

**MARTIN METROPOLITAN PLANNING ORGANIZATION
CITIZENS' ADVISORY COMMITTEE MEETING**

Martin County Administration Building
Growth Management Conference Room
2401 SE Monterey Road
Stuart, FL 34996
(772) 221-1498

www.martinmpo.com

Wednesday, Sept. 6, 2017 - 9:00 a.m.

1. CALL TO ORDER

The meeting was brought to order by Mr. John Patteson, in the absence of the Chair at 9:07 AM.

2. ROLL CALL

Members in Attendance:

Stephen Driver
Al Zilg
Saadia Tsafarides
Dan Parz
John Patteson
Ann Kagdis

Members Excused:

Amy Eason, Chair
Sheila Kurtz, Vice Chair
Trent Steele

Members Absent

None

Staff in Attendance:

Beth Beltran, MPO Administrator
Margaret Brassard, Administrative Assistant III
Bolivar Gomez, Planner
Ricardo Vazquez, Senior Associate Planner

Others in Attendance:

Maria Formoso, Florida Department of Transportation (FDOT)
Mark Kline, Keith & Schnars, P. A.
John Krane, Keith & Schnars, P. A.,
Betsy Jeffers, Florida Department of Transportation (FDOT) (Arrived at 9:41 AM)
Victoria Williams, Florida Department of Transportation (FDOT), Turnpike (Arrived at 9:15 AM)

A quorum was present for this meeting.

3. APPROVE AGENDA

Mr. Bolivar Gomez, MPO Planner, requested prior to the Agenda being approved if the committee would allow the presentation of Agenda Item 5C to be the first presentation.

Mr. Patteson asked the committee if there were any problems with amending the Agenda to have Agenda Item 5C as the first presentation. No issues were forthcoming.

Mr. Dan Parz made a motion to approve the Agenda as amended with Agenda Item 5C being the first presentation. A second was provided by Ms. Ann Kagdis. Seeing no objections, the motion passed unanimously.

4. APPROVE MINUTES

Mr. Stephen Driver motioned to approve the Minutes of the May 3, 2017 Meeting. The motion was seconded by Ms. Ann Kagdis. No corrections were requested. The motion passed unanimously.

A motion to approve the Minutes of the June 7, 2017 Meeting was made by Mr. Stephen Driver. Ms. Ann Kagdis offered a second. There were no objections. The motion passed unanimously.

5. AGENDA ITEMS

C. FDOT PRESENTATION – SR 714 WIDENING FROM CITRUS BLVD. TO MARTIN DOWNS BLVD.

Mr. John Krane introduced himself as the Consultant Project Manager [with the consultant firm of Keith & Schnars (K&S)] on this project. He introduced Ms. Maria Formoso, the Project Manager for the Florida Department of Transportation (FDOT) and Mr. Mark Kline who is the Engineer of Record for the design aspects of the project. Mr. Krane advised that the PD&E Study is FDOT's way to identify a project's problems through analyses then recommending solutions. Mr. Krane explained the steps of a PD&E Study beginning with Data Collection, Alternative Development and Avoiding/Minimizing Impacts to mention a few to get to a preferred alternative then incorporate public input. He stated that the Class of Action for this project is called a State Environmental Impact Report (SEIR). Mr. Krane said that it requires less time with no Federal oversight, has no Federal funds only State and is approved by the FDOT District Secretary. He said that FDOT is implementing this project through the State Wide Acceleration Transformation (SWAT) process which is an overlap to the PD&E/design phases. He highlighted the steps taken by FDOT showing how the overlap of the project production process can be accelerated. Mr. Krane stated that the project went through the Metropolitan Planning Organization's (MPO's) 2040 Long Range Transportation Plan (LRTP) adding that this section of SR 714 will exceed over 25% of its capacity by 2040 if no improvements are made. He said that this project will provide additional capacity to SR 714 from Citrus to Martin Downs Boulevards and improve the signalized intersections at Citrus Boulevard and SW 42nd Avenue. Mr. Krane said the project is consistent with the Martin County Growth Management Plan and the MPO's LRTP noting the fourth place ranking of the project. He mentioned that this project will enhance the emergency evacuation routes as well as pedestrian and bicycle mobility as delineated on the Needs Plan. Mr. Krane provided the project limits and location adding that the project will take a two-lane, undivided rural typical section and create a four-lane divided urban typical section. He said the project is approximately one mile in length, from Citrus Boulevard to the west ending with Martin Downs

Boulevard to the east, adding that the road will go from two to four lanes showing a typical section with consideration of FDOT's Access Management Standards which is Rule 14-97 Florida Administrative Code (FAC). Mr. Krane explained that Rule 14-97 is for driveways, spacing of median openings, as well as accommodations for the Americans with Disabilities Act (ADA), cyclists and pedestrians while becoming a Class Three Roadway [openings spaced every half mile to meet standards]. He noted that they are coordinating with the Florida Turnpike on a couple of projects; a PD&E Study widening the Turnpike from Jupiter to Fort Pierce as well as the Electronic Tolling Project throughout the entire system. Mr. Krane said that other Engineering considerations will be that there is heavy truck traffic on this section of SR 714 between I-95 and the Florida's Turnpike; there will be right-of-way (ROW) impacts/environmental concerns as well as the Intelligent Transportation System (ITS) considerations. He noted the challenge of the offset intersection of SW Deggeller Court/SW Leighton Farm Avenue and that they will coordinate with South Florida Water Management District (SFWMD), Martin County as well as the Army Corps of Engineers with drainage. Mr. Krane said there are a lot of utilities in the area as well as a small gas transmission line with easement. He advised of the three options for the bridge over the Florida Turnpike noting that they determined to minimize the "throw away" by keeping but widening the existing bridge since the Florida Turnpike was going to be widened within the next ten plus years and the bridge may be replaced at that time. Mr. Krane stated that this project will improve the LOS from an "F" to a "C or D" so this will suffice through the 2040 LOS. He stated that consideration was given to a roundabout at the intersection of Leighton Farm Avenue and SW Deggeller Court but based on the analysis it was not a viable candidate. Mr. Krane advised that in order to accommodate drainage, they will have to build ponds for the storm water management. He provided a slide noting the two ponds that will handle most of the drainage, providing their locations adding the need to increase the existing swale for the easement property. He spoke of the Proposed Build Alternative, the ponds, and stated that a median will be installed with a west bound U-turn between Citrus Boulevard and Sands Commerce Center, with an eastbound left turn only at Sands Commerce Center. Mr. Krane said that they will preserve the existing full median signalized intersection of 42nd Avenue. He noted that the bridge will be widened in lieu of replacement pointing out the proposed ROW and easements associated with the widening or conveyance of the storm water drainage north to Bessey Creek. Mr. Krane mentioned the Environmental Impacts, stating they reviewed wetlands, wildlife/habitat, cultural resources, contamination, social environment, and noise/air analysis. Based on their analysis, he said, there were no natural impacts for any of the potential plant or animal species within the corridor associated with the project. Mr. Krane advised that they identified nine medium risk contamination sites and one high risk site, all located north of the project so no contamination evidence should prevent construction of the preferred alternative. He informed the committee of the schedule beginning with the start of the project in August, 2016; the public kick-off meeting in January, 2017; the alternatives public workshop in April, 2017; with the Public Hearing on October 26, 2017 as well as an advertised "back up" date if needed, and the anticipated FDOT approval in December 2017. Mr. Krane advised that they are

ramping up the design as the PD&E Study is concluding with the initial plan preparing for submittal within the next few weeks. He said that the ROW is fully funded with the Transportation Improvement Program (TIP) in fiscal year 2018/19 at \$3.85 million; Construction is funded in fiscal year 2020/21 at \$18.1 million and funds will be tightened as time gets closer. Mr. Krane said that he will take questions. Mr. Parz inquired if the costs are reasonable. Mr. Krane affirmed stating that the costs will not change dramatically as long as ROW is minimized and things go as anticipated with the bridge widening which normal estimations are fairly accurate. Mr. Stephen Driver commented that these changes are desperately needed as the area is terrible. Mr. Patteson inquired how those from Sands Commerce Center could go east. Mr. Krane explained that is the reason for the U-turn, so they can go east. He said at the beginning of his presentation he noted FDOT's Access Management Criteria that this is a Class Three Roadway which is one the most restrictive meaning that full median openings may only happen every half mile. Mr. Krane added that there are full median openings at 42nd Avenue and Citrus Boulevard and full openings introduce the potential for crashes. Plus, he continued there is undeveloped Sands property and this will be able to provide some access to this property when it is developed so people will not have to go all the way to Citrus to make a U-turn on this Class Three Roadway. Mr. Patteson mentioned that he is of the opinion that the semi's will use the access road to the east of the Sands Commerce Center [42nd Avenue] Mr. Krane interjected that this only serves as access to the front building not "through" but 42nd is a signalized intersection. Mr. Krane advised that the vacant triangle to the north has been approved for construction as well. Ms. Beth Beltran inquired if a lighting analysis has been done. Mr. Krane advised that there is some lighting there but if it's determined not to be enough, they will fill in the gaps, adding that the analysis is part of the design. Ms. Beltran inquired if that would be referenced in the PD&E? Mr. Krane stated that typically it's not as they don't get into that much detail, but he'll look into it. Ms. Beltran said that there is a multiuse path. Mr. Krane mentioned that there is an existing sidewalk on the north side along Martin Downs with nothing to the west or north. He said that there is sidewalk on the south side from 42nd Avenue to Citrus Boulevard, with sidewalk and bike lanes provided on both sides for the entire length of this project.

Seeing no additional discussion the Chair moved forward with the agenda. As the presenter for Agenda Item A was still not present it was determined to proceed with Agenda Item 5B.

B. UNIFIED PLANNING WORK PROGRAM (UPWP)/MPO AGREEMENT AMENDMENT

Mr. Bolivar Gomez explained that the MPO is requesting a Unified Planning Work Program (UPWP) and an MPO Agreement Amendment. He clarified that the UPWP is a two year work plan that is followed by the MPO and this amendment is sought in order to move funds between line items. The MPO Agreement is between FDOT and the MPO adding that FDOT provides funding for the MPO through the approved UPWP. Mr. Gomez stated that the purpose of moving the funding is to increase the advertising budget as the MPO will be celebrating their 25th Anniversary in 2018.

The MPO is desirous of having a consultant provide public outreach to Martin residents, as approved in the recent Long Range Transportation Plan (LRTP), to inform them as to the benefits provided to the community by the MPO. Also, funds would be used to provide maps for the paddling trails in Martin adding that the MPO is coordinating this project with the Ecosystems Restoration & Management Division for the County. In conclusion he stated that he would answer any questions at this time. Ms. Saadia Tsafarides asked how much money is being considered. Mr. Gomez said there's not an increase of funds it's just a shift from one line item to another. He pulled up a chart from the current UPWP [Agenda Page 53] which delineated the line items that would be affected by these shifts. He showed that additional funds were moved to advertising, from Event Charges and Meeting Rooms/ Communications. Mr. Gomez noted that under Required Activities they specifically named the LRTP and the implementation of the 25th Anniversary. He advised that the MPO will be performing a Complete Streets Project which wasn't anticipated at the time the UPWP was developed. So an additional \$100,000 was budgeted to have a consultant perform that study this fiscal year.

A motion was made by Saadia Tsafarides to approve the amendments of the Unified Planning Work Program (UPWP) and MPO Agreements. The motion was seconded by Mr. Steven Driver. Seeing no opposition the motion passed unanimously.

A. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) PRESENTATION – RECONSTRUCTION OF SR 76/KANNER HIGHWAY FROM WEST OF PRATT WHITNEY ROAD TO JACK JAMES DRIVE

Mr. Gomez stated that the FDOT representatives have yet to arrive, so if it's ok with the committee he will provide an update on this project. The committee confirmed and he advised that there was to be a public meeting tomorrow, however, due to the pending Hurricane Irma, it will be rescheduled to an undetermined date at this time. He mentioned that the Public Hearing would be about the proposed roundabout on SR 76. There was an alternative date for the Public Hearing, but FDOT chose to make a firm date at a later time after learning the impacts of the hurricane. Mr. Gomez advised that the Public Hearing is about SR 76 being widened from two to four lanes from Pratt Whitney Road to Jack James Drive. Also proposed, he said would be a 12 foot shared use path on the east side, six foot sidewalk on the west side and seven foot bike lanes. Mr. Patteson stated that the area currently is a mess with vehicles trying to get in/out of the Sunoco Gas Station and he's of the opinion that the roundabout would not be a good idea in that busy location. Mr. Gomez informed the committee of the public outreach performed by the MPO to notify schools, churches, businesses, and other people of the Public Hearing on this State Project as we wanted to ensure they had the opportunity to express their opinion. Discussion ensued as to access to the gas station, the difficulty semi-trucks have with roundabouts and the current daily traffic backups on SR 76 with the probable increase of accidents if a median is installed without widening the road. It was learned that the red, stamped concrete is FDOT's new standard and if it's used on a roundabout per FDOT's design, it has a 30 year performance record. It was said to be working well, though asphalt is still usable as it's more flexible, adding that the

well-designed/working roundabout in Venice, Florida is an excellent model. Mr. Dan Parz noted that the roundabout in downtown Stuart is in a small area and it would probably improve traffic if it were in a larger scale area. Mr. Patteson stated that the roundabouts overseas are much larger and are used for efficiency more than traffic calming. Ms. Betsy Jeffers introduced herself, as being with FDOT and apologized for the delay as they hit a lot of evacuation traffic ahead of the hurricane. She commented to Mr. Patteson that the roundabouts built by the State are for efficiency not for traffic calming adding that she will go directly into the project presentation adding that she brought this to the committees a couple of years ago. Ms. Jeffers said that this project is the widening of SR 76 from Pratt Whitney to Locks Road. She noted that they included a small resurfacing job north of the project for uniformity adding that the project will be a "Suburban Typical Section". Ms. Jeffers mentioned that the State has followed the Federal lead in that the use of roundabouts creates a safer intersection when properly designed noting the frequency and severity of accidents are reduced. She said that the roundabout will be fully lit, of good size and due to the constant movement it reduces congestion adding that efficiency. Ms. Jeffers stated that traffic calming roundabouts are primarily used in smaller neighborhoods and are smaller roundabouts. She described in detail the approach of a vehicle to a roundabout, the visual and leading cues adding that this roundabout is a hybrid and each step is directed to slow people down. Ms. Jeffers advised that trucks pass through roundabouts easily saying that is the purpose of the "apron" to accommodate the rear of larger vehicles plus the center of the roundabout will be landscaped however, it is a mountable area in the event a vehicle inadvertently drives through. She informed the committee that southbound on Kanner there will be a separate right turn lane leading out of the roundabout; there are pedestrian refuge islands, and overall with the new design [termed "the Ultimate"], it will be a huge intersection. Ms. Jeffers said that the refuge islands allow the pedestrians/cyclists to only concern themselves with one direction at a time providing for a safer crossing. She noted that cyclist have two ways to maneuver through a roundabout, they may join the wide sidewalks which are for pedestrian and cyclists or they may "take the lane" and join the traffic as a vehicle, as there are no bike lanes in roundabouts. Ms. Jeffers stated that the heaviest traffic is westbound from Pratt Whitney Road; she added that future traffic projections indicate that they will have to open up that lane for the roundabout to continue to function well. She said that FDOT has learned that it is best to introduce people to a roundabout in the "least" form prior to initially building a double lane roundabout, allowing them to become acclimated to the operations of a roundabout before complicating it. Ms. Jeffers gave credit to other national agencies that review this as well as other roundabouts noting that they have received great scrutiny and attention to detail. Ms. Tsafarides asked if there will be a statue, lights or something in the center of the roundabout. Ms. Jeffers advised there will only be landscaping in the event someone does go through the circle. Mr. Gomez mentioned that prior to her arrival there was a question about going to the gas station heading northbound. He asked if there would be a left turn into the Sunoco or would one have to loop the entire circle. Ms. Jeffers advised that even if this became a signalized intersection, they wouldn't have a left turn in/out access as they are too close to the intersection. Mr. Patteson

advised that it was always a traffic problem having people trying to turn left into the Sunoco as there were vehicles already in line to turn left on to Kanner so traffic would back up both ways. Ms. Jeffers said that the roundabout will help a lot as it will keep a steady flow of traffic and no backups because of people turning left. Mr. Patteson noted frustration with current conditions in that location with two schools in the area and to slow people from 50 to 20 miles per hour (MPH) seems like it will do more harm than not. He inquired if 96th Street would be widened mentioning the backups in the mornings on the two lane road with parents dropping off their elementary school students with the opposite being true in the afternoon. He stated that they have tried restriping the road but it hasn't worked. Mr. Patteson expressed major concerns with this matter, and inquired if the entire roadway would be moved over. Ms. Jeffers affirmed. She told him that the roundabout is and always has been the State's plan, there isn't a backup. A huge public outcry against the roundabout would be the only thing that could prevent the project she said, as FDOT is of the opinion that it is the safest for this intersection. Discussion ensued about the slow flow of the roundabout verses stopping for a light. Mr. Patteson said that the motion is seeking approval of the roundabout and at the time the committee originally saw this it was an alternative not the one and only option. Ms. Jeffers stated that FDOT is looking for comments regarding this project, approval is a strong word. She added that FDOT is trying to get a feel for the amount, if any, opposition that there is, adding that it is a State Road as well as a traffic control devise, and the State is recommending a roundabout at this location. Mr. Stephen Driver had discussions with Ms. Jeffers about the difficulties getting into the Sunoco Gas Station with the roundabout adding that it will probably go out of business. Ms. Jeffers said that a left turn would no longer be an option with the median, people would have to go around the roundabout. Mr. Driver stated that he would not vote for the roundabout and he is of the opinion that the impacts need to be reviewed again. Ms. Jeffers stated that people will not get accustomed to them if they aren't built, and it's known that the accidents that occur in roundabouts are less severe than those at an intersection. She assured Mr. Driver that even if a signalized intersection was placed there, people still would not be able to turn left to go to the Sunoco. Mr. Patteson stated that the committee needs to move this item along. He suggested moving this item to the MPO Board with the committee's comments positive and negative, noting that the committee is not approving the design only allowing the item to move forward. Mr. Patteson said that he was sure everyone would attend this meeting and that he wanted to make it abundantly clear that this committee is not approving the design, we are only approving moving the item up to the next level and let Public Comments come in on it too. He asked if there were any questions. Mr. Driver said the project needed more neighborhood impact research; he will not approve it at all today and will not move it forward to the MPO Board.

Mr. Dan Parz made a motion to move the item to the MPO Board not approving the design, just moving it forward to the Board with committee comments for consideration. Ms. Ann Kagdis provided a second for discussion. She asked what outreach was done at the beginning of the design of this project to those local business directly impacted by this roundabout i.e. the church, the schools, and the Sunoco Station. She specifically inquired if they previously met with the

owners of the local properties. Ms. Jeffers stated that they did not contact anyone, she advised that there will be a Public Meeting. Ms. Kagdis interjected stating that is a problem that FDOT will start a project without involvement from those who are the most vulnerable. She said that's a major concern for her. Ms. Jeffers said that the process had a PD&E Study which went with the rest of the project. She said that everyone was aware of the project, however, the roundabout is what's new, and FDOT is in process now of having the Public Hearing and meeting with the public. Mr. Patteson clarified that he had seen the original project when it came to the committee a couple of years ago, and this was an option not the "be all end all". He said he's not impressed that this is now the only option. Ms. Tsafarides suggested to Ms. Jeffers to go back to the businesses to show them the new design. Ms. Jeffers stated that they can meet with the businesses but that is the whole point of a public meeting, they are invited to attend a public meeting. Ms. Kagdis clarified that they have a vested interest in this project, more so than the general public. Ms. Jeffers said that those neighborhoods and business are invited to the public meeting, she reminded the committee that the Public Hearing was supposed to be tomorrow, but now it's not because with the pending hurricane we are unsure the people will attend, so we will have to reschedule the meeting. Ms. Kagdis inquired what notification the local businesses received. Ms. Jeffers advised that FDOT sends letters with a flyer about the roundabout to each and every business owner or if there is a different property owner they too are notified in the local area, plus there will be a newspaper ad. She reminded the committee that they don't have a backup date set as the original backup date was next Thursday and due to the pending hurricane it was decided to reschedule after the aftermath of Hurricane Irma. Mr. Patteson confirmed that it would be at least two or more weeks prior to the rescheduling of the Public Hearing. Mr. Patteson advised that the opinion of Mr. Driver has been duly noted and he called the question for the motion on the floor.

Mr. Dan Parz made a motion to move the item to the MPO Board not approving the design, just moving it forward to the Board with committee comments for consideration. Ms. Ann Kagdis provided the second. The vote was called. It passed four to two with Mr. Stephen Driver and Mr. Al Zilg in objection.

Ms. Jeffers advised the committee that FDOT was to have gone before the MPO Board on September 18, but since they were unable to hold the [Public] Meeting prior to the MPO meeting they have to come to the Board in October. She said after the Public Meeting, she or another FDOT representative will come before the MPO Board to make the presentation and report on the response from the Public Hearing. Ms. Jeffers assured Ms. Tsafarides that FDOT has to hold the Public Meeting before going to the MPO Board. Mr. Gomez reminded the committee that it will be a Public Meeting and everyone is invited to attend.

6. COMMENTS FROM COMMITTEE MEMBERS

Mr. Steven Driver advised the committee that he is going to be moving to Georgia to be closer to his step-son so he will be resigning from this committee. He expressed his appreciation for having been on this committee.

7. COMMENTS FROM THE PUBLIC

Ms. Victoria Williams introduced herself as being from the Florida Turnpike. She noted that the Turnpike team will present information regarding the status of all the PD&E Studies, possible new Interchanges, and a new project in the Work Program to the committees in November along with the new Work Program.

Mr. Al Zilg inquired as to the Status of US 1. He noted the path from County Line Road to the Park [Jonathan Dickinson State Park (JDSP)], but then it was supposed to go from the Park up to Bridge Road. Mr. Zilg mentioned that nothing has been done. Mr. Gomez advised that the MPO is going to be performing a Regional US 1 Corridor Study. It will be with St. Lucie and Indian River adding that the Treasure Coast Transportation Council (TCTC) meeting was held about a month or so ago, he said. Mr. Gomez said that is was recommended to do a Regional US 1 Study to analyze needs. Mr. Zilg stated that this study was performed years ago, and the State made it a number one priority, why would it need to be done over again? Mr. Zilg said that the problem still remains are they going to break it down into segments? Mr. Ricardo Vazquez advised that this is a new study which will go north to Indian River. Mr. Zilg noted that a study was done, isn't it a waste of money to do it again. Mr. Patteson stated that the answer to that question was not going to be found at this meeting but is should be taken before the Commission [Board of County Commission] at a Public Hearing to express your opinion.

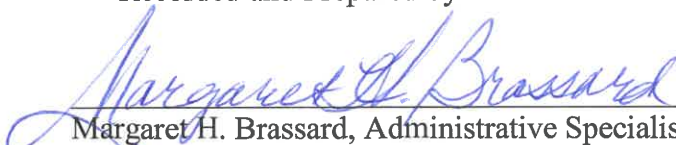
8. NEXT MEETING


CAC Meeting (Joint CAC/BPAC & TAC) October 2, 2017 at 1:30 PM

9. ADJOURN

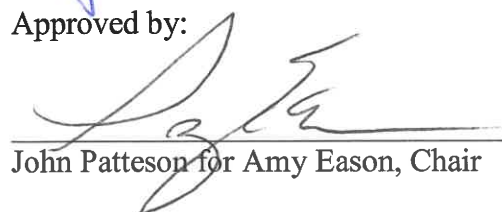
Ms. Saadia Tsafarides made a motion to adjourn which was seconded by Ms. Ann Kagdis. The motion passed unanimously.

Recorded and Prepared by:


Margaret H. Brassard, Administrative Specialist III


Date

Approved by:


John Patteson for Amy Eason, Chair


Date