firm venue or itinerary, however, it may be held in the Jensen Beach Community Center. As it is still months away there is ample time to solidify the plans. They are considering Martin County because Martin County is one of the areas in the forefront and it supports their efforts. Ms. Beltran clarified Martin County’s connection with the East Coast Greenways Alliance (ECGA), in that Florida, and Martin County in particular, has a few issues with trails going through State Parks. The State wants to charge the County an easement for these trails that go through the parks. The trail may be connecting to other trails and it is to their benefit, but issues are still being raised. Ms. Beltran is trying to get the MPO and the County to work with ECGA and the State Parks to try to get these trails under a Park Management/Improvement Plan. It was mentioned that the ECGA has a website and on that site they have a preliminary route that they are considering which runs through Martin County. It was suggested to try to make it more of a community event by involving the Sheriff’s Department, the Police Department, and City Staff to help promote this event by hosting a bicycle ride and/or even a 10K run to get the public excited about it. Ms. Beltran stated that the ECGA should be contacted so that Martin County could learn what the priorities ECGA have for this event and if the ECGA have any ideas or plans already in place prior to getting too involved. It was suggested that getting behind the event early would be a good idea. Mr. Malham will get a

copy of the draft alignment from the ECGA in an attempt to promote their plan and work with it, prior to November. It could prove very instrumental to the Master Plan and it would be an excellent opportunity to involve the public. It was also suggested to get the area Commissioners, Mayors and public officials to adopt the alignment, or ratified it, to show their support.

7. COMMENTS FROM COMMITTEE MEMBERS

John Mildenberger, with the Town of Sewell's Point, mentioned that the new Stuart maps are out and there are no bike paths annotated on them. The map was passed around to the Committee and it was suggested that the next time the City plans to have the map printed, it would be a good idea to have bike routes and bike parking racks listed. The map designates most of the downtown business areas. It's well circulated and would be good advertisement for bikers and pedestrians if the paths were listed.

Ken Natoli encouraged people to work on the bike maps that Martin County currently has, and offered the Committee to take a few as he had some in his possession. He would like for people to designate locations that they would like to go to, and routes that they would be interested in traveling. Feel free to mark up the map and return it to him.

Mr. Natoli also relayed a conversation which he had with Don Donaldson, the Engineering Director/County Engineer for Martin County. Mr. Donaldson is pro bike lanes, and Mr. Natoli stated that it is positive to have an Ally in the Engineering Department as they build the roads, and it's good to know where the roads are being built as that is the time to suggest adding a bike lane or multi use path in the area.

Ms. Beltran asked if there were any directions for staff regarding the up-coming Stuart Classic being conducted in June. Ms. Moore stated that nothing should be done until funds have been procured for the bicycles. It was noted that Laurie Goldstein has been a great help in prior events, and Philip DeBerard has sponsored the event in the past. The contact person who worked at Attorney DeBerard's office is no longer there. Ms. Moore hopes to have information as to who will partner with the BPAC Committee for the Stuart Classic by the next meeting. It was suggested that possibly the BPAC could get additional "goodies" to hand out at this event. Sources suggested to ask for handouts were the League of American Bicyclers, Florida Traffic and Bike Safety Education Program (FTBSEP), and possibly the Safe Routes to School.

St. Lucie has just recently begun a bicycle committee. It was suggested that since other committee's share joint meetings, that BPAC also consider a joint meeting. Ms. Beltran elaborated that the only joint meetings between the two Counties have been the Regional Long Range Transportation Plan and the Transit Development Plan. This is not the norm. The only reason the two Counties met was because these projects involved both Counties. The Martin BPAC could extend an invitation to a St. Lucie BPAC Staff member to come observe the Martin BPAC meeting or a member from the Martin BPAC could attend a St. Lucie meeting if interested.

8. COMMENTS FROM THE PUBLIC

None

9. NEXT MEETING

- February 14, 2011

10. ADJOURN

Chairman Moore adjourned the meeting at 6:27p.m.

Recorded and Prepared by:


Margaret H. Brassard, Administrative Assistant II


Date

Approved by:


Joan Moore, BPAC Chair


Date