

METROPOLITAN PLANNING ORGANIZATION

A meeting of the Indian River County (IRC) Metropolitan Planning Organization (MPO) was held at 10:00 a.m. on Wednesday, March 10, 2010, in the County Administration Building, 1800 27th Street, Building B, Room B1-501, Vero Beach, Florida.

Present were: Chairman **Richard Gillmor**, Mayor, City of Sebastian; **Peter O'Bryan**, **Bob Solari**, **Joe Flescher**, and **Gary Wheeler**, Commissioners, IRC; **Debbie MacKay**, IRC School Board; **Sabin Abell**, Councilmember, City of Vero Beach; **Frannie Atchison**, (arrived at 10:09 a.m.) Councilmember, Town of Indian River Shores; **Don Wright**, Council Member, City of Sebastian; **Arlene Tanis** and **Tykus Holloway**, FDOT District 4 Representatives.

Absent was: **Wesley Davis**, Commissioner, IRC; **Kevin Sawnick**, Mayor, City of Vero Beach; **Susan Adams**, Mayor, City of Fellsmere; and **Richard Dunlop**, Councilman, Non-voting member, Town of Orchid (all excused).

Also present were IRC staff: Phil Matson, IRC MPO Director; Bob Keating, Community Development Director, Chris Mora, Public Works Director; Michael Love, Traffic Engineer; Brian Freeman, Senior Planner, MPO; Sharon Schalm, Staff Assistant III, MPO; and Darcy Vasilas, Commissioner Assistant, District 3.

Others present: Greg Kyle, Kimley-Horn Associates/Stamley Consultants; and Claudia Devitt, Transfield Services.

Call to Order

Chairman Gillmor called the meeting to order at 10:08 a.m., at which time it was determined a quorum was present.

Approval of Minutes of February 10, 2010 MPO meeting

ON MOTION by Commissioner Solari, SECONDED by Commissioner Flescher, the members voted unanimously (8-0) to approve the minutes of February 10, 2010 as presented.

Councilmember Atchison arrived at 10:09 am.

Status Report of MPO Advisory Committees – No Action Required

Mr. Phil Matson, IRC MPO Director, reviewed his memorandum dated March 2, 2010, a copy of which is on file in the Commission Office.

Review of Progress Report and Reimbursement Invoice #2 for the 2009/10 TDLCB Planning Grant

As part of the Transportation Disadvantaged Planning Grant contract between the Indian River County MPO as the Designated Official Planning Agency and the State of Florida Commission for the Transportation Disadvantaged (CTD) that periodic reports and reimbursement invoices be submitted. To comply with the CTD's requirements, staff prepared a progress report and invoice for the period from October 1, 2009 to December 31, 2009.

ON MOTION BY Commissioner Solari, SECONDED BY Council Member Wright, the members voted unanimously (9-0) to approve the Planning Grant Progress Report and Invoice #2 and direct staff to submit the report and invoice to the State Commission for the Transportation Disadvantaged.

Consideration of 2035 Long Range Transportation Plan – Needs Plan Development Executive Summary – Action Required

Mr. Matson introduced Mr. Tykus Holloway, the new FDOT District 4 liaison. He thanked Arlene Tanis for her interim service.

Mr. Matson gave a brief history of the development of the 2035 Long Range Transportation Plan as described in his agenda item and on file in the Commission Office.

Mr. Greg Kyle, MPO's LRTP consultant from Kimley-Horn Associates/Stanley Consultant, was introduced and proceeded to give a PowerPoint presentation, a copy of which is on file in the Commission Office.

Mr. Kyle announced he would be showing progress that had been made since the initial Needs Plan that had been presented to the MPO on January 13, 2010 where he had been directed to take a look at trying to reduce the number of roadway widenings that had been identified and looking at other options such as the build out and densification of the County's grid network.

Mr. Kyle continued the Needs Plan was something representing the roadway improvements or network necessary to maintain an acceptable level of mobility within the County. The County's adopted Level-of-Service standard was a Level-of-Service D and that level was trying to be maintained for the year 2035 with the Needs Plan.

The second key component of the Needs Plan was it was not fiscally constrained. At this point how much the roadway improvements would cost and how much revenue or funding would be available for building the improvements was not being taken into consideration, but would be addressed at a subsequent stage.

As Mr. Kyle began the PowerPoint presentation showing Grid Densification Alternatives, he pointed out they had completed some of the early stages which included the land use vision plan, upon which the population and employment projections were developed for the year 2035 that were used to forecast the travel demand. As part of the Needs Plan, they had been testing various options and alternatives which will become the major focus over the next couple of months. Eventually, how much revenue will be available to build the improvements required to the transportation network and that will lead into the development of the Cost Feasible Plan which will eventually be adopted as the Long Range Transportation Plan for the County and needs to happen by December, 2010 per federal guidelines.

2035 LRTP Draft Needs Plan – Full Grid Densification Alternative for North IRC

- Fellsmere N-S Road 1 – CR 512 to 77th Street
- Fellsmere N-S Road 2 – CR 512 to 77th Street
- 101st Avenue – CR 512 to 77th Street
- 90th Avenue – SR 60 to CR 510
- 82nd Avenue – 69th Street to Roseland Road
- 74th Avenue – 26th Street to CR 510
- Fleming Street Ext – Airport Road to CR 512
- Airport Road – US 1 to Roseland Road
- Fellsmere E-W Road – CR 512 to Fellsmere N-S Road 2
- 83rd Street – 82nd Avenue to 101st Avenue
- 77th Street – 66th Avenue to Fellsmere N-S Road 1

2035 LRTP Draft Needs Plan – Full Grid Densification Alternative for Central IRC

- 65th Street – 66th Avenue to 82nd Avenue
- 61st Street – 58th Avenue to 82nd Avenue
- 53rd Street – 58th Avenue to 82nd Avenue
- 49th Street – 58th Avenue to 82nd Avenue
- 45th Street – 66th Avenue to 82nd Avenue
- 41st Street – 66th Avenue to 82nd Avenue
- 37th Street – 58th Avenue to 82nd Avenue
- 33rd Street – 66th Avenue to 82nd Avenue
- 74th Avenue – 26th Street to CR 510
- 90th Avenue – SR 60 to CR 510

2035 LRTP Draft Needs Plan - Full Grid Densification Alternative for South IRC

- 98th Avenue – SR 60 to 4th Street
- 74th Avenue – 8th Street to 25th Street SW
- 66th Avenue – Oslo Road to 25th Street SW
- 58th Avenue – Oslo Road to 25th Street SW
- 12th Street – 58th Avenue to 82nd Avenue
- 4th Street – 66th Avenue to 98th Avenue
- 1st Street SW – 20th Avenue to 82nd Avenue
- 5th Street SW – Dixie Hwy to 82nd Avenue
- 13th Street SW – 20th Avenue to 66th Avenue
- 17th Street SW – 20th Avenue to 82nd Avenue
- 25th Street SW – 27th Avenue to 74th Avenue
- I-95 / Oslo Road Interchange

2035 LRTP Draft Needs Plan – Reduced Grid Densification Alternative for North IRC

- Fellsmere N-S Road 1 – CR 512 to 77th Street
- Fellsmere N-S Road 2 – CR 512 to 77th Street
- 82nd Avenue – 69th Street to Roseland Road
- Fleming Street Ext – Airport Road to CR 512
- Airport Road – US 1 to Roseland Road
- Fellsmere E-W Road – CR 512 to Fellsmere N-S Road 2
- 77th Street – 66th Avenue to Fellsmere N-S Road 1

2035 LRTP Draft Needs Plan – Reduced Grid Densification Alternative for Central IRC

- 65th Street – 66th Avenue to 82nd Avenue
- 61st Street – 58th Avenue to 82nd Avenue
- 53rd Street – 58th Avenue to 82nd Avenue
- 49th Street – 58th Avenue to 66th Avenue
- 41st Street – 66th Avenue to 74th Avenue
- 33rd Street – 66th Avenue to 82nd Avenue
- 74th Avenue – 26th Street to 41st Street

2035 LRTP Draft Needs Plan – Reduced Grid Densification Alternative for South IRC

- 98th Avenue – SR 60 to 4th Street
- 74th Avenue – 8th Street to Oslo Road
- 58th Avenue – Oslo Road to 25th Street SW
- 12th Street – 58th Avenue to 82nd Avenue
- 4th Street – 66th Avenue to 98th Avenue
- 1st Street SW – 20th Avenue to 82nd Avenue
- 5th Street SW – Dixie Hwy to 82nd Avenue
- 13th Street SW – 20th Avenue to 58th Avenue
- 17th Street SW – 20th Avenue to 58th Avenue
- 25th Street SW – 27th Avenue to 58th Avenue
- I-95 / Oslo Road Interchange

2035 LRTP Draft Needs Plan – Initial Enhanced Grid Densification Alternative for North IRC

- Roseland Road – Widen to 4 lanes from CR 512 to US 1
- CR 510 – Widen to 4 lanes from CR 512 to Intracoastal Waterway
- CR 510 – Widen to 4 lanes from SR A1A to Intracoastal Waterway
- CR 512 – Widen to 4 lanes from I-95 to East of Fellsmere
- 66th Avenue – Widen to 4 lanes from SR 60 to Barber Street

2035 LRTP Draft Needs Plan – Initial Enhanced Grid Densification Alternative for Central IRC

- Indian River Boulevard – Widen to 6 lanes from 20th Street to 45th Street
- 66th Avenue – Widen to 4 lanes from SR 60 to Barber Street
- US 1 – Widen to 6 lanes from 53rd Street to CR 512

- I-95 – Widen to 6 lanes entire County

2035 LRTP Draft Needs Plan – Initial Enhanced Grid Densification Alternative for South IRC

- US 1 – Widen to 6 lanes from Oslo Road to St. Lucie County Line
- Oslo Road – Widen to 4 lanes from I-95 to 58th Avenue
- 25th Street SW – Widen to 4 lanes from 27th Avenue to 58th Avenue
- 27th Avenue – Widen to 4 lanes from Oslo Road to St. Lucie County Line
- 58th Avenue – Widen to 4 lanes from Oslo Road to St. Lucie County Line
- I-95 – Widen to 6 lanes entire County

2035 LRTP Draft Needs Plan – Interim Enhanced Grid Densification Alternative for North IRC

- Roseland Road – Widen to 4 lanes from CR 512 to US 1
- CR 510 – Widen to 4 lanes from CR 512 to Intracoastal Waterway
- CR 510 – Widen to 4 lanes from SR A1A to Intracoastal Waterway
- CR 512 – Widen to 4 lanes from I-95 to East of Fellsmere
- CR 512 – Widen to 6 lanes from I-95 to CR 510
- 58th Avenue – Widen to 4 lanes from SR 60 to CR 510
- 66th Avenue – Widen to 4 lanes from CR 510 to Barber Street
- I-95 / Micco Road – New Interchange
- I-95 – Widen to 6 lanes entire County

2035 LRTP Draft Needs Plan – Interim Enhanced Grid Densification Alternative for Central IRC

- Indian River Boulevard – Widen to 6 lanes from 20th Street to 45th Street
- 58th Avenue – Widen to 4 lanes from SR 60 to CR 510
- US 1 – Widen to 6 lanes from 53rd Street to CR 512
- I-95 – Widen to 6 lanes entire County

2035 LRTP Draft Needs Plan – Interim Enhanced Grid Densification Alternative for South IRC

- US 1 – Widen to 6 lanes from Oslo Road to St. Lucie County Line
- Oslo Road – Widen to 4 lanes from I-95 to 58th Avenue
- 25th Street SW – Widen to 4 lanes from 27th Avenue to 58th Avenue
- 27th Avenue – Widen to 4 lanes from Oslo Road to St. Lucie County Line
- 58th Avenue – Widen to 4 lanes from Oslo Road to St. Lucie County Line

- I-95 – Widen to 6 lanes entire County

2035 LRTP Draft Needs Plan – Final Enhanced Grid Densification Alternative for North IRC

- Roseland Road – Widen to 4 lanes from CR 512 to US 1
- CR 510 – Widen to 4 lanes from CR 512 to Intracoastal Waterway
- CR 510 – Widen to 4 lanes from SR A1A to Intracoastal Waterway
- CR 512 – Widen to 4 lanes from I-95 to East of Fellsmere
- CR 512 – Widen to 6 lanes from I-95 to CR 510
- 66th Avenue – Widen to 4 lanes from SR 60 to Barber Street

2035 LRTP Draft Needs Plan – Final Enhanced Grid Densification Alternative for Central Indian River County

- Indian River Boulevard – Widen to 6 lanes from 20th Street to 45th Street
- 43rd Avenue – Widen to 4 lanes from St. Lucie County Line to 16th Street
- 66th Avenue – Widen to 4 lanes from SR 60 to Barber Street
- US 1 – Widen to 6 lanes from 53rd Street to CR 512

2035 LRTP Draft Needs Plan – Final Enhanced Grid Densification Alternative for South IRC

- US 1 – Widen to 6 lanes from Oslo Road to St. Lucie County Line
- Oslo Road – Widen to 4 lanes from I-95 to 58th Avenue
- 25th Street SW – Widen to 4 lanes from 27th Avenue to 58th Avenue
- 27th Avenue – Widen to 4 lanes from Oslo Road to St. Lucie County Line
- 43rd Avenue – Widen to 4 lanes from St. Lucie County Line to 16th Street
- 58th Avenue – Widen to 4 lanes from Oslo Road to St. Lucie County Line
- I-95 – Widen to 6 lanes entire County

Comments and questions from the MPO:

Commissioner O’Bryan asked if the data used for the City of Fellsmere was updated with the recent settlement with the Department of Community Affairs as far as total units.

Mr. Keating responded in the affirmative and explained when the socio-economic data was projected, staff was looking at 2035 and how much population was needed. Those projections were distributed with the population and employment throughout the entire County. What they ended up with in the

Fellsmere area was just about the 8,171 units in Phase I of the Stipulated Settlement.

Commissioner Wheeler inquired if when looking at 27th or 43rd Avenues going south to the County line near and south of Oslo Road, was it primarily being projected for the traffic coming out of St. Lucie County, rather than using the Indrio Road exchange to I-95.

Mr. Kyle responded that was addressed in much detail, and what they found was about 20-percent of the traffic in the 27th and 43rd Avenue corridors that was coming out of St. Lucie County was destined to the I-95 interchange. He continued most of that traffic was coming out of zones within St. Lucie County that were to the north of Indrio Road. The model was showing the traffic generated to the north of Indrio Road was more likely to drive north if their ultimate destination on I-95 was to the north.

Commissioner Wheeler stated all he had heard was widening, widening, widening and wondered how many four and six-lane roads would end up in IRC. He suggested roundabouts or handling traffic volumes to improve traffic control problems versus increasing the number of lanes.

Mr. Kyle explained one of the things being looked at was contact sensitive solutions, which was developing the roadway consistent with the characteristics the community desires. That could include things such as roundabouts and would be covered later in the planning process.

Mr. Matson summarized in this stage of the Long Range Plan update, we were more financially challenged than we ever have been in the past. There would be a larger gap between the Needs Plan and what we could ultimately afford. He continued the adoption of this plan was a federally mandated deadline, federal government expects us to have coordinated and comprehensive planning process as a quid pro for their contributions to all of our highways, and that deadline was December 2010.

Commissioner O'Bryan opined we would be spending a lot of local tax dollars to widen roads to handle St. Lucie County growth. What he had heard from people in the community was they want more traffic lights, and slower speed limits; they were not interested in rapidly moving traffic through their neighborhoods, but were interested in slowing it down and making it safer. He opined the better alternative would be to slow everything down on 27th and 43rd Avenues and then make it undesirable for all the St. Lucie traffic to go north so they would be forced to find alternate routes.

Commissioner O'Bryan recommended getting together with St. Lucie County and instead of spending millions of dollars on widening roads in IRC, ask St. Lucie County to build a few park and ride bus routes from St. Lucie County north of Indrio Road to the mall, to downtown and to the hospital.

Mr. Kyle remarked when you begin to slow down the traffic, you reduce the capacity and the people that are most impacted are the people that live along the corridors. He added it would also have economic impacts as the economy was closely interspersed with the transportation system and if people could not get around then you would not be able to attract businesses and jobs which would go elsewhere. A final point would be when looking at improvements proposed for south IRC, they were primarily to the south of Oslo Road and there was not a lot of widening occurring to the north of Oslo Road.

Mr. Keating pointed out one thing that was important was with the volumes being shown now being attracted to the Oslo Road interchange, those volumes may actually get the justification needed to get the interchange built.

Commissioner Flescher brought up traffic calming techniques and asked if that had been studied at length.

Mr. Kyle replied traffic calming and reducing speed also reduced capacity and there was a need for mobility. Some of what needed to be done was to start delving into some of the contact sensitive solutions so that within the corridors they were planned in a way that would accommodate the communities' character and vision in terms of the section of the roadway.

Mr. Matson interjected at the needs identification level what was being acknowledged was if we do not do anything, we would have a mess on our hands. We can do certain techniques that may work on a macro level but they would be very expensive and then we would have to start isolating what roads were going to be widened strategically, what grid rows we would get to on a cost feasible level, and then what would we do with the roads that we were not going to either widen or a grid would not help.

ON MOTION by Commissioner Solari, SECONDED by Mrs. MacKay, to approve the Needs Plan Executive Summary and note that staff and Kimley-Horn has heard for the most part, the County was not interested in six-lane roads, we may accommodate some four-lane roads where we have to, but after the financial plan was reviewed, the debate would be whether to go for more grid densification or more four-lane roads, as both would most likely not be affordable.

Under discussion, Chairman Gillmor commended Mr. Kyle on coming back to the MPO with a different vision than what was initially presented. He applauded the way the comments made at the last meeting had been utilized to make necessary changes, and he felt it was promising.

THE MOTION WAS CALLED, and the members voted unanimously (9-0) for approval.

Other Business

Mr. Matson distributed the brochure titled "*Florida Transportation Plan, Horizon 2060, a new era for transportation in Florida.*" A copy of this brochure is on file in the Commission Office.

Comments from the Public

There was none.

Adjournment

The meeting adjourned at 11:27 a.m.