

**MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO)
CITIZENS' ADVISORY COMMITTEE (CAC)**

Wednesday, April 6, 2011 - 9:00 A.M.
Martin County Administration Building
County Commission Chambers
2401 SE Monterey Road.
Stuart, Florida
(772) 221-1498

1. CALL TO ORDER

Chairman Sheila Kurtz, called the meeting to order at 9:04 a.m.

2. ROLL CALL

Members in Attendance:

Sheila Kurtz
Amy Eason
Albert Zilg
Kevin Trepanier, Ex-officio

Members Excused:

Joseph DeFronzo, Vice-Chair
Alex Trovato
Jody Ianuzzi
Mark Mathes

Members Absent

John Patteson
Trent Steele

Staff in Attendance:

Beth Beltran, MPO Administrator
Claudette Mahan, Associate Planner
Michael Malham, Planner II
Margaret H. Brassard, Administrative Specialist II

Others in Attendance:

Joe Capra
Bob Kellogg
Etienne Dubois
Cheryl C. Gaydos
Terry Rauth

A quorum was present for this committee.

Ms. Kurtz asked the new member to introduce himself. Mr. Kevin Trepanier addressed the committee advising that he was from the St. Lucie County TPO.

3. APPROVE AGENDA

Ms. Amy Eason made a motion to approve the Agenda. The motion was seconded by Mr. Al Zilg. The motion carried unanimously.

4. APPROVE MINUTES:

Ms. Amy Eason made a clarification in the minutes dated February 2, 2011. On page five under the Annual Election of Officers, it states that Mr. DeFronzo agreed to remain in his position of Vice-Chairman, however Mr. DeFronzo was not at the meeting, though he had agreed to remain Vice-Chairman at an earlier time. The clarification was duly noted and the minutes amended.

Ms. Eason made a motion to approve the minutes as amended. There was no further discussion. The motion carried unanimously.

5. AGENDA ITEMS

A. FY2011/12 TRANSPORTATION ENHANCEMENT APPLICATIONS FOR FY2014/15 FUNDING

MEMO: temp11CACa08.01

Ms. Beltran explained that these are federal funds which are distributed by the State through the Florida Department of Transportation (FDOT). On February 18, 2011, notice was received by the Metropolitan Planning Organization (MPO) that funding for this fiscal year (FY) cycle would be available in FY 2014/15. The MPO compiled an advisory committee to screen the applications for completeness and to insure project feasibility prior to being brought before each of the advisory committees and the MPO Board. There were three applications, The City of Stuart, Martin County, and the Town of Sewall's Point. Each of these agencies has a representative at this meeting to provide a presentation of their project, in an effort to be selected to receive these Transportation Enhancement Funds. What is being asked of this committee is to listen to each presentation and make a prioritization of the projects. If there are funds remaining after the first project, those funds would be directed towards the second project, and so on.

Mr. Sam Amerson, from the City of Stuart, Public Works Department, presented the **Dixie Highway (CR 707) Beautification and Sidewalks Project**. (See Agenda for information, diagrams, and photographs) Mr. Amerson stated that the project limits are from SE Fifth Street and Dixie Highway and continues south to SE Florida Street and Dixie Highway. This project includes a six foot wide sidewalk to connect Fifth Street and the Kiwanis Park and Ride lot, down to Florida Street; to the southern end of the East Stuart community and to the west on Florida Street to the mobile home park area and the businesses in that area. This will provide connections to Sixth Street, Martin Luther King Jr. Boulevard and all the way to Florida Street. There will be landscaping along the routes. Previously completed using Enhancement Funds, were Phases One and Two of the Dixie Highway

beautification. This portion was not a Phase in the project, but it is a segment to augment what has already been completed. This will join the Woodlawn Park area which is being revitalized using Community Development Block Grant and CRA funding. This area will also connect to the Colorado corridor, making this entire area very walkable. This project includes crosswalks [also audible crosswalks] to the east side of Dixie and across Martin Luther King Jr. Boulevard. The next section is from the north end of Martin Luther King Boulevard to the south and to Florida Street. This will connect the business area along Florida Street to the west and east on Florida Street, a low to moderate income community.

Ms. Beltran noted that Martin County was allocated \$369,445. for this Transportation Enhancement cycle. The total cost for the City of Stuart Beautification Project is estimated at \$307,552., which meets the \$250,000. minimum criteria established by FDOT, but does not utilize the full allocation. FDOT established the minimum to eliminate smaller projects in large counties.

Joe Capra, from CAPTEC Engineering, Inc., from the Town of Sewall's Point presented the **Town of Sewall's Point's East Ocean Boulevard Transportation Enhancement Project**. Bob Kellogg, Town Manager of the Town of Sewall's Point and Etienne Dubois, Transportation Engineer from CAPTEC Engineering, Inc. will answer any questions this committee may have after this presentation. There are landscaping and pedestrian enhancement gaps between the Evans Crary Bridge and the Ernest Lyons Bridge which the Town would plan to eliminate. The Town was advised by the Department of Transportation (DOT) that they [DOT] were going to be doing a 3R Project where they were going to be over-laying that section of roadway, and making certain improvements like sidewalks, curbs and bike lanes. The Town asked if they could do some landscaping and other improvements in conjunction with the DOT enhancements. Several meetings have taken place to work on design. (See Agenda for project description and design drawings) The Town plans to install medians with green space in the center of the road, as well as decorative lighting with the Enhancement Funds as DOT will not place landscaping in these areas. The Town will also place a landscaped median on the east side of this intersection. They are trying to add greenery to the middle of the road as well as the south right-of-way side. Mr. Capra showed pictures of how the project would appear. The proposed improvements will consist of an eight foot sidewalk on both sides of the roadway, a four foot and a five foot bike lane, two eleven foot through lanes, and a ten foot median which will be landscaped, a ten foot through/left turning lane with landscaping, and decorative lights on both sides of the road. Mr. Capra stated that there are about 12,000 trips a day in this area. The enhancements will be looked at very favorably by the community and visitors. Mr. Capra did state that this project will need all of the Enhancement money and then some, so the Town of Sewall's Point has agreed to contribute funds for the additional monies needed. The total dollar amount needed is approximately \$500,000. Ms. Eason inquired as to when

the resurfacing project was going to begin. Mr. Capra stated that the resurfacing project was scheduled for 2012. The DOT will put in the curbs, bike lanes, and create the areas where the Town can landscape and then the Town will come in with the Enhancement Funds a couple of years later and add the landscaping to the project. The Town would have to enter into a Local Area Plan (LAP) agreement with the County, and the Town would also be responsible for the irrigation and maintenance of this landscaping. Ms. Eason inquired as to why the bike lanes are different sizes, one is four feet the other five. That happened because the road lanes are required to be a certain amount of footage and this was all that was left over. Mr. Al Zilg inquired as to the cost of the maintenance for the landscaping project. The DOT has talked to the Town about this and the Town is aware that this will be an issue which they will need to address. Mr. Capra does not have the exact figures for the up-keep right now. Mr. Zilg stated that maybe bushes would be easier to maintain and less costly than trees. Mr. Kellogg stated that FDOT's retention basin which was in one of the pictures previously displayed, is maintained by the Town and the landscaper charges approximately \$5,800. per month. Should they receive the Enhancement Funds to complete this landscaping, Mr. Kellogg expects an increase of approximately \$500. per month. Ms. Eason stated that she would recommend that the Town would use Florida native landscaping so that the plants would not use too much water. Ms. Kurtz noted that Florida native landscaping was used across from the Town Hall and it makes a big difference.

Terry Rauth from Martin County is here to present **SE Dixie Highway (CR A-1-A) Bike Lanes**. This is the south end of Old Dixie Highway. The BPAC committee has been requesting bike lanes on all of the road projects and the funding just isn't available. The County is \$8 million behind on resurfacing. However, on this section the County has a grant to resurface Old Dixie Highway in 2014. This section was chosen because most of the right-of-way on Old Dixie is the edge of pavement. This section does have enough right-of-way, and it falls into the County's overall plan of the East Coast Greenway. The next phase is in process now, at Seabranck State Park which is actually running through the Park, instead of running on Old Dixie Highway. This section of Old Dixie Highway is pretty much high speed so the cyclists can get over to Gomez quicker. Currently cyclists go down Old Dixie to Gomez so they can go south. Sometimes cyclists will take the side streets. This project will also tie into a project which we are currently working on in Jonathan Dickenson State Park. The Friends of Jonathan Dickenson are applying for a trail grant. They did not have matching funds, so the County is going to provide the matching funds out of the sidewalk funds. Their plan is to resurface the original US 1 that runs on the east side of the railroad tracks, so the bike lane project could tie in where a cyclist could get on the bike lanes on US 1 and take the Jonathan Dickenson Trail. The timing of the Enhancement Funding would work out perfect with the grant to resurface Old Dixie Highway which is in 2014. The bike lanes could be added and the road resurfaced at the same time. Because of limited

funding, the first section in Jonathan Dickenson will come out to US 1 but eventually the County aspires to bring it out further south and then it will tie into the East Coast Greenway of Palm Beach County. The County does not have room to do a separate multi-modal path in this area, but the cyclists have really been wanting the bike lanes. Right now, this section of Old Dixie is only 20 feet wide so the County will be adding 12 feet of pavement. This will make the road have 11-foot driving lanes and 5-foot bike lanes. Currently it is very narrow to be sharing the road. This project will use all of the Enhancement Funds.

Ms. Eason asked how much of the East Coast Greenways have been built to date in Martin County. Ms. Rauth stated that on Green River Parkway it runs from St. Lucie County up to SR 707 in Stuart. There is an Enhancement project right now connecting the Savannahs Preserve on Jensen Beach Boulevard and one to connect this to the Green River Parkway. They are also working with the State Parks to place the trails in the park and not on the edge of the road. The County is working with Savannahs Preserve to place the path behind the fence as there isn't much right-of-way, so the riders/walkers would end up close to the road. A solution has yet to be found as to connecting through Stuart. The County has been working on the south end of the county and the first phase went along the edge of the park. The County didn't have right-of-way, however they were able to acquire an easement from the park, and though it's outside of the fence, it's still on their land. The next phase will go through the park and connect to Gomez instead of running along Old Dixie Highway. The Seabranh funding is in 2012.

Ms. Beltran stated that they are asking the committees to prioritize these projects. The TAC meeting will be addressed with the same instructions later in the day and on Monday the BPAC will prioritize the projects. The prioritizations will be brought before the Board on April 18, 2011.

Ms. Eason stated that the members should discuss the timing of these projects as they all are much needed projects and the funds will not be available until July of FY 2014.

Stuart-Dixie Highway. This is only improving areas that they have already been working on. The construction for the transportation center is scheduled to be complete in May of 2012. The next project is the Town of Sewall's Point-East Ocean, this also is a continuation of work already being done. Also, the funds wouldn't be available until 2014 so the curb and bike paths would go in, and in 2014 you would be able to complete the landscaping. The final project is Martin County's-Old Dixie Highway bike lanes. This was perfect timing as the resurfacing project would go into effect at the time the funding would become available.

Mr. Zilg asked what these funds are based upon. Will these funds be available when the projects are ready to begin? Mr. Kellogg stated that the Town of Sewell's Point commitment of cost would be approximately

\$130,000. and the funds are in a reserve for this project. Mr. Zilg stated that timing on the Old Dixie getting the bike lanes would be the priority.

Ms. Eason stated that she'd probably go with the Stuart project as it would benefit the pedestrians and connect them to downtown Stuart. Ms. Kurtz stated that all three projects are so important. She wished that there had been a joint meeting with all the committees, the CAC, TAC and BPAC as everyone could voice their ideas. She mentioned the Town of Sewall's Point project and how nice it would be to have some greenery to break up the look of all the concrete and the two massive bridges.

Considering the south end, it would be great to have the bike lanes and paths connecting. In the future, when the Enhancement Funds come up, Ms. Kurtz would like to recommend that the three advisory committees to the MPO Board, hold a joint meeting. Ms. Beltran added that the screening committee which was put in place this year to review the projects before submission, was very successful. There also was a suggestion from the screening committee that the committee hold a pre-application process next year, to insure that the project would pass on all levels. If the projects were submitted by the end of the calendar year, by the first advisory committee meeting, or joint meeting, the committee(s) would be able to see the projects before each group needs to prioritize them.

Timing-wise the money isn't available until 2014. Mr. Kellogg stated that the Town of Sewall's Point wouldn't have the opportunity to receive CRA funds or other areas of funding for their project. The County's Old Dixie Highway project has set aside a 25% match for the resurfacing but they have no funds to add the bike lanes so the resurfacing would have to be done without the bike lanes which would ultimately mean no bike lanes for that area in the long run.

Mr. Amerson was asked regarding the funding for the Stuart sidewalk project, and he stated that Stuart has funding for the design but no construction funds are allocated for the project, so the request is \$302,000. in Enhancement Funds. Mr. Amerson stated that the City has done their fair share of improvements in this area. They recently matched \$250,000. in CRA funds, and completed the signaling of the intersection of Martin Luther King Boulevard and Dixie Highway, utilizing as many other resources as possible. Additionally, they are preparing for the transit depot which the County is constructing; the City is revitalizing Memorial Park, at a cost of \$1.7 million, as well as preparing for the County's Government Center, called the Courthouse Commons. There are four sites identified to house the Courthouse Commons which will be occupied by the property appraiser and the utilities administrative staff and located in that general downtown area, so the connectivity will have a lot of merit.

Ms. Eason asked if any of the projects were on existing Capital Improvement Programs (CIP) budgets. Ms. Beltran stated that the MPO does not have any

of the projects on their list but the respective agencies, Town of Sewall's Point, City of Stuart, or Martin County would have to have to answer that question. Mr. Kellogg did state that Sewall's Point has budgeted this in their five year CIP. He added that the Florida Department of Transportation (FDOT) is on board with this project and they have been working together to beautify this area. This is the Town's first opportunity to procure Enhancement Funds for this viable project. The Town has applied in prior years but due to complications, the Town has never successfully received any of these funds. This project would have a long lasting effect on this area, and the funds would be well spent and well appreciated.

Ms. Kurtz asked if either of the two remaining applicants had anything to add regarding any pertinent issues. Have permits been pulled? Are they shovel ready? The screening committee has confirmed that these projects are basically ready to go, which was their purpose. Ms. Kurtz inquired if these items don't receive the funding this year, do the entities re-apply next year for the same type of funds, and would they possibly be able to acquire them at a later date? Ms. Beltran hopes that the Enhancement Funds do continue in future years, but no one knows. The BPAC Advisory Committee is working on a Master Plan to prioritize bicycle and pedestrian facilities throughout the County, and by this time next year, that will be helpful in that that plan will be in place and projects not currently funded will become the BPAC's overall priority for the County.

Ms. Eason did indicate that FDOT will construct curbs and medians in 2012 on the Sewell's Point Project. There will be missing landscape until 2014, but there will be a median with grass. Landscaping can always be added at a later date. Ms. Kurtz asked if once the BPAC Master Plan is in place, will that mean all the Enhancement Funds would be directed to bicycle paths? Ms. Beltran stated no, the plan will address bicycle lanes but it will also address pedestrian facilities, sidewalk connectivity and address the need for audible crosswalks as requested by the CAC and BPAC. Ms. Eason inquired if possibly the Old Dixie Highway project could acquire funding at a later date as the BPAC priority. Ms. Beltran stated that there have been prior attempts at bicycle lanes on this portion of Old Dixie but there are right-of-way issues which have prevented them. Ms. Rauth interjected that if Old Dixie is resurfaced, it would be too difficult to add bike lanes after the fact, and the County would have to submit a new project. The resurfacing was going to be taking place in 2014 and that time corresponds to the timing of the Enhancement Fund Grant becoming available. It was also noted that bike lanes will be placed in Sewell's Point as they are on the DOT's plan. Mr. Zilg mentioned that this decision should be looked at from a safety standpoint and which area has more ridership. No one present had the numbers as to the ridership of the two areas, Sewall's Point or Old Dixie. Ms. Kurtz does not know how many people in the community the Old Dixie project will impact. It was noted that the Old Dixie roadway is already very narrow, as it only has 10-foot travel lanes and the speed limit on Old Dixie was deemed to be approximately 45 mph in that area. From a safety

standpoint it becomes clearer and clearer, stated Mr. Zilg. The Sewall's Point area has a speed limit of approximately 40 mph. Ms. Eason requested a recommendation from the committee. Mr. Zilg recommended that the committee goes with the project that would be deemed to improve the safety factor most. Ms. Kurtz stated safety and impact. Mr. Zilg offered the South Dixie project. Ms. Kurtz stated that she doesn't see the impact of that project, she understands the safety issue but doesn't see the volume of people biking there, though admittedly, she stated that she's not on the bicycle committee. The Bicycle committee would have the numbers but they are not present at this meeting. Ms. Kurtz stated that this is not just about bicycles, this is concerning cars and bicycles. Ms. Kurtz stated that the impact has to go with the volume of drivers. She indicates that the volume is Downtown and East Ocean. Ms. Eason stated that more people would notice the enhancements in downtown or on East Ocean. Ms. Eason also mentioned that there are a lot of people who ride their bikes all through Hobe Sound and on Old Dixie Highway and there is a lot of volume, but who's to say that this would be the project with which to go. Ms. Kurtz stated that the committee had to choose one and then next year if the projects are still available, the application process will begin again. Ms. Kurtz mentioned that there are a lot of resources out there, but they are not available to everyone, and they are becoming fewer annually. Ms. Kurtz stated that some funds are still available, and the committee needs to look at if these projects could get into the pots of funds that remain in the next few years. Mr. Zilg indicated that these funds are from the Federal Government and they are already in financial difficulty; then it goes to the State, and then to the people. It must be looked at from that point of view. Mr. Zilg stated that the project with the biggest traffic and safety problem should be chosen as number one. It was asked of the committee, what is the average traffic per day on Old Dixie Highway. Ms. Rauth stated that some sections of Old Dixie Highway are about 5000 Annual Average Daily Traffic (AADT). Ms. Kurtz stated that her decision will be based on volume, safety, the availability of funds. She said that hearing Mr. Kellogg's presentation today, she recalls seeing volumes of previous applications to receive Federal funding for the Town, and though the other projects could apply for other funding, this is one of the few projects to which the Town may apply to receive funding. This is only a small Town, but it has a huge impact as far as the people that go through it daily, so it impacts the community. Ms. Kurtz indicated that the City of Stuart has made many investments with their tax dollars. They've made many improvements and have done a phenomenal job in the past five years. Ms. Kurtz said her vote, from a community standpoint and not a bicycle path person, that the community impact is much greater with the projects from the City of Stuart or the Town of Sewall's Point. Ms. Kurtz said if she had to choose, she'd choose the project with 12,000 vehicle trips per day, which would be the East Ocean Project. Ms. Kurtz chose to place the Town of Sewall's Point as the number one project, for those reasons. Mr. Zilg changed his number one vote to be the East Ocean Project. Ms. Kurtz asked Mr. Trepanier what his choice would be, to which it was noted that he is not a voting member. He did, however, offer his opinion to be the East Ocean

project, which he deemed to have the most community impact and safety issues. Ms. Eason stated that the East Ocean project is really just landscaping, is not a safety issue; the bike lanes are going to be in there; the curbing will be provided by FDOT. Mr. Kellogg stated that last year a local resident was severely injured at the intersection of Sewall's Point Road and A-1-A. He was in a coma for approximately four months. Unfortunately it was the rider's fault as he ran into a truck. Ms. Eason reminded the committee that DOT was making the road improvements, the Town is only asking for landscaping and irrigation. Ms. Kurtz stated that landscaping and irrigation is part of how Enhancement Funds are to be used. Ms. Eason agreed. The CAC Committee agreed to make the East Ocean Project of the Town of Sewall's Point their number one choice for the Enhancement Funding.

Ms. Eason made a motion to rank the Enhancement Fund Projects in the following order: 1. The East Ocean Boulevard Transportation Enhancement Project; 2. The South East Old Dixie Highway A-1-A Bike Lane Project; 3. The City of Stuart Dixie Highway Beautification and Sidewalks. Mr. Zilg reiterated that this decision was based on volume of traffic and safety. Mr. Zilg seconded the motion. There was no further discussion. The motion carried unanimously.

B. SR 710 PROJECT UPDATE
MEMO: temp11CACa08.02

A couple of issues came up at the MPO Board meeting. At this committee's last meeting a Transportation Improvement Program (TIP) amendment was approved for SR 710 for the State to be able to move ahead with design. After the advisory committee meeting, it was learned that the funding that the State was programming for these improvements along SR 710, a Strategic Intermodal System (SIS) Facility, were Metropolitan Planning Organization (MPO) discretionary funds. Though the Board members know that the SIS facilities are a priority for the State, the SIS facility SR 710 is not on the MPO's list of project priorities (LOPP). This TIP amendment was pulled prior to the Board meeting at the request of FDOT and FDOT said that they would program State Funds for that project.

The second item that came up at the MPO Board meeting was the multi-use path on SR 710. The FDOT representative stated that it was going to be \$30 million for the right-of-way. During the discussion that number became significant for the Board members because they were concerned about the cost ramifications compared to the number of people who would actually use the path. Mr. Powers, an Ex-officio member who sits on the MPO Board, mentioned that some landowners in Indiantown were concerned because the project is going to be acquiring right-of-way from them and they were not happy about it. A letter dated March 8, 2011 was sent to FDOT (See agenda package for the letter) stating that the multi-use path had been rejected by the

MPO Board by a vote of four to two. A response to the letter came from FDOT dated March 29, 2011 (See hand out) subsequent to the current transmission of the April 6, 2011 CAC agenda. This letter clarified that the actual construction cost for the multi-use path is not \$30 million as mentioned at the February 21, 2011, MPO Board meeting, but \$2.3 million. The multi-use path would also be utilized as a maintenance berm to access the drainage ditch along SR 710. The letter stated that the speed limit for that portion of roadway is 65 MPH, which discourages the use of paved shoulders. The multi-use path was approved in Okeechobee County and in Palm Beach County. This issue will be brought up at the next MPO Board meeting. If this committee wishes to have staff take any questions, concerns or suggestions to the MPO Board, it can be done.

Beginning with the next MPO Policy Board Meeting, staff will be providing a summary of each advisory committee meeting to the Board. This will give the Board more information as to why certain recommendations are presented to them for consideration.

It was clarified that the multi-use path will be utilized as a maintenance berm to access the drainage ditch and the right-of-way width will remain the same, whether or not the multi-use path is constructed. This was one of the concerns which arose by the landowners as it would consume a portion of their livestock grazing property.

C. AUDIBLE CROSSWALK SIGNALS

MEMO: temp11CACa08.03

This is a follow up from the February 2, 2011 CAC meeting, requesting a recommendation to the MPO Board to write a letter to the County requesting an audible crosswalk at the intersection of Savannah Road and 24th Street in Jensen Beach. This action was taken and it was approved. The last Technical Advisory Committee (TAC) also addressed this issue. Mark Cocco was instrumental in advising the committee as to which schools were in need of audible crosswalks. Two which were noted were Citrus Grove and Hidden Oaks, but at the moment there are no walkers at Citrus Grove. This Committee has also inquired of this issue in the past. When the Bicycle and Pedestrian Advisory Committee addressed this issue, they chose to include the audible crosswalk issues in their master plan.

The MPO Board addressed the audible crosswalk issue also in that when roads are being resurfaced it should be considered if there is a need for an audible crosswalk. Staff is continuing to work with the School Board and the State as to the needs and locations of audible crosswalks.

D. INDIAN STREET BRIDGE PROJECT UPDATE

MEMO: temp11CACa08.04

This updated was requested by the advisory committee members. Staff contacted Beth Zsoka, the Indian Street Bridge Public Information Officer. She provided the attachment which is included in the agenda package. (See Agenda Package) It was advised that a job fair was held, with over 600 people in attendance. On March 22, 2011, a public informational meeting was held, permits from the South Florida Water Management District, and Army Corp of Engineers were issued and there is a project schedule provided in the agenda. Her information and the website address are listed on the information provided if you have a desire to contact her.

Mr. Zilg noticed that the status of the Coast Guard permit has yet to be obtained, and inquired if that would make an impact on the overall schedule. Staff will follow up with the committee in obtaining this information.

6. COMMENTS FOR COMMITTEE MEMBERS

Mr. Zilg stated that the St. Lucie County Nuclear Plant will be moving out the spent fuel and transferring it to Texas. Has anyone in Martin County or the State of Florida been in contact with the Nuclear Regulatory Commission (NRC) on how this material will be evacuated. There are evacuation routes, but according to the NRC, it becomes the responsibility of the State and the local communities, to prepare this evacuation. Staff will follow up with this information and bring this back to the committee at the next meeting.

Ms. Eason inquired if there is a plan to address the sidewalk issues for schools with areas of need. Ms. Beltran advised that that is an item which will be addressed in the Master Plan of the BPAC. The Regional Long Range Transportation Plan (RLRTP) addressed the trails, sidewalks and greenways on a visionary basis, it is not on a priority list or cost feasible list as is provided for roadways. BPAC is moving forward with these projects and they are supportive of the Safe Routes to School applications which were recently submitted. FDOT has yet to respond to the direction which will be taken, however the MPO Board did prioritize these projects. Ms. Eason wanted to advise that Hidden Oaks Middle School on SR 714 going to Martin Downs Boulevard has no sidewalk and there are children that live in Coquina Cove Apartments, but there is no way that they could walk to school as there are no sidewalks. If this section could be added to the list of projects it would be appreciated. Ms. Beltran will follow up with the committee on this matter at the next meeting.

Mr. Zilg inquired after reviewing the last meeting documentation when traffic impact on roads was discussed, if consideration was given to the impact of the tourist in season and what impact that has on the Martin County roadways. Ms. Beltran will request that information from the Traffic Engineering Department and get back to the committee with this information. It was noted that there normally is a seasonal factor equated into that, and generally they only take counts during certain times of the year. Mr. Zilg thought it would be beneficial if that information could be broken out better.

7. COMMENTS FROM THE PUBLIC

None.

8. COMMENTS FROM FDOT

None.

9. NOTES

Ms. Beltran stated that staff did recommend that a joint CAC and TAC meeting be held in November as that is the time of year when FDOT presents the Citizen's Report/Tentative Work Program. FDOT will come to the meeting to give their presentation, and each committee will be able to hear the other's concerns, questions and answers. The currently scheduled November 2, 2011, meeting, has been moved and will now be held on November 16, 2011 and will be a joint meeting for the two committees. The meeting was made a little later in the month to insure that FDOT has the Citizen's Report ready. Staff will follow up with the schedule of this meeting.

10. NEXT MEETING

- May 04, 2011 – CAC Regular meeting. Martin County Administrative Building, County Commission Chambers at 9:00 a.m.

11. ADJOURN


A motion was made by Ms. Eason to adjourn. The motion was seconded by Mr. Zilg. There was no additional discussion. The motion to adjourn carried.

Recorded and Prepared by:


 Margaret H. Brassard, Administrative Specialist II


 Date

Approved by:


 Sheila Kurtz, CAC Chairman


 Date