1. CALL TO ORDER
   Ms. Joan Moore, Chair, called the meeting to order at 4:00 P.M.

2. ROLL CALL
   Members in Attendance:
   Joan Moore
   Ken Natoli
   Andy Flanner (Arrived at 4:04 P.M)
   William Fry (Arrived at 4:05 P.M)
   Julie Preast
   Craig Houdeshell
   John Trahan
   Eric Smith
   Gene Zweben
   Cheryl Lenartiene
   Jan Icyda
   David Pittinos

   Excused Members
   Hal Forslund (Seasonal)

   Members Not In Attendance:
   None.

   Staff in Attendance:
   Alice Bojanowski, Senior Planner
   Bolivar Gomez, Planner II
   Margaret Brassard, Administrative Assistant II
   Ricardo Vazquez, Planner I

   Others in Attendance:
   Vinny Barile

   A quorum was present for the meeting.

3. APPROVE AGENDA
   A motion to approve the Agenda was provided by Ms. Julie Preast. The motion was seconded by Ms. Cheryl Lenartiene. There were no objections. The motion passed unanimously.
Mr. Bolivar Gomez introduced the new MPO member, Mr. Ricardo Vazquez, Planner I, who will staff the Local Coordinating Board for the Transportation Disadvantaged (LCB-TD). Mr. Gomez also introduced Metropolitan Planning Organization (MPO) Policy Board Member Mr. Vinny Barile, from the Town of Sewall’s Point for attending the meeting.

4. AGENDA ITEMS

A. 2040 BICYCLE, PEDESTRIAN & TRAILS MASTER PLAN DRAFT SCOPE OF SERVICES

Mr. Gomez stated that there is only one item on the Agenda which is a discussion item. It is the Bicycle, Pedestrian and Trails Master Plan Draft Scope of Services which the MPO is going to be developing for this fiscal year (FY). He said that this task was addressed and funds were being set aside in the recently approved Unified Planning Work Program (UPWP). Mr. Gomez advised that this will be a comprehensive Master Plan taking into consideration bicycle, pedestrian and trail facilities which will study potential facilities and implementation through the long range horizon. He introduced Mr. Stewart Robertson, from Kimley-Horn who will be the General Consultants for the Master Plan and will make today’s presentation. Mr. Gomez reminded the committee that this is the Draft on which input is requested, and then the Final will come back to the committees in September. Mr. Natoli asked if there are any restriction due to the MPO format as to what this Master Plan can be? Ms. Bojanowski informed that there are no restrictions it’s a draft to get input and have discussions as to what should be in this Plan. She said that Mr. Robertson will hold his Presentation and we will welcome comments. Mr. Robertson said that the MPO staff requested that a Draft Scope of Services be compiled based on a collaborative effort with the MPO to gather the goals, objectives and ideas to assist in facilitating the identification of projects concluding with the implementation of those projects by the various partners or agencies. He advised that the purpose is to prepare a Plan which is consistent with the Long Range Transportation Plan (LRTP) that will build off the network projects established using the anticipated funds identified in the LRTP. Mr. Robertson reminded the committee of the various methods used to collect the information which is again being utilized. He stated that the Non-motorized Needs will be the foundation of the Bicycle, Pedestrian and Trails Master Plan for refining as well as implementation. Mr. Robertson provided an overview of areas covered during this study from the bicycle/pedestrian public involvement component, steering committee and implementation partners i.e. Cities, Counties and Florida Department of Transportation (FDOT) though many factors will be covered in this study. There was a host of other aspects included that increase the possibility of becoming a walking/cycling friendly community. Mr. Robertson discussed different types of projects anticipated to be implemented throughout the County on both local and state roadways. It was suggested that right of way (ROW) often is a stumbling block but if there are important gaps that require filling and ROW is necessary it will be noted and identified within the Plan. That way, Mr. Robertson said, when the project goes into the funding stream they can ensure that a ROW component is included to funding the project. Ms. Preast said often if ROW is the issue the project can’t be considered. Mr. Robertson affirmed adding that it triggers numerous additional steps when Federal funds are being used such as Environmental and Class of Action Reviews adding that State fund requirements are not quite so stringent. He said the important thing is to identify where the ROWs are needed to streamline the funding
source. Since this is long term network planning, projects needing ROW need to be included as a holistic planning exercise. Mr. Robertson said that it’s not just infrastructure based, it is hoped that using innovative ideas they will be able to improve the awareness and safety of cycling or walking within the communities. He advised of a few non-infrastructure projects that have been successfully used in other areas to promote education and enforcement. In conclusion, he requested the ideas and opinions of the committee as to projects or direction in which the MPO should proceed in this venture. Mr. Robertson advised that the Plan will extend throughout the current fiscal year. Mr. Gomez added that in the Draft Scope, a list of agencies requested to be on the Steering Committee was included but additional suggestions would be welcomed noting that the Community Redevelopment Areas (CRAs) are definitely included. Ms. Bojanowski added that the East Coast Greenway (ECG) is also being included in this consideration as this will be a comprehensive Master Plan. Mr. Gomez clarified that this “Special Meeting” was originally to be about the ECG alignment, but it was determined that the focus of the meeting should be the Master Plan and that the ECG would be a component of the Master Plan. He suggested that this committee may choose to request that the consultant consider potential ECG alignments during the development of this Plan. Mr. Gomez reminded the committee that this item is only for discussion and that no motions are necessary, but it’s your decision as to what you wish the consultant to focus on. Ms. Bojanowski offered that recently Jonathan Dickinson State Park (JDSP) was notified that they will be awarded the funding for Phase Two of the Federal Land Access Program (FLAP) Grant. She clarified that this grant is to link the Hobe Sound Wildlife Refuge to JDSP which will connect the park and trails toward the Hobe Sound/Beach Road area. Ms. Bojanowski said that it is part of the ECG alignment already so progress is being made. She said that the local hospital is also looking forward to working on this project as they currently have a fitness trail and desire to be a part of the Master Plan. Mr. Natoli said that he would like the consultants to incorporate what the Bicycle Pedestrian Advisory Committee (BPAC) comes up with into the Master Plan. Mr. Gomez stated there is a public involvement process that needs to be fulfilled and the ideas of the public as well as other agencies will also be included in addition to the BPAC’s. It was suggested that possibly the consultants could provide all the options from the partners to BPAC for ranking. Also mentioned were loops going into communities that aren’t the primary ECG route but needed none-the-less with gaps needing to be filled for connectivity. Mr. Robertson said that they can facilitate this by providing maps of options to engage discussions. Ms. Prearst said that providing the public with options to which they may react will get a better response which was affirmed by Mr. Robertson. Mr. Robertson commented that this project could be a potential Sun Trails Application for next year especially if the ECG will be a “focus” of this Plan. He said that the Sun Trail funds are identified for projects identified on the Florida Department of Environmental Protection (FDEP) Priority Trail list and he is of the opinion that the ECG is the only trail in Martin County that is on that list. Mr. Robertson advised that it provides the opportunity to receive Sun Trail funding next year if we were able to firm a path location this year. It was advised that Mr. Natoli serves on the ECG committee. Mr. Natoli said that it would be great if the consultant would take the ideas and present them to the public to get their opinions. This will help them to buy into it. He said the ECG is one element of this Master Plan and it emphasizes that
we need to get this worked out. Though downtown is a huge challenge but there are many other great opportunities as well. Mr. Robertson advised that Sun Trail is a grant program through the State that is administered through the FDEP with participation from Florida Department of Transportation (FDOT). He said that the applications are due around May/June but the funds may not be available the following year it may be a year or two later. Mr. Robertson stated that in Martin County the ECG will need to be the identified focus, the projects will have to be off road, shared use paths and part of the primary alignment. He stated that potential segments could be suggested that would be amenable to Sun Trail funding, clarifying that the application criteria specifically requires that it must be a direct part of the path, and not a connection or a loop trail. Mr. Robertson said that though we may recommend loop trails and connections external funding sources would need to be sought for them with the Sun Trail funds being used only for the main alignment segments. It was brought up years ago, that Martin County has vast amounts of conservation lands that are not usable by the public and discussion ensued whether there is still public interest in having those conservation lands connected. It was mentioned that Mr. Bob Harris from the Coastal Department, is very supportive of this and wishes to be involved. Ms. Bojanowski said that it was requested that a scope be made available to provide to the MPO Policy Board and other committees in September, allowing one month to put the scope together, provide it to the consultants, and note that this is what we want. Mr. Gomez said that the BPAC will meet and see the Draft one more time prior to needing to have the scope finalized, but this meeting is to gather your ideas before beginning. Discussion continued as to others who would be desirous to provide input and the committee was asked to participate by asking these groups/people or others to attend the next meeting. It was requested that someone attend the Parks and Recreation Department’s Advisory Board Meeting to ask for a possible long term participant in this project. Mr. Gomez advised that Mr. David Pittinos is a member of that Committee, but he will see if this could be presented at an upcoming meeting. Ms. Bojanowski advised that Mr. Gomez and she will be attending future CRA Neighborhood Advisory Committee (NAC) meetings seeking their participation and feedback. It was inquired if there was an American’s with Disabilities Act (ADA) representative who could point out deficiencies, to which Mr. Gomez responded that recently Ms. Beltran and he attended an ADA meeting and they are planning to incorporate more ADA compliant projects. Mr. Robertson advised that ADA would be incorporated into the scope but no one was aware if there was an actual group that represented ADA. It was suggested that representatives from the Kane Center also be invited to represent the senior populous. Mr. Gomez offered that the scope includes two public workshops which may also cover Title VI for the low income and underserved populations. It was advised that at least one of the workshops will be held in a community like Golden Gate or Indiantown. Mr. Robertson said that one of the more successful workshops developing Moving Martin Forward was held at the Kane Center. He said that the website will have a suggestions/comments area so that people may provide direct input, as well as a survey type of format so that more directed responses could be obtained for incorporation. With this type of an idea database we can evaluate the information in order to incorporate it into the Plan Mr. Robertson said. It was mentioned that there will be a “Walk to School” event held at two schools in October, wherein the MPO will provide the students with backpacks, lights as well as
Ms. Preast suggested that a presentation be made at the local jurisdictional meetings, such as Ocean Breeze and Sewall’s Point. She added that perhaps a scrolling ad on MCTV will allow people to be informed. Ms. Cheryl Lenartiene said that audio is very important as there are people who can’t see or read the visual. Discussion ensued about local radio stations that provide public service announcements, social media like Facebook or Twitter, including public television. Mr. Robertson said that establishing a relationship with the media at the beginning of the Master Plan and maintaining the relationship throughout the implementation is an excellent idea. He said in the example he mentioned previously how the police were educating the residents in other areas, the media filmed some events and interviewed those who were stopped to get their opinion as to the effectiveness of the project. That media coverage reached more people than those who were stopped. Ms. Bojanowski began a discussion about the ECG potentially going on the west side of the railroad tracks along Commerce Avenue. She said that Railroad Avenue goes from Cove to Salerno Roads, which connects to the industrial area all the way to Indian Street. She said there aren’t any facilities at this time, other than a small sidewalk but that could potentially be expanded. Ms. Preast said that sharrows should also be considered because the County is reducing the speed limits in many neighborhoods to 25 miles per hour (MPH) which would be perfect for them with the proper signage and education adding that they are used in neighboring Counties. Mr. Gomez clarified that sharrows consist of an “on the pavement marker” which allows the cyclist to “share the lane” with vehicles with the cyclist using the whole lane. Mr. Robertson advised that the sharrow is placed in the center of the roadway, is similar to a bike lane symbol but has chevron markers on top of the symbol. He said that it is to inform the motorist that cyclists may be in the roadway while it provides a visual as to the safest location to ride. Cyclists shouldn’t hug the edge line as that encourages motorist to pass, whereas if they are riding in the center of the road the motorist has to go to the other lane to pass. Reference was made about potential sharrows on Martin Grade and that it would be a lovely experience. Discussion turned to the completion of bike lanes on Citrus as well as FDOT’s new requirement of buffered bike lanes which allows a greater separation between vehicles and bicycles.

It was asked if additional comments would be coming regarding the Master Plan. The floor was turned over to Mr. Ken Natoli to offer his suggestions. Mr. Natoli advised that a Master Plan is a basic, conceptual plan for what is desired. This is a broad range focus of the “big picture”. He said that sharrows will not increase people to get on the road, nor will they ride on a 60 MPH roadway but the ECG could be the answer. Connections and sidewalks or paths with trees for shade are important, but one needs to be able to “get somewhere” if the goal is to encourage people to bike or walk. He said that the locations of many of the schools in Martin County are not favorable to children walking or riding bikes. He said it takes planning to create connections and destinations where people can feel safe, especially for their children, to traverse on foot or by bike. Mr. Natoli also specified that the first statement in the Master Plan, as the first goal in the Bicycle Pedestrian Action Plan, is to create great places and that the vision is to become a walkable, livable community. If that is not paramount, he said, it cannot get the support of the community especially the political hierarchy. Mr. Natoli stated that in the long range it needs to be included in the Comprehensive Plan, because if it is not there,
construction, sprawl, and large streets will continue to be predominate features in Martin County. He said the shopping centers and gated communities continue, amidst the murmuring of “we don’t want to grow” while Martin continues to grow, without connectors to the subdivisions or shopping centers. Each one of these facilities have one entry in and out which is a major roadway. Each should have a connection to its neighboring facility which could circumvent enlarging the roads to eight across. If this is a Master Plan the vision has to be there to get people to discuss the needed adjustments. If these land area corrections are not made, no substantial changes can happen and people will continue using their cars. He stated that unless it’s out there for the public to consider, for them to buy into the ideas of transportation pattern change, it won’t happen. Mr. Craig Houdeshell stated that that this disconnect in neighborhoods is more widespread in Florida than many other States but that would take changing the Comprehensive Plan. Mr. Natoli said that he’s not advocating for growth and development but it’s going to happen. He said that Martin needs to plan for the growth or it will keep happening and it gets worse. Mr. Natoli said that if you add three or four gated communities on a recently expanded roadway the roadway suddenly is obsolete and in need of expansion because everything is on that one roadway and the public has to foot that bill. It was advised that though they cannot change the Comprehensive Plan as only the Board of County Commissioners (BOCC) can do that, they would seek other avenues to reach an amenable compromise for the Master Plan. Mr. Natoli said that a change in the Comprehensive Plan needs to be addressed with the appropriate parties in order to get fewer gated communities, have some restrictions as to size, and have connectivity planned. He mentioned that suggesting or making retrofit changes can be difficult; however, if it’s really wanted, put it in writing, add some pictures to provide a visual for the community and it will go a long way. Mr. Eric Smith said that the reasons the gated communities are here is because the people wanted them. Mr. Natoli reiterated that he is making the recommendation that this Master Plan suggests that to effectively create a walkable, bicycle friendly community that the Comprehensive Plan needs to be changed. He said that it can’t be done right now but in moving forward this absolutely needs to be addressed. Mr. Robertson said that there are large collections of data sources that can be inventoried to make use of during the Plan. It is important to document it as we need to show to the funding sources that the Master Plan is a data driven plan though it needn’t be the focus it may be in the appendix adding that the connectivity is of fundamental importance to transportation. Mr. Robertson provided an example from another State with gated communities being developed but they are being constructed in such a manner that the developers have to build greenways and trails between the pods of gated communities, meeting the requirement that the communities connect to the greenways and trails as well as to the sidewalks on the main roadways so people can walk or bike to the grocery store or other destinations. Considering that the local communities are already built, we are limited as to what can be done to retrofit the area. It was noted that the BPAC needs to spearhead this in order to effectuate this connectivity and the consultant using this Plan can provide documentation from the other States to show the locals how well this could work. It was suggested to use “walkscore” a tool that determines the walkability of an area based on nearby destinations. Ms. Preast said that in the past trees have been pulled from applications by the Engineering Department because they were considered a fire hazard. Golf carts also
should be a consideration as many older people use them to go to the local grocery store or to go fish. She mentioned encouraging a grid system for the pedestrians and cyclists since the gated communities can’t actually be stopped. Ms. Preast gratefully recalled a community being developed and when asked that they install a gate for neighboring pedestrians to stroll along the waterfront they provided a four foot opening to accommodate their neighbors instead. Traditional neighborhoods would be best, but allowing access if not would be next best. She said it has occurred in other local areas where walls, gates, even property owners have prevented the public from using public property near their homes. Mr. Natoli said that people these days want walkable communities they don’t want what we currently have with people not having local access, we need to leave them better off than where we are now. Ms. Preast affirmed adding that young adults and seniors are two large groups of people who desire active, walkable communities noting the number of seniors who have relocated to The Villages because they are capable of getting around to places easily by walking, biking or their golf carts. It was said that the vision of multimodal connections should be discussed in this document from the perspective of walkers, cyclists and transit users. Mr. Gomez recapped desires the committee expressed: Suggest four potential segments for the ECG; conservation land connectivity through Martin; a potential presentation to the Parks and Recreation Board and Townhalls; public involvement using MCTV for PSA etc; provide education and information on sharrows; incorporation of walkability; and a vision statement taking into consideration the young and senior citizens. Mr. Gomez said if anyone had anything that they wish to share it could be emailed directly to staff. Ms. Preast stated that using data, inclusive of crash data, that was included in the Bicycle/Pedestrian Safety Action Plan (BPSAP) should be another consideration. Mr. Robertson advised that the BPSAP will be referenced in this document as will the many different analyses performed. Mr. Robertson advised that some of the problems will be addressed through analyzing the data previously compiled to show that safety is paramount. It was requested that Mr. Trahan share his connectivity ideas with the committee that he planned to email to staff so the committee could also contemplate them. Mr. Trahan shared: Under Public Workshops-hold more than one public localized meeting (five areas to consider) Indian Street at Dixie Highway, Port Salerno, Palm City, North River Shores and Jensen Beach; in Task 2.1 baseline conditions there is no reference to the 2012 Bicycle Pedestrian Action Plan though the 2016 Bicycle Pedestrian Safety Action Plan is mentioned without the word “Action”; Task 2.2-Greenways were mentioned but not specifically the ECG and the Sun Trails Network, they should be added; might mention the Florida Bicycle Association and Bike Florida.org.; geographic information system (GIS) Mapping; Connectivity in every direction through the City and County for different types of cyclists from touring, commuter or recreational; Task 2.3 the Martin Memorial Fitness Trail could be specifically mentioned; Task 3 under Goals and Objectives-key role for mobility is traffic calming; Task 4.1-facility types, bike racks/pumps and stands [with tools] to repair bikes on routes; toilet facilities and water for walkers, runners whomever. Mr. Gomez said items like that will be included within the “Amenities Section” of the Scope. Mr. Trahan continued that the top priority is utilizing what we currently have, the projects already lined up and ensure they are incorporated. Shade trees and benches were also asked to be included on Mr. Trahan’s list. It was noted that any suggestions
should be made as soon as possible so that it may be incorporated and it was advised that the Master Plan would return to the committee for approval. The scope is only the guideline to give the consultants a general idea of what is desired for Martin so they can provide options and the committees can add to or redirect.

Ms. Bojanowski said that there will be a ribbon cutting by the Community Redevelopment Agency (CRA) soon at the Palm City waterfront as they will be opening the walking path. Mr. Natoli said the ribbon cutting will be this evening. It was noted that the City of Stuart has extended their Boardwalk behind some of the residential area.

5. **COMMENTS FROM COMMITTEE MEMBERS**
   None.

6. **COMMENTS FROM FDOT**
   None.

7. **COMMENTS FROM THE PUBLIC**
   None.

8. **NOTES**
   None.

9. **NEXT MEETING**
   BPAC Meeting - September 12, 2016 at 5:00 p.m.

10. **-ADJourn**
    Seeing nothing further on the Agenda the meeting was adjourned by the Chair via RONR (10th ed.), p.350, I. 16-17 at 5:38 PM.

**Recorded and Prepared by:**

Margaret H. Brassard, Administrative Specialist, II

**Approved by:**

Joan Moore, Chair