

**MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)**

Wednesday, April 6, 2011 - 1:30 P.M.

**Martin County Airport-Witham Field
Maintenance Building Conference Room**

1895 Flying Fortress Way, Stuart, FL

www.martinmpo.com

(772) 221-1498

1. CALL TO ORDER

Chairman Sam Amerson called the meeting to order 1:31 p.m.

2. ROLL CALL

Members in Attendance:

Sam Amerson, Chairman

Samantha Horowitz, Vice-Chair

Joe Capra

Mark Cocco

Dan Hudson

Terry Rauth for Don Donaldson

Lee Hoefert

Kim DeLaney (arrived at 1:35PM)

Carlos Tobar for Barbara Timmerman

Rogelio Gonzalez

George Stokes (arrived at 1:37 PM)

Members Excused:

Arlene Tanis for Nancy Ziegler, FDOT

Members Absent:

Stuart Trent

Gustavo Schmidt, FDOT

Todd Cox

Staff in Attendance:

Beth Beltran, MPO Administrator

Michael Malham, Planner

Claudette Mahan, Associate Planner

Margaret H. Brassard, Administrative Specialist II

Others in Attendance:

Krysti Brotherton

Jennifer Gent

Jim Mayfield

A quorum was present for this committee.

3. APPROVE AGENDA

Mr. Joe Capra moved to approve the Agenda. The Motion was seconded by Mr. Lee Hoefert. Motion carried unanimously.

4. APPROVE MINUTES

Mr. Joe Capra made a motion to approve the minutes of February 9, 2011. The motion was seconded by Ms. Terry Rauth. There being no additional discussion, the minutes were unanimously approved.

5. AGENDA ITEMS

**A. FY2011/12 TRANSPORTATION ENHANCEMENT
APPLICATIONS FOR FY2014/15 FUNDING
MEMO: temp11TACa08.01**

Ms. Beltran gave a brief introduction of the three applications to be presented at this meeting. The applications are for the Transportation Enhancement Funds which will be available in Fiscal Year (FY) FY 2014/2015. The amount available is \$369,000. At the time the Metropolitan Planning Organization (MPO) received notice of these funds from the State it was distributed to the CAC, TAC, and the Community Redevelopment Agency. Three applications were received, they are from the City of Stuart, Martin County, and the Town of Sewall's Point. Each agency has a representative here to present their project. Staff will be asking this committee, as well as all of the MPO advisory committees, to make a priority list of the applications and this will be submitted to the MPO Policy Board on April 18, 2011, to make the final priority list which will be submitted to Florida Department of Transportation (FDOT).

Mr. Sam Amerson, from the City of Stuart, presented the Dixie Highway (CR707) Beautification and Sidewalks Project. This is primarily for the provision of facilities of pedestrians, bicycles, landscaping and other scenic beautification. Mr. Amerson directed the committee to look in the agenda to locate the application. This holds all of the projects vital information; the costs, the intent, and objective of the project. There are two exhibits, each are very distinct segments. It begins with the crosswalk from Kiwanis Park which connects to Fifth Street. Further south there is a crosswalk at Sixth Street then one across Martin Luther King Jr. Boulevard. Mr. Amerson stated that the area to the west of this has recently been completed using CRA Funds. There is parking, pedestrian walkways, landscaping, and benches. This portion will connect with Martin Luther King Jr. Boulevard, Sailfish Park and also to another neighborhood project currently in the works, Colorado Avenue. This project includes crosswalks, including audible crosswalks, to the east side of Dixie Highway and across Martin Luther King Jr. Boulevard. The next section is from the north end of Martin Luther King Jr. 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 to a

low to moderate income community. The purpose is for inner connectivity. Something that adds merit to this project is the proposed transit depot in the first exhibit. That is the area at the north end of the project between Sixth and Fifth Streets. Immediately east of that is the location for the proposed transit depot. This project will allow interconnectivity to the transit depot, the Courthouse, city parks, constitutional offices, and the Kiwanis Park-n-Ride Lot. The total project amount is \$307,552. so this project met FDOT's \$250,000 minimum. Yet, it came in under the total amount available which was \$369,000. This project adds to the enhancements recently completed on Dixie Highway.

The question was posed as to what was going to be housed in the transit depot. Ms. Rauth stated that it would be an office building for one of the transportation providers. There will be a conference room which will be used by the Metropolitan Planning Organization (MPO) to hold Citizen's Advisory Committee (CAC) and Technical Advisory Committee (TAC) meetings, and a waiting area for the bus passengers.

This project also shares FEC right-of-way, and they have obtained a license agreement with the FEC for this project from CR-707 north of Joan Jefferson all the way to Monterey Road, and it will not affect the crossing signals.

Ms. Beltran introduced Joe Capra to present the project for the Town of Sewall's Point.

Mr. Capra introduced his project as the A-1-A Enhancement Project of the Town of Sewall's Point. This is on East Ocean Boulevard between the two bridges, from Evans Crary Bridge all the way to the Ernest Lyons Bridge. The Florida Department of Transportation (FDOT) will be overlaying the road in that area next year, FY 2012. The Town had asked FDOT if they would be able to add some enhancements to this project. There will be a landscaped median, crosswalks and decorative street lights. The Town has held public meetings on this project, with the DOT, and DOT is providing the areas for the landscaping. Mr. Capra handed out photos of this project. (See Agenda for diagrams only) Mr. Capra elaborated on the roadway improvements, and stated that a photo which was presented was an old photo and it did not show bicycle lanes, however, bicycle lanes have since been included as required by FDOT. Mr. Capra pointed out that there have been public meetings on this project and that DOT will be setting this up for the Town in the FY 2012 Plan. The Town is aware that they will be responsible for all maintenance of the improvements. The County will still maintain the Signal, but the Town will maintain the streetlights, landscaping and irrigation. Mr. Capra stated that approximately 12,000 cars per day cross these bridges so there is a lot of visibility in this area. Also, there are very few opportunities for the Town to be able to apply for MPO funding and this is one of the few projects to which the Town may apply. Mr. Capra did note

that he will be abstaining from the vote, and he wanted that in the record. The Town is asking for the full amount of the Enhancement Funds, \$369,000. This project amount is a little under \$500,000. and the Town has budgeted for this, and will support the remaining balance over and above the Enhancement funding. The timing isn't the best, as the funds will be arriving a couple of years after FDOT completes the road, the curbs, and bike lanes, but as it is the only funding the Town can apply for, the Town would like to have the funds in 2014.

Ms. Beltran clarified that each of the projects represented here today have member on this TAC Committee. However, as Mr. Capra works for a private company, he will not be voting on this project. The Town Manager, Mr. Bob Kellogg, is here and will be the voting member for the TAC Committee, for the Town of Sewall's Point.

Ms. Rauth asked what the plain concrete pavement was that was listed on the cost estimate and the difference between the Patterned/Textured Pavement Concrete. Mr. Capra stated that that would be sidewalks as well as the median. Mr. Capra was asked if he was replacing sidewalk, and he responded in the affirmative. Ms. Rauth stated that they [the Town] would have to confirm that with DOT, as she didn't think that sidewalks could be replaced. Ms. Brotherton stated that Enhancement funding cannot be used to replace sidewalks. Ms. Rauth stated that the Town may have to fund the sidewalks themselves as the County has run into that issue before. Mr. Capra noted that the point was well taken and that the Town has some funding in reserve for this project. Mr. Capra stated that the streetlights will be maintained by the town. Ms. Rauth commented that on the estimate provided for this project, that there are accumulated costs of \$80,000 for landscaping and irrigation. It seems like that could be added to the current project instead of using this as a separate project. Past experience has been for the County, on State roads, the cost is about three times the amount because you have to have a certified landscape architect. DOT has to certify everyone and even the CEI has to be included. If the projects are combined, it doesn't cost as much as when they are separate. Mr. Capra stated that they have a very limited amount of landscaping in the budget for the 3R, almost nothing, which is why they are soliciting these Enhancement Funds. The Town currently is not using LED lighting as they have a decorative lighting that loops around throughout the Town, but Mr. Capra stated that they will look into LED to see if it could be used. Mr. Amerson asked for clarification as to the funding. Ms. Rauth said that the Town's project is over \$400,000. The Town says that they have funds set aside to make up the difference, but if you look at the cost estimates for this project, there is only \$80,000. in landscaping and irrigation. They could almost work with DOT to have them put in the landscaping and irrigation now when the DOT does the 3R project instead of tearing it up two years later. It was suggested to do a joint project agreement with DOT to avoid paying for a lot of items that they will be

paying for anyway. Ms. Brotherton stated that on a state highway system, you have to have a pre-qualified design engineer, and go through the entire Local Area Plan (LAP) process. The design in itself is very costly and time consuming. Then you have to put the project out to bid. It has to be an FDOT pre-qualified contractor, and since they are landscaping, you have to have an FDOT pre-qualified landscape architect. Then you have to put out for bid the construction, engineering and inspection. Martin County is able to do it in-house when they work with the City, so it's been a huge cost savings. The amount of oversight required, which they are not allowed to do in-house, really gets expensive.

Mr. Carlos Tobar stated that he was new to this evaluation process, but after seeing two presentations, he now has some questions which he would like to address to both presenters. Ms. Beltran stated that it would be fine. Mr. Tobar addressed the Town of Sewall's Point as to the total population within a half mile to a mile of the area that will be renovated. It was noted that it would be approximately 2,100 people. Mr. Tobar inquired if the Town of Sewall's Point's project was multi-modal, and would there be a transit component to this project. The answer given was no. Mr. Tobar asked for the pedestrian and bicycle counts for this segment. It was stated that no one had an estimate regarding the pedestrian or bicycle counts but Martin County has a lot of people that walk and bike the bridge. It was inquired if BPAC would have that number, and no answer was forthcoming.

Mr. Tobar directed the questions to the City of Stuart's project presenter. Mr. Amerson stated that he doesn't have the numbers with him right now, but there is a large population which walks this area. There are bicycle groups which ride this area on the weekends and they can be seen on Old Dixie Highway going to the beach and all over Hobe Sound. This project actually is filling in the gaps between existing sidewalks. Mr. Tobar noted that there will be a multi-modal path in this project but what is the number of people within a half mile area? Mr. Amerson said that information could be obtained, but he didn't have it with him today. There are a lot of residences in the area, and there are a lot of commercial properties which could benefit from the sidewalks as there is a good amount of pedestrian activities in these areas.

Mr. Amerson stated that for next year, regarding Ms. Brotherton's checklist in order to do the pre-screening, it would be good for the applicants to have the actual numbers as are being discussed today. The number of walkers and bicyclers, the average daily traffic volume, number of accidents, the areas with right-of-way issues, the population in the given areas and any information that could possibly be an issue.

Ms. Kristi Brotherton presented the SE Dixie Highway/CR-A1A Bike Lanes Project (from U. S. Highway 1 to SE Saturn Street) for Martin County. The

project limits run from U. S. Highway 1 north along Dixie Highway, ending at SE Saturn. For a few years, cycling enthusiasts have expressed much interest in getting bike lanes in this area. However, the right-of-way goes to the end of the pavement, so this particular area is one of the few areas that the roadway could be widened. Martin County is receiving Small County Outreach Program (SCOP) funding in Fiscal Year (FY) 2014 to resurface Dixie Highway from Cove Road down to U.S. Highway 1. The Enhancement Funding is also scheduled for FY 2014, so if this project is selected for the funding, the projects would be coordinated to be constructed at the same time. The roadway is currently 18-20 feet wide. This project will widen each travel lane to be approximately 11 feet and then a five foot wide bicycle lane on each side of the roadway. This is a dual purpose project. The issue of safety is addressed as this is a fairly high speed road. When a cyclist is on the road, the cars cannot safely pass with on-coming traffic, causing the traffic to back up. The second purpose of this project is connectivity with the East Coast Greenway (ECG) which runs from Maine along the eastern portion of the United States to Key West, Florida. Martin County has been working with the ECG for a few years, and has recently completed a segment, the Green River Parkway. There will be some Local Area Plan (LAP) funding becoming available in FY 2012, and the County will be constructing a spur connecting the Green River Parkway to the Savannahs Preserve State Park on Jensen Beach Boulevard. Phase One of the Seabranh East Coast Greenway, which runs from Grafton Avenue to the entrance of the Seabranh Preserve State Park was recently completed. The County will be receiving more LAP funding in FY 2012 for Phase Two of the East Coast Greenway which will connect Seabranh to Peck Lake Park along Gomez Road and a portion of that will run through Seabranh State Park. Moving south, this project will connect the East Coast Greenway. A multi-modal path would be the preferred choice, however, there is no right-of-way so the bike lanes are the best that can be done. The Friends of Jonathan Dickenson State Park have applied for trail funding to repave the portion of Old U.S. Highway 1 throughout the Park and that too will be a southern segment of the East Coast Greenway. The bike lanes on Old Dixie will be a portion of the East Coast Greenway, and the County is still trying to determine how to complete the gaps throughout Stuart. Ultimately, Northern Stuart and Southern Stuart will connect. All property belongs to Martin County so there will be no land acquisition, permitting and much can be completed in-house. Martin County will maintain the project once it is completed. This is the only opportunity that Martin County will have in order to get bike lanes on this portion of the roadway as once that the road is re-paved the County will not be doing any work in that area for a long time. The question about population was posed to this project. Ms. Brotherton stated that she doesn't have the population count, but she has the 2010 Level of Service Inventory Report. The Annual Average Daily Traffic (AADT) for 2010 for the area just north of this section, on Bridge Road, is 2,464. Ms. Brotherton stated that she also had some crash report records, not centralized

to this area, but there were a number of bicycle vs. vehicle accidents that occurred in this portion of the roadway. It was learned that there is not a large populous in this area as the property is mainly owned by the Federal or State Governments. However, there are many people who travel from North to South on their bicycles in this region and one of the purposes of the East Coast Greenway is to connect parks and historical resources and to allow people to be able to move from point A to point B. When people move throughout Martin County, this gives them an opportunity to spend money helping grow the economy. Governor Rick Scott is trying to make the Parks more self sustaining. Cyclists can park at a trailhead and maybe donate to park their vehicle, which helps generate funds for the Park. It was noted that there is a significant residency south of Bridge Road to Saturn Street and east of Old Dixie Highway to SE Hercules Avenue. There will be no multi-modal path in this region. Phase One of the Seabranh State Park Project, which was just completed, has a multi-modal path and Phase Two will connect Seabranh, and run through the park along Gomez where there are a lot of cyclists. There will be a 10 foot multi-modal path which will end at Peck's Lake Park and options are being explored to connect Peck's Lake further south. It was decided that since the funds would be available the same fiscal year as the resurfacing project that this project made the most sense, plus it will put an end to all of the emails to Martin County saying that bike lanes are needed on Old Dixie Highway.

It was asked how much would leasing right-of-way from the Florida East Coast (FEC) Railroad cost. Ms. Rauth stated that from Seabranh to Osprey she figured out that it would cost approximately \$300,000 per year. Also, if the FEC increases their amounts, you have no choice but to pay it.

Ms. Beltran stated that the MPO By-Laws are very specific in who the different advisory committee members are and who they represent. The Technical Advisory Committee (TAC) Members have staff from Martin County, from the City of Stuart, and from the Town of Sewall's Point, so those positions are able to vote on the TAC. The Citizen's Advisory Committee (CAC) meeting which was held earlier today, represent each of the same areas, as do the members from the Bicycle Pedestrian Advisory Committee (BPAC). The MPO By-laws determine who is in a position to vote. Mr. Bob Kellogg, who is the alternate for Mr. Joe Capra, will be voting and Mr. Capra has abstained from voting. Ms. Beltran clarified that everyone here is staff for a Government Agency. Mr. Capra, however, works for a private engineering company so he has abstained from the vote and Mr. Kellogg will vote for the Town of Sewall's Point.

There was some discussion about how to rate the projects .

Ms. Kim Delaney offered that one bit of information which was helpful in rating projects when she was on the TAC Committee in a previous role with

the city, was to have a five year trend, which projects were submitted, which were funded, so there was a little prospective, and you could see how the dollars were distributed, which area got what funding etc. In the future, this may be something the organization may choose to consider.

Ms. Beltran advised that the Enhancement Funds number one priority for last year went to a joint effort project: The City of Stuart and the Rio Community Redevelopment Area (CRA) were connecting sidewalks. The number two application was bicycle lanes along a different portion of Dixie Highway. Ms. Brotherton stated that the reason that a screening committee was put together this year was because a lot of projects came to the point of receiving grant funding and the whole process was completed when the County learned that there were environmental issues, right-of-way issues, or other circumstances, to the point that the projects were either not feasible to build or cost a lot more than anticipated or they had to cancel it. It was mentioned that public support for a project is also greatly needed. Next year, in addition to the screening committee, Ms. Beltran advised that a pre-application committee will be formed. This committee will look at the applications when they come in, by the end of the calendar year. Then, by the first advisory committee meeting the following year, the advisory committees will be able to see the applications before the priority list is being asked to be approved.

Mr. Amerson stated that however the projects are ranked today, the second and third project may become the numbers one and two for next year so they do eventually get funded in that progression.

There was a question directed to the representative of the Town of Sewall's Point, to see if they had any accident reports showing how many vehicle vs. bicycle, or vehicle vs. pedestrian incidents provided. Mr. Kellogg stated that there have been two or three accidents in the last three years. Ms. Rauth did stipulate that the DOT will be adding bicycle lanes and curbs in this area of Sewall's Point when the resurfacing is done. This project is basically landscaping, irrigation and lighting.

Ms. Delaney asked Mr. Amerson regarding crossing the tracks at Dixie Highway, what's the thought about connecting to the section of sidewalk that was built a couple of years ago. Mr. Amerson stated, the lack of right-of-way and an actual pedestrian crossing designed for the rail is very expensive, the signaling, the gates, and it's difficult to get approved by the FEC. It was mentioned that from a practical standpoint, the people residing in Eldorado Heights and neighboring areas, will cut through the park and use the existing sidewalks. They don't need to get on to Dixie to cross the railroad tracks.

Mr. Tobar asked Mr. Amerson if the new sidewalk will get the moms with strollers to the downtown area near where there is an existing bus service near the center of Stuart. Mr. Amerson said it does connect near Martin Luther King Jr. Boulevard and the Kiwanis Park-n-Ride Lot on Colorado, [which has a bus facility, textile striping and is ADA accessible] through the park to confusion corner. That connects to Haney Circle where there is bus service. This project is related to the completion of the transit depot, which is expected to be completed in about 18 months. The Government Center, County Offices in that immediate vicinity, around Martin Luther King Jr. Boulevard, the Courthouse Square, Courthouse Commons and the mobile park areas. The timing and connectivity work out well with this project.

The vote was held by Roll Call

TAC Member	City of Stuart	Town of Sewall's Point	Martin County
Sam Amerson	1	3	2
Samantha Horowitz	1	2	3
Bob Kellogg	3	1	2
Marc Cocco	1	3	2
Dan Hudson	1	3	2
Terry Rauth	2	3	1
Lee Hoefert	1	3	2
Kim DeLaney	1	3	2
Carlos Tobar	1	2	3
George Stokes	2	3	1
Totals	1=7	1=1	1=2
	2=2	2=2	2=6
	3=1	3=7	3=2

1. City of Stuart received the first place recommendation
2. Martin County received second recommendation
3. Town of Sewall's Point received third recommendation

A motion was made by Mr. Dan Hudson to submit the aggregate ranking to the Metropolitan Policy Board. This motion was seconded by Ms. Terry Rauth. There being no further discussion, the motion passed unanimously.

Mr. Amerson stated that next year all the advisory committees should have a joint meeting to hear all the details so everyone could voice their opinions on the projects prior to setting the rankings.

Discussion ensued regarding funding, including who gets passed over, who can apply and for what funding opportunities. It was noted that some projects do receive other sources of funding or grants and it would be

informative to have that information in the future. Projects which receive no funding should receive special consideration when evaluating for Enhancement Funds. Ms. Brotherton stated that she will do a list of the Federal and State project funds so the committees will have that to consider when making their decision.

B. SR 710 PROJECT UPDATE

MEMO: temp11TACa08.02

Ms. Beltran stated that at the last meeting this committee approved a TIP Amendment to program \$2.5 million to the SR 710 Project. After the advisory committees met, it was found that the funds that the State was requesting to program were actually the MPO discretionary funds, and the MPO Board did not want the funds to go to a State Road Strategic Intermodal System (SIS) project. (See email in the agenda from Arlene Tanis) FDOT's email from Arlene Tanis states that the State funds will be programmed for the state road project and not the MPO SU discretionary funds.

Ms. Beltran stated that an additional item which came up related to the multi-use path scheduled to run along the SR 710. The Board was concerned at the cost of the multi-use path due to the cost of the right-of-way acquisition for the multi-use path because in some areas the path is approximately 200 feet from the roadway. The Board was also concerned of issues brought up by the Indiantown representative, Mr. Brian Powers. Mr. Powers mentioned that there are some landowners in Indiantown who object to the multi-use path as the land that would be acquired is the land on which they use for grazing of their livestock. Due to the items Mr. Powers brought up, and the cost benefit or lack thereof, the Board voted 4-2 not to include the multi-use path along SR 710. The letter from the MPO Chair, Michael Mortell, is in the agenda package. After the agenda went out, a response from FDOT was received. A copy of the response was available at the entry of this meeting. The project manager from FDOT did mention the figure of \$30 million as the total cost for the right-of-way for the project; the cost for the multi-use path is \$2.3 million. (See handout.) This letter also mentions that the multi-use path has another purpose, as it will be used as a maintenance berm to access the drainage ditch. The 65 miles per hour (mph) along that portion of SR 710 is not conducive to having paved shoulders for bike lanes. This letter also states that both Okeechobee and Palm Beach Counties have supported this multi-use path. This will be addressed at the MPO Board meeting. If anyone present wishes to have any additional information brought before the Board, please advise.

Ms. Beltran is going to begin providing the Board with a memo stating comments and discussions which have been made at advisory meetings so they have an opportunity to be aware of what to expect at the meeting. Currently, if a recommendation comes from an advisory meeting, the Board

learns of it at the meeting, and they do not have any time to ask questions about it prior to the meeting.

Mr. Capra stated that the State is going to need that right-of-way anyway for the berm, with or without the multi-use path. When there is limited right-of-way the County does not include multi-use paths, but since this right-of-way will be necessary anyway, it should be used for the multi-use path. It should be noted that this state has the worst record for bicycle accidents, so from a technical point of view, it seems like this path should be kept in. Ms. Rauth agreed and stated that if the path is not included now, that in ten years from now, the County will be looking for Enhancement Funds to put it in. Also, as the path is going to be in Palm Beach and Okeechobee Counties, there will be a missing link and that would be Martin.

It was discussed that the TAC committee wanted to send a recommendation to the MPO Board to include the multi-use path. Comments were made in support of the multi-use path. The letter from the DOT with the bullet points was concise and hopefully that will sway the MPO Board to allow the multi-use path. The issue about the cost seemed to be a huge factor and since that was positively satisfied the support for the multi-use path should prevail. Since the right-of-way was going to have to be purchased anyway, it would be a loss not to include the multi-use path.

Mr. Dan Hudson made a motion to support the DOT letter in favor of the keeping the multi-use path in the project on SR 710. This motion was seconded by Mr. George Stokes. There being no opposition to the motion, the motion passed unanimously.

C. AUDIBLE CROSSWALK SIGNALS

MEMO: temp11TACa08.03

Ms. Beltran stated that this is the follow up to discussions in which both the CAC and BPAC have previously engaged. These results were deemed to be beneficial to the MPO Board, and were submitted in the agenda package. The CAC recommended that an audible crosswalk be installed at the intersection of Savannah Road and 24th Street in Jensen Beach. A member of the committee is blind and she is aware of vision impaired students at a nearby school who walk to school. It was noted that this crosswalk could be extremely beneficial to this particular community. The MPO Board considered and approved this recommendation. The MPO Board did write a letter to the County to request that the audible crosswalk be installed.

The BPAC recommended audible crosswalks at the intersection of Kanner Highway and U. S. Highway One and at Monterey Road and Kanner Highway. A blind member of BPAC, was crossing the intersection of Monterey Road and Kanner Highway, when she and her dog were struck by a vehicle. It was noted that this intersection is laid out in angles, not a typical

cross-intersection of two roads. The MPO Board included these recommendations in their letter to FDOT. BPAC is working on a Master Plan in an attempt to connect sidewalks and bicycle lanes throughout the County. Audible crosswalks are also being addressed in this Master Plan as it has been determined that the need exists in other areas as well. The MPO Board was advised of the schools with vision impaired students. Ms. Beltran will update this committee of the progress as made. It was suggested that the schools should be contacted to determine where the audible crosswalks will be needed as students change schools, but the crosswalks can't be changed that easily. Not every intersection needs an audible crosswalk as it may not have the volume of traffic, or unusual angles, and crossing is not as dangerous. Ms. Lisa Wichser, the Martin County Traffic Engineer Administrator, was consulted regarding the audible crosswalks. She suggested only installing a few at a time in order to effectively monitor the maintenance, the funding and to govern the success ratio. The effectiveness of the crosswalks should be studied for approximately six or eight months prior to additional installations, to determine necessity. Ms. Rauth stated that FDOT's District Four no longer allows only one crosswalk for the vision impaired to be installed at an intersection. It can be confusing to the walker and lead the walker to the center of the road. District Four requires two crosswalk be installed to enhance directional surety. It was recently determined that the crosswalks are approximately \$7,500 per installation. It was noted that schools provide crossing guards, and the point was made that blind students should be crossing at the guarded intersection. Maybe the audible crosswalk would be needed for the after school activities when no guard is present.

D. INDIAN STREET BRIDGE PROJECT UPDATE

MEMO: temp11TACa08.04

Ms. Beltran stated that this is a follow up item to a recommendation from CAC members from a prior meeting. Ms. Beltran spoke to Beth Zsoka, the Public Information Officer for the Indian Street Bridge. Ms. Beltran obtained project flyers which show an anticipated project schedule for the bridge. A job fair took place on March 14, 2011, with more than 600 people in attendance. There was a public workshop on March 22, 2011. Ms. Rauth is the Project Manager of this event, so Ms. Beltran gave her the floor to discuss the project. Ms. Rauth stated that Monday, April 11, 2011, the first test pile will be driven in on the Palm City Side. It will be installed on land as the Coast Guard permit has yet to be procured. The permit will be forthcoming. There will be an official ground breaking following the MPO Board meeting on April 18, 2011, at 11:30 AM

As the piles will be driven in, they do anticipate some noise during the building of the bridge. Ms. Rauth stated that a steel trestle will be built between Palm City and Kiplinger Island, so that the construction will be top down, since it is fairly shallow in the South Fork, barges will not be

necessary. Between Kiplinger Island and the east shore where the intercoastal is, barges will be used as it is much deeper. Everything west of Kiplinger Island will be off of the trestle. They anticipate approximately two years for construction. The crews have root pruned and trimmed trees on Indian Street, and they are relocating the Myrtles to the area near the college and hospital on Salerno Road. One large oak tree on the Palm City side is being adopted by a golf course in the area. There is a pine tree still remaining, which is housing a hawk with a nest. This tree will not be taken down until after nesting season which is August.

6. COMMENTS FROM COMMITTEE MEMBERS

Mr. Tobar, who is new to the area, inquired if this County holds funding swaps with Federal funds. It was noted that projects have been substituted, but it was for the same type of funds. Ms. Rauth stated that the County is LAP certified and the Cities are not, so agreements between the two are reached and the County builds the project for them.

Ms. Kim DeLaney stated that she had attended an event recently with the EPA, HUD and DOT with presentations from around the country. There was a Texas example presented. Dallas, Fort Worth has a 16 county MPO. It was extremely progressive the way they shifted funds around. Federal funds would be received for certain projects, and the Cities have funds on other projects, and there were significant Bond funds which had been generated through sales tax referendums and other means. The MPO would secure Federal Funds and build the larger projects that can absorb the Federal funding and the Cities turned over the bond funds to the MPO to then distribute for Enhancement Funds, Economic development projects, TOD leverage, and they were able to get it documented that the money went about 30% further than it otherwise would have because it did not have to comply with all the Federal criteria. Ms. Delaney said that she was going to provide Ms. Beltran, and all the MPO's, with the power points from this workshop.

7. COMMENTS FROM THE PUBLIC

None.

8. COMMENTS FROM FDOT

None.

9. NOTES

There will be a meeting date change from November 2, 2011 to November 16, 2011, which will become a Joint CAC-TAC meeting. FDOT will present the FY2013-2017 Tentative Work Program-Citizen's Report. Location and time to be determined.

10. NEXT MEETING

- May 04, 2011 – TAC Regular Meeting. Martin County Airport-Witham Field, Maintenance Building Conference Room at 1:30p.m.

11. ADJOURN

A motion was made to adjourn by Ms. DeLaney, and Seconded by Ms. Rauth. There was no objection to the motion. The motion passed unanimously, and the meeting was adjourned.

Recorded and Prepared by:


Margaret H. Brassard, Administrative Specialist II


Date

Approved by:


Sam Amerson, TAC Chairman


Date