



## MPO TECHNICAL ADVISORY COMMITTEE (TAC)

Jim Davis, IRC Public Works  
Chris Mora, IRC Assistant Public Works Director  
Jason Brown, IRC Office of Management  
and Budget  
Sgt. James Stewart, IRC Sheriff's Department  
Karen Wood, Senior Resource Association  
Ruth Freeman-Wheeler, IRC School Board  
William Schauman, Town of Indian River Shores  
Deb Branwell, Town of Orchid

Tim McGarry, City of Vero Beach Planning  
Monte Falls, City of Vero Beach Engineering  
Eric Menger, Vero Beach Municipal Airport  
Rebecca Grohall, City of Sebastian Planning  
Dave Fisher, City of Sebastian Engineering  
Joseph Griffin, Sebastian Airport Director  
Bob Keating, Community Development Director  
Lois Bush FDOT, District 4  
Gustavo Schmidt, FDOT, District 4  
Wanda Parker-Garvin, FDEP

Jason Nunemaker, City of Fellsmere – Chairman

## AGENDA

The MPO TECHNICAL ADVISORY COMMITTEE (TAC) will meet at 10:00 AM on FRIDAY, MARCH 28, 2008, CONFERENCE ROOM B1-501 in County Administration Building B, 1800 27<sup>th</sup> Street, Vero Beach, FL.

1. Call to Order
2. Approval of Minutes  
February 22, 2008  
*Action Required*
3. Consideration of the Draft North Indian River County Greenways Plan  
*No Action Required*
4. Consideration of Initiating Bicycle/Pedestrian Access Study at Thompson Elementary School  
*Action Required*
5. Status Report of Other MPO Advisory Committees  
*No Action Required*
6. Other Business
7. Comments From The Public

## **8. Adjournment**

### **Next Meeting**

**April 25, 2008; 10:00AM; Conference Room B1-501.**

IF YOU HAVE QUESTIONS CONCERNING THE ITEMS ON THIS AGENDA, PLEASE CONTACT MPO STAFF AT (772) 226-1455.

ANYONE WHO MAY WISH TO APPEAL ANY DECISION WHICH MAY BE MADE AT THIS MEETING WILL NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE WHICH INCLUDES THE EVIDENCE AND TESTIMONY UPON WHICH THE APPEAL WILL BE BASED.

ANYONE WHO NEEDS A SPECIAL ACCOMMODATION FOR THIS MEETING WILL NEED TO CONTACT THE COUNTY'S AMERICANS WITH DISABILITIES ACT (ADA) COORDINATOR AT 567-8000, EXT. 223 AT LEAST 48 HOURS IN ADVANCE OF THE MEETING.

**METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL ADVISORY COMMITTEE**

A meeting of the Indian River County (IRC) Metropolitan Planning Organization Technical Advisory Committee (MPOTAC) was held at 10:00 a.m. on Friday, February 22, 2008, in Conference Room "B1-501" in Building B of the County Administration Building, 1800 27<sup>th</sup> Street, Vero Beach, Florida.

Present were members: Chairman Robert Keating, IRC Community Development Director; James Davis, IRC Public Works Director; Chris Mora IRC Assistant Public Works Director; Jason Brown (arrived at 10:26 a.m.), IRC Office of Management and Budget Director; Sergeant James Stewart, IRC Sheriff's Department; Karen Wood, Community Transportation Coordinator, Senior Resource Association; Monte Falls, Public Works and Engineering Director, City of Vero Beach; Tim McGarry, Planning Director, City of Vero Beach; Eric Menger, Airport Director, City of Vero Beach; Rebecca Grohall, Growth Management Director City of Sebastian; Joseph Griffin, Sebastian Airport Director; Jason Nunemaker, City Manager, City of Fellsmere; Chong Wong (Alternate), Florida Department of Transportation (FDOT); and Lieutenant Robert Stabe, Alternate, Town of Indian River Shores.

Also present was IRC staff: Phil Matson, MPO Staff Director; and Maria Resto, Commissioner Assistant, District 2. Others Present: Gregory S. Kyle, Kimley- Horn and Associates, Inc.

Absent were: Wanda Parker-Garvin, Florida Department of Environmental Protection (FDOEP); Dave Fischer, Engineer, City of Sebastian; and Ruth Freeman- Wheeler, IRC School Board.

**Call to Order**

Chairman Keating called the meeting to order at 10:13 a.m., at which time it was determined a quorum was present.

**Annual Election of Officers**

**ON MOTION by Mr. Davis, SECONDED by Mr. Monte, the members voted unanimously (14-0) to elect Mr. Nunemaker as Chairman of the MPO Technical Advisory Committee for 2008.**

**ON MOTION by Mr. Keating, SECONDED by Mr.**

Davis, the members voted unanimously (14-0) to elect Mr. Mora as Vice-Chairman of the MPO Technical Advisory Committee for 2008.

**Approval of Minutes** (10:16)

ON MOTION by Mr. Keating, SECONDED by Mr. Monte, the members voted unanimously (14-0) to approve the minutes of December 12, 2007 as presented.

**Appointment of Member to the Treasure Coast Transportation Council Regional Advisory Committee (RAC).**

Mr. Phil Matson, IRC MPO Staff Director, referred to the memorandum dated February 13, 2008, a copy of which is on file at the Commission Office. He related the creation of a Regional Advisory Committee was one of the strategies contained in the Treasure Coast Transportation Plan.

ON MOTION BY Mr. Menger, SECONDED BY Mr. Keating, the members voted unanimously (14-0) to elect Mr. Monte to the Regional Advisory Committee.

ON MOTION BY Mr. Keating, SECONDED BY Mr. Davis, the members voted unanimously (14-0) to elect Mr. Mora as an alternate to the Regional Advisory Committee.

**Consideration of Aviation Boulevard Extension (US 1- Indian River Boulevard)**(10:19)

Mr. Matson reviewed the information contained in a memorandum dated February 11, 2008. He explained a study was performed by Kimley-Horn and Associates to determine whether the proposed extension of Aviation Boulevard between US 1 and Indian River Blvd was feasible and to identify a preferred alignment for the new road. Mr. Matson noted Phase I study identified several alternative alignments but none of them were cost feasible.

Mr. Matson turned the presentation to Gregory Kyle, AICP, Kimley-Horn and Associates. Mr. Kyle summarized the findings of Phase I study and

explained the objective of the Phase II study was to evaluate the alternatives proposed by a group of local citizens. He related the alternative alignments and typical section developed in the "citizen's report" were evaluated based on the design requirements for the facility. Mr. Kyle explained three alternative alignments were identified with design speeds of 40 mph, 35 mph, and 30 mph, respectively. He noted all three alternatives would have community impacts and explained alternative 1 and 3 were deemed to be unsafe to accommodate the speed of vehicles entering the curve immediately to the west of IR Blvd. Mr. Kyle concluded that based on the results a feasible alignment did not exist for the Aviation Blvd. Extension.

**ON MOTION BY Mr. Keating, SECONDED BY Mr. Nunemaker, the members voted unanimously (14-0) to consider the staff-consultant presentation and recommend that the MPO direct staff to coordinate with local stakeholders on a future roadway alignment. (10:34)**

#### **Status Report of Other MPO Advisory Committees**

Mr. Matson explained the CAC met on December 7, 2007 and unanimously approved the 2008/09 – 2012/13 FDOT Five Year Tentative Work Program. He added that on December 12, 2007 the MPO met to discuss the work program as well and after considering the comments from FDOT and the recommendations from CAC and TAC the program was unanimously approved.

#### **Adjournment**

There being no further business, the meeting adjourned at 10:42 a.m.

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

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**TO:** Members of the Indian River County MPO Technical Advisory Committee (TAC)

**THROUGH:** Robert M. Keating, AICP *RMK*  
Community Development Director

Phillip J. Matson *PJM*  
MPO Staff Director

**FROM:** Sutapa Chatterjee *SC*  
MPO Planner

**DATE:** March 19, 2008

**SUBJECT:** **Consideration of the Draft North Indian River County Greenways Plan**

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It is requested that the information presented herein be given formal consideration by the Indian River County MPO Technical Advisory Committee (TAC) at its meeting of March 28, 2008.

**SUMMARY**

For the last several years, the State of Florida has been working on establishing a statewide system of greenways and trails for transportation, recreation and conservation purposes. In September of 2007, Indian River County entered into an agreement with a Greenways Consulting firm, Alta Planning + Design, to develop a North Indian River County Greenways Plan that will enhance multi-modal transportation, connect urban and rural areas, and increase recreation and conservation opportunities in the North Indian River County area. In November of 2007, the consultants presented a summary of work products for the North County Greenways Plan completed to date to the MPO board and also conducted a public workshop. As a result of feedback obtained from the MPO and its advisory committees, from the general public, and from the members of the Project Steering Committee, the consultant has now completed Tech Memo 2, which contains greenways selection and ranking criteria as well as a ranked list of projects evaluated based on the criteria. The consultants have also developed two maps that display potential greenway corridors in north Indian River County. Staff recommends that the TAC review the attached Tech Memo 2 and accompanying maps, consider the consultant presentation, and provide staff with any comments or recommendations.

**DESCRIPTION, CONDITIONS & ANALYSIS**

For the last several years, the State of Florida has been working on establishing a statewide system of greenways and trails for transportation, recreation and conservation purposes. Both

the Florida Department of Environmental Protection (FDEP) and the Florida Department of Transportation (FDOT) have encouraged the establishment and improvement of greenways in order to provide access to conservation lands, communities, parks, other recreational facilities, and cultural and historic sites. The Indian River County MPO recognizes the importance of greenways in providing transportation connections between urban areas and rural areas as well as providing linkages between urban areas and state parks, water management areas, rivers, wetland systems and other natural areas. In September 2007, a work order was issued to a Greenways Consulting firm, Alta Planning + Design, to start the development of the North Indian River County Greenways Plan.

In November of 2007, the consultants presented a summary of work products completed to date to the MPO board and also conducted a public workshop. Work completed and presented to the board included the development of a public involvement plan; development of preliminary criteria to be used in identifying and evaluating greenways; and identification of draft greenways alternatives. The consultant has also drafted a number of maps showing potential greenways, trail connections, relationships to origins and destinations, jurisdictional boundaries, and potential trailhead locations.

## **ANALYSIS**

In order to determine the potential areas for greenways, the consultant identified a number of opportunities and constraints. Based primarily on connectivity and implementation feasibility, potential greenway networks are identified. The proposed network is composed of a set of existing facilities, such as sidewalks, hiking trails, shared-use paths, bikeways, and potential projects, such as new off-road hiking trails, on-road and off-road multi-use pathways. The connected network consists of a number of new projects. To evaluate the priority of development of the projects, the consultant developed score-based evaluation criteria. These criteria included transportation benefits; connectivity between major attractions; the ability to accommodate multiple modes of transportation; regional benefits, agency support; cost; and constructability. Tech Memo 2 presents a list of 21 potential greenway projects with a description of their location and connectivity to each other. The projects are ranked based on their scores obtained after evaluation with respect to the criteria. The potential greenway projects are displayed in the attached greenway maps.

## **RECOMMENDATION**

Staff recommends that the TAC review the attached Tech Memo 2 and accompanying maps, consider the consultant presentation, and provide staff with any comments or recommendations.

## **ATTACHMENT**

1. Tech Memo 2 of North Indian River County Greenways Plan.
2. Draft Greenway Maps for North Indian River County Greenways Plan.

B:\Meetings\TAC\2008\3-28-08>Status Report - North IRC Greenways Plan.doc



# North Indian River County Greenways Plan

## Technical Memorandum #2: Greenways Methodology: Selection & Evaluation Criteria and Greenways Descriptions

Prepared By:



Kimley-Horn  
and Associates, Inc.



Prepared For:

Indian River County Metropolitan Planning Organization (IRC MPO)

March 2008  
042075009

Tech Memo#2: Selection & Evaluation Criteria and Greenways Descriptions

1



## Purpose

This technical memo outlines the greenway selection and evaluation criteria for the North Indian River County Greenways Plan. It establishes a tool that can be used to evaluate greenway alternatives as part of the planning process. The scope of services for the project calls for the development of Greenway Selection and Evaluation Criteria as follows:

*“The criteria should be quantitative, understandable to the public, and sensitive to the potential differences between various greenways elements (bicycling, equestrian, hiking, and multi-use). Selection criteria shall be used to establish the need and function of the proposed greenways. Greenway selection criteria shall include but not be limited to the following:*

- *constructability;*
- *the ability to provide regional connectivity to greenways adjacent to the study area;*
- *the ability to create greenways on existing publicly owned land, existing canal and utility rights-of-way, and abandoned rail corridors; and*
- *The ability to establish connections to and within parks, conservation lands, and other recreation facilities.”*

The purpose of these criteria is to develop a process that can be used to evaluate potential projects for inclusion in the draft greenways plan and to provide tools that can be used to identify priority projects. It is important to note that the methodology for this task was initially developed as part of the IRCMPO's Central Indian River County Greenways Plan. The scoring system for project selection and evaluation has been maintained to ensure consistency throughout the County. These tools will help the project team to understand the relative value of potential projects so that a system can be developed that is appropriate to local issues. The methodology should be considered a “living” document and should be used as a flexible guideline as part of the process for developing the proposed system.

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## 1: Evaluation Criteria for Selecting & Prioritizing Projects

The evaluation criteria are a tool for prioritizing potential corridors for the North Indian River Greenways Plan. The following Evaluation Criteria Matrix was utilized during field work and corridor inventory tasks to collect appropriate data and to integrate potential corridors into the draft Greenways Plan. Based on information from field visits and feed back from the the Project Steering Committee (PSC), 21 projects were identified for review and prioritization.

Using the evaluation criteria, projects will be ranked based on information obtained from site visits, field work, public involvement and the Project Steering Committee. These rankings can then be used to group the proposed projects into phased recommendations for Tier 1, Tier 2, and Tier 3 potential corridors.

- >75 Points: Tier 1 projects are the highest potential greenway projects for near-term project implementation within 1-5 years.
- 50-75 Points: Tier 2 projects are moderately challenging projects that can supplement the core network within 6-10 years.
- <50 Points: Tier 3 projects are projects that are not currently ready to be implemented, but are included as long-term potential projects over the next 11-20 years.

<h2 style="text-align: center;">North IRC Greenways: Evaluation Criteria</h2>		
Criteria	Description / Points	Maximum Score
Transportation Benefits	<p>Increases use of non-motorized travel by providing access to the following destinations within .5 mile of the proposed corridor:</p> <p>Access to Schools: 3                      Access to Major Destinations: 3                      Access to Parks &amp; Recreation: 3                      Access to Transit: 3                      Bike/Ped Safety: 3</p>	15
System Connectivity	<p>Provides an essential link in the proposed network: 20</p> <p>This link is important as a 'stand alone project, but not critical to the overall system 10</p> <p>This is a long-term element and potential future link 5</p>	20
Regional Benefits	<p>Tourism: 3                      Environmental: 3                      Economic: 3                      Health / Fitness: 3                      Quality of Life: 3</p>	15
Multiple Use	<p>Bicyclists: 3                      Pedestrians / Runners: 3                      Water Trail: 2                      Equestrian: 2</p>	10
Agency Support	<p>Project currently has support (20)</p> <p>Project has potential to receive agency support (10)</p> <p>Project is not likely to receive support (0)</p>	20
Cost	<p>Project can be implemented for:</p> <p>&lt; \$200k / mile (10)                      \$200k - \$500k / mile (5)                      &gt; \$500k / mile (0)</p>	10
Constructability	<p>Project requires further study but is likely to be advanced (5)</p> <p>Project is feasible and ready for implementation (10)</p>	10

## 2. Completed Selection & Evaluation Matrix

North Indian River County Greenways Prioritization Matrix: Proposed Projects									
Project Number	Projects	Criteria							Total / 100
		Transportation (15)	System Connectivity (20)	Regional Benefits (15)	Multiple Use (10)	Agency Support (20)	Cost (10)	Constructability (10)	
1	Trans-Florida Railroad Corridor	15	20	15	8	20	10	5	93
2	FPL Power Line	15	20	15	8	10	10	5	83
3	Sebastian Waterfront Path	12	10	15	8	20	10	5	80
4	Fellsmere East	9	10	12	6	20	10	5	72
5	82nd Ave	12	20	12	6	20	10	5	85
6	Central Sebastian	9	10	12	8	10	10	5	64
7	Fellsmere Grade	6	10	12	10	10	10	5	63
8	Blue Cypress Connector	6	10	9	8	10	10	5	58
9	South Fellsmere	6	10	9	8	10	10	5	58
10	Sebastian Historic Loop	12	10	15	6	10	10	5	68
11	CR 512 Sebastian Boulevard	15	20	9	6	10	10	5	75
12	Roseland Road	15	20	9	8	20	10	5	87
13	CR 510 including bridge	15	20	12	6	10	5	5	73
14	US 1 Bike Lane Completion	12	20	15	6	20	10	10	93
15	East Coast Greenway Signage	12	20	15	6	10	10	10	83
16	66th & Engler	15	20	6	6	10	10	5	72
17	Barber to Route 1	15	20	6	6	10	10	5	72
18	138th Ave and CR 512	15	20	9	6	10	10	5	75
19	Blueway Trail	3	10	12	2	20	10	10	67
20	Sebastian River Greenway	6	5	15	10	10	5	5	56
21	I 95 Sebastian River Preserve Crossing	6	5	6	8	10	0	5	40

### 3. Project Descriptions

1. **The Trans-Florida Railroad Corridor** from Sebastian west to the Fellsmere Water Conservation Area. A substantial amount of work has been done on this corridor. Portions of the abandoned ROW are in public ownership and traverse a state park, a county park, conservation areas, and downtown Fellsmere.
2. **FPL Powerline Trail (Central Sebastian Corridor)**, which includes the St. John's River Water Management District (SJRWMD) Stormwater Park. This corridor connects north to the North Sebastian Conservation Area (NSCA). This corridor connects two significant conservation areas and could tie into the Sebastian Airport, which is adjacent to the NSCA. Numerous destinations are located along or proximate to this corridor, including Sebastian City Hall, Schumann Drive Park, Easy Street Park, and Sebastian Elementary. Additionally, it may be possible to connect to Roseland Road through the NSCA and link up with the St. Sebastian River Greenway and the numerous features along that corridor. This corridor can make use of the Powerline Road, a dedicated right-of-way that has not been improved.
3. **Sebastian Waterfront Path (Indian River Drive and Downtown Sebastian)** Indian River Drive runs parallel to the Indian River Lagoon and passes by several waterfront parks and historic sites. This greenway could build on the "working waterfront" aspect of this portion of the Lagoon and utilize the county's recently purchased Smith Fishcamp Property. The Krogel Homestead could function as the southern terminus of this greenway. There are historic destinations to the west of this area across US 1 and this greenway could connect to a "Historical Landmarks Trail" through destinations in Sebastian.
4. **Fellsmere East** includes areas of undeveloped land and its historic resources provide excellent greenway opportunities. The proposed greenway will bisect recently acquired lands in the City of Fellsmere in advance of future development and will connect to the Sand Lakes Restoration Area and the Blue Cypress Conservation Area Hiking Trails.
5. **82<sup>nd</sup> Avenue (Connector to the Central Greenway System)** is the selected roadway for the southern portion of the study that will connect to the Central Indian River Greenway System. The 82<sup>nd</sup> Avenue corridor is being studied by FDOT for future improvements that will likely include a shared-use pathway within the roadway right-of-way.
6. **Central Sebastian Trail** will provide connectivity through the North Sebastian Conservation Area (NSCA). This corridor can connect to the on-road facility on Roseland Road, and to the FPL Powerline Trail to connect further south. A loop trail would also be provided within NSCA.
7. **Fellsmere Grade** runs west from County Road 507 (138<sup>th</sup> Avenue) on the northern edge of Indian River County. The facility will provide access to the canal where the local high school crew team practices and will connect to the Blue Cypress Conservation Area Trails.
8. **Blue Cypress Connector** would connect County Road 512 west to the Blue Cypress Conservation Area through areas recently incorporated into the City of Fellsmere.

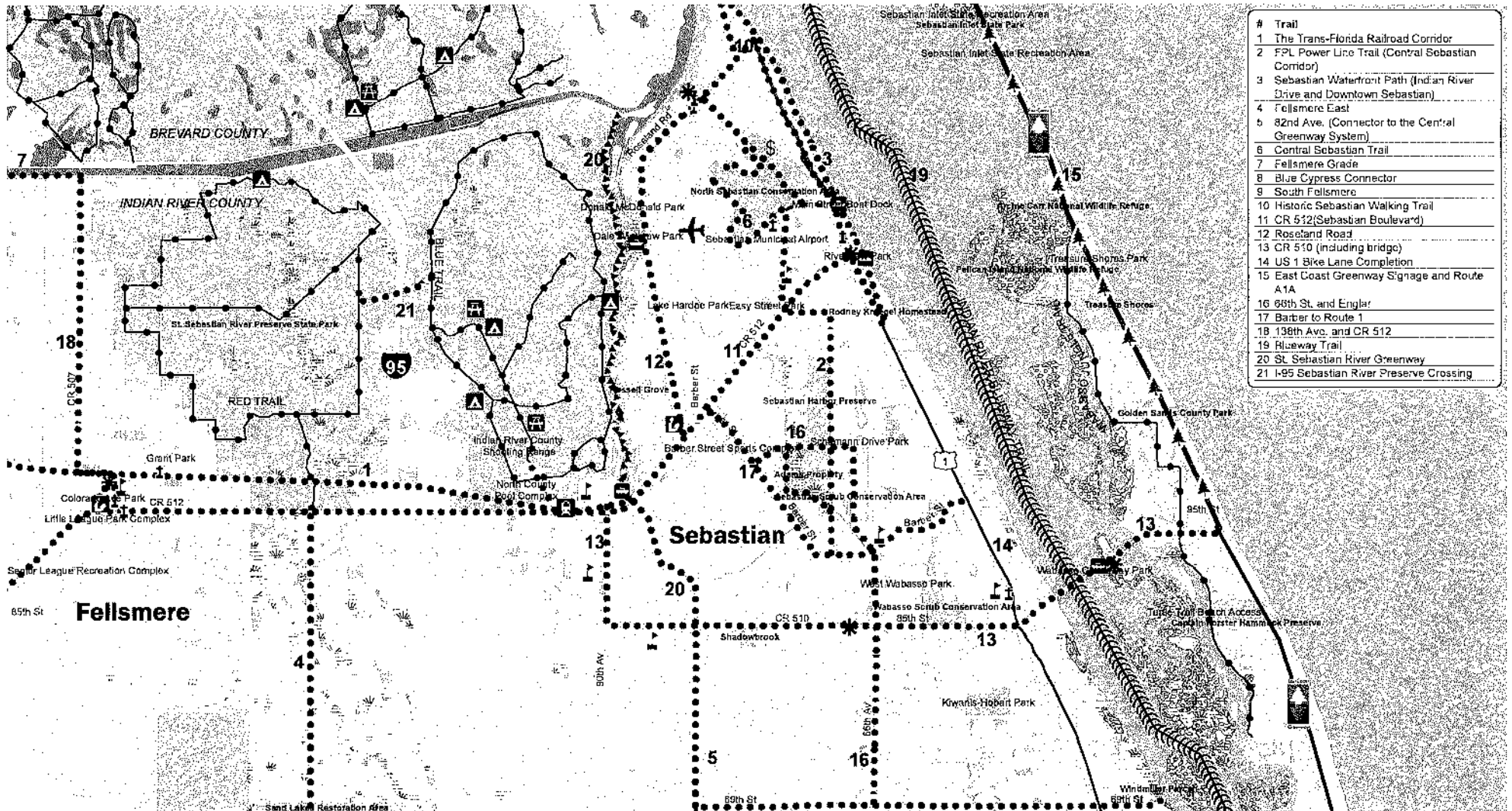
9. **South Fellsmere** corridor will run along the south edge of the City of Fellsmere's recently annexed lands and will connect the Blue Cypress Conservation Area Trails on the east and west side of the city.
10. **Historic Loop** will navigate the historic sites in the City of Sebastian including the Sebastian Historical Society.
11. **CR 512 (Sebastian Boulevard)** is an important facility for non-motorized travelers connecting the City of Fellsmere and western sections of the county with the US 1 bike lanes, Sebastian Waterfront Path and other greenway on the east side of the county.
12. **Roseland Road** is currently being used by many local cyclists as part of their regular ride around Indian River County. The facility will provide additional space for bicyclists on the road and will connect with the Sebastian River Greenway at access points such as Dale Wimbrow Park. Roseland Road links CR 512 with US 1. Additional connectivity to the North Sebastian Conservation Area can be provided along 130<sup>th</sup> St.
13. **CR 510 (including bridge)** will connect CR 512 to the only bridge crossing to the barrier islands. The route will pass Shadowbrook and the Wabasso Scrub Conservation area and will lead travelers across the Indian River Lagoon to the Wabasso Jungle Trail and the East Coast Greenway.
14. **US 1 Bike Lane Completion** is an ongoing process, which will eventually lead to a complete bike lane running the length of US 1. US 1 is a major north-south thoroughfare in Indian River County and while many sections do have an existing bike lane, there are still a number of sections where the bike lane is dropped resulting in a confusing and potentially unsafe facility.
15. **East Coast Greenway Signage and Route A1A** is heavily used by cyclists and provides excellent connections to Brevard County to the North and St. Lucie County to the South. The East Coast Greenway spans 3,000 miles from Calais, Maine to Key West, Florida and aims to connect cities and towns of the East Coast with a continuous accessible path for non-motorized travelers.
16. **66<sup>th</sup> Ave and Englar** is a north-south connection running from 69<sup>th</sup> St to Barber St and will also cross the CR 510 route as well as the Central Sebastian Corridor.
17. **Barber to US 1** will connect CR 512 to US 1, the Old Dixie Highway and is a route this is currently favored by local bicyclists.
18. **138<sup>th</sup> Ave & CR 512** is a major north-south route through the City of Fellsmere connecting the Fellsmere Grade on the north side of town to the Blue Cypress Conservation Area Trails and onto the Central Indian River County Greenway System.
19. **Blueway Trail** runs the length of the Indian River Lagoon and will provide water access and scenic paddling between the mainland and the barrier islands.

**20. St. Sebastian River Greenway** generally runs along the St. Sebastian River from its northern connection with the Indian River Lagoon south to the county-owned Shadowbrook conservation property. This corridor may include Roseland Road, which could connect to the Trans-Florida Railroad Corridor at CR 512. The Indian River Land Trust is actively pursuing the creation of this greenway. Several County parks and the Russell Grove conservation area are located along Roseland Road and access the St. Sebastian River. A canoe launch park is provided north of the intersection of CR 510 and CR 512. The St. Sebastian River Greenway has been identified by the Friends of the St. Sebastian River and conservation efforts are ongoing.

**21. I-95 Sebastian River Preserve Crossing** is proposed as a long-term facility that will connect the east and west sides of the St. Sebastian River Preserve State Park, which is divided by I-95. The I-95 Sebastian River Preserve Crossing would provide non-motorized access between the Red Trail (west of I-95) and the Blue Trail (east of I-95).

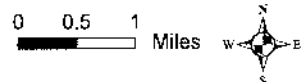
# North Indian River County Greenways Plan - Sebastian

# Greenways Network



#	Trail
1	The Trans-Florida Railroad Corridor
2	FPL Power Line Trail (Central Sebastian Corridor)
3	Sebastian Waterfront Path (Indian River Drive and Downtown Sebastian)
4	Fellsmere East
5	82nd Ave. (Connector to the Central Greenway System)
6	Central Sebastian Trail
7	Fellsmere Grade
8	Blue Cypress Connector
9	South Fellsmere
10	Historic Sebastian Walking Trail
11	CR 512 (Sebastian Boulevard)
12	Roseland Road
13	CR 510 (including bridge)
14	US 1 Bike Lane Completion
15	East Coast Greenway Signage and Route A1A
16	68th St. and Englar
17	Barber to Route 1
18	138th Ave. and CR 512
19	Blueway Trail
20	St. Sebastian River Greenway
21	I-95 Sebastian River Preserve Crossing

Airports	Campsites	Library	Schools	Existing Shared-Use Path	Existing Greenways	NIRC proposed greenways
Boat Ramps	Churches	Major Shopping Centers	Park & Conservation Land	Existing Bike Lane	Hiking	River Greenway
Community Centers/Clubs	Picnic Area	Transit Routes	East Coast Greenway Trail	Multi-use	Off-road Multi-use	On-road Multi-use
Historic Railroad Station				Blueways		



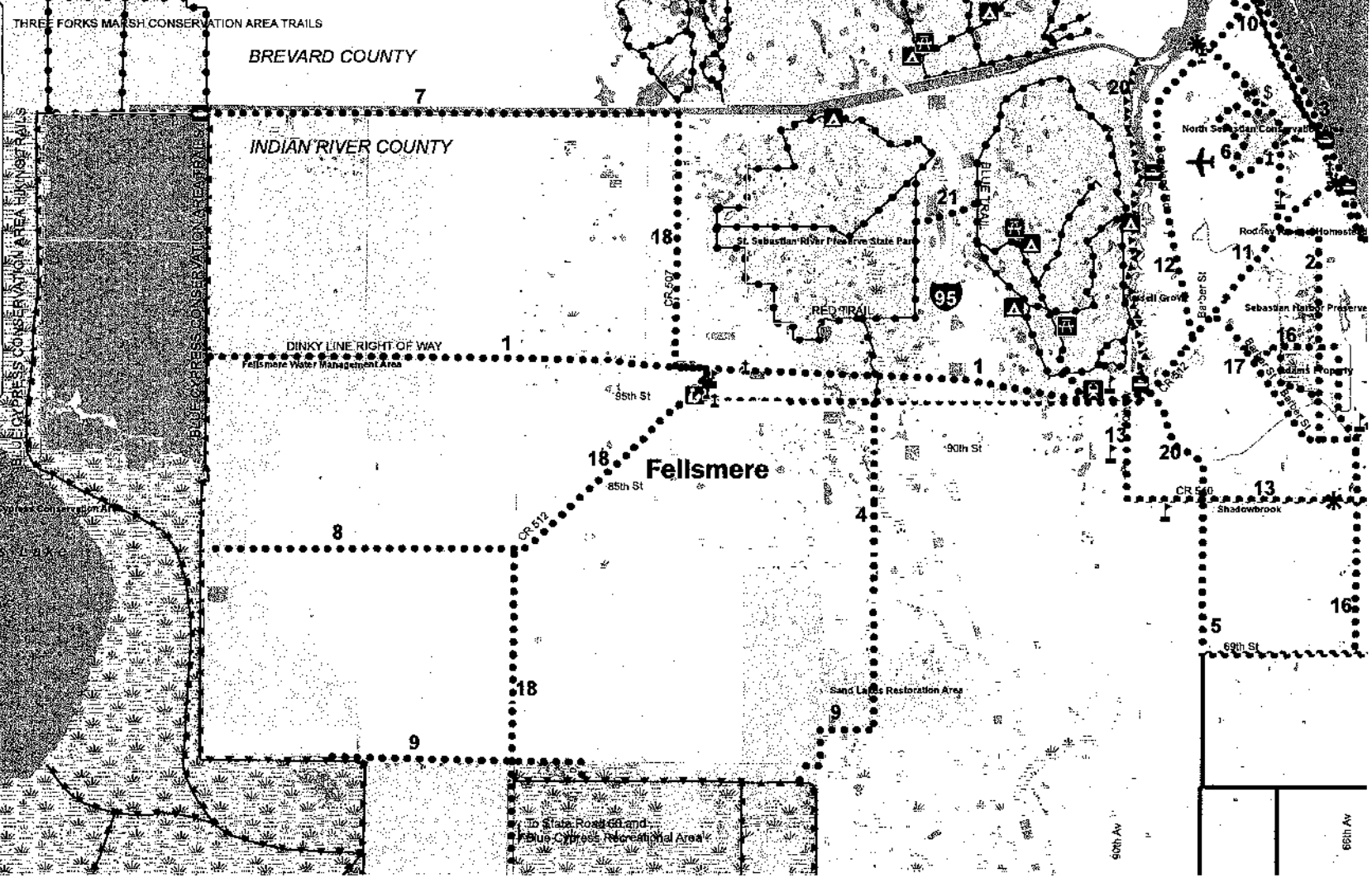
Map Prepared by: A/E Planning + Design & Kinley Inc. © Association of Data Users, Indian River County, State of Florida, FSRP Date: March, 2008



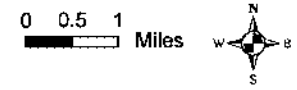
# North Indian River County Greenways Plan - Fellsmere

# Greenways Network

- | #  | Trail   |
|----|---|
| 1  | The Trans-Florida Railroad Corridor                                   |
| 2  | FPL Power Line Trail (Central Sebastian Corridor)                     |
| 3  | Sebastian Waterfront Path (Indian River Drive and Downtown Sebastian) |
| 4  | Fellsmere East  |
| 5  | 82nd Ave. (Connector to the Central Greenway System)                  |
| 6  | Central Sebastian Trail   |
| 7  | Fellsmere Grade   |
| 8  | Blue Cypress Connector  |
| 9  | South Fellsmere   |
| 10 | Historic Sebastian Walking Trail                                      |
| 11 | CR 512 (Sebastian Boulevard)  |
| 12 | Roseland Road   |
| 13 | CR 510 (including bridge)   |
| 14 | US 1 Bike Lane Completion   |
| 15 | East Coast Greenway Signage and Route A1A                             |
| 16 | 66th St. and Englar   |
| 17 | Barber to Route 1   |
| 18 | 138th Ave. and CR 512   |
| 19 | Blueway Trail   |
| 20 | St. Sebastian River Greenway  |
| 21 | I-95 Sebastian River Preserve Crossing                                |



Airports	Campsites	Library	Schools	Existing Bikeways	Existing Greenways	NIRC proposed greenways
Boat Ramps	Churches	Major Shopping Centers	Park & Conservation Land	Proposed CIRG Bikeways	Hiking	River Greenway
Community Centers/Clubs	Picnic Area	Transit Routes	Multi-use	Off-road Multi-use	On-road Multi-use	
Historic Railroad Station						



Map Prepared by ADA Planning + Design & Survey from A Associates. Data Sources: Indian River County, State of Florida, LRS. Date: March 2008

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

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**TO:** Members of the Indian River County MPO Technical Advisory Committee (TAC)

**THROUGH:** Robert M. Keating, AICP *RMK*  
Community Development Director

**FROM:** Phillip J. Matson *PJM*  
MPO Staff Director

**DATE:** March 20, 2008

**SUBJECT: CONSIDERATION OF INITIATING BICYCLE/PEDESTRIAN ACCESS  
STUDY AT THOMPSON ELEMENTARY SCHOOL**

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It is requested that the information presented herein be given formal consideration by the Indian River County MPO Technical Advisory Committee (TAC) at the meeting of March 28, 2008.

**SUMMARY**

Task 4.3 of the recently adopted FY 2007/08 Unified Planning Work Program (UPWP) indicates that Bicycle & Pedestrian Planning activities will be performed continuously by the MPO in the upcoming year. At a March 13<sup>th</sup>, 2008 joint meeting of the School Board of Indian River County and the Board of County Commissioners, MPO and School Board staff were requested to identify ways to improve walk connections to schools and, in so doing, potentially reduce student transportation costs to the School District. Specifically, it was recommended that staff study one school on a demonstration basis and identify potential access improvements at that school, rather than attempt to identify all necessary school related sidewalk improvements countywide. Based on a general review of school sites, MPO staff and School District staff have determined that Thompson Elementary School should be selected for this study. Staff recommends that the TAC review the draft scope of services for the study of bicycle/pedestrian access at Thompson Elementary School, and recommend that the MPO approve the attached scope of services and authorize staff to issue a work order to the MPO's General Planning Consultant.

**DESCRIPTION AND CONDITIONS**

The FY 2007/08 Unified Planning Work Program (UPWP) for the Indian River County MPO is a detailed description and budget of all transportation planning tasks expected to be undertaken in the upcoming year. Task 4.3 of that UPWP indicates that the MPO will engage in a number of

Bicycle & Pedestrian Planning activities. According to the UPWP, these activities will include coordination with the Indian River County School District to plan and prioritize bicycle and pedestrian improvements.

At a March 13<sup>th</sup>, 2008 joint workshop of the School Board of Indian River County and the Indian River County Board of County Commissioners, MPO and School Board staff were requested to identify ways to improve walk connections to schools and, in so doing, potentially reduce student transportation costs to the School District. Specifically, it was recommended that staff study one school on a demonstration basis and identify potential access improvements at that school, rather than attempt to identify all sidewalk improvements countywide. Based on a general review of school sites, staff has determined that Thompson Elementary School should be selected for this study.

As indicated in the current UPWP, consultant services may be used to assist staff with various planning activities. To initiate this process, staff has developed a draft scope of services and attached a copy of that draft to this staff report.

### **ANALYSIS**

The attached scope of services identifies those tasks necessary to undertake the school pedestrian access study. These include meeting with staff and the school community, collecting data, identifying and evaluating existing bicycle and pedestrian deficiencies, identifying bicycle and pedestrian improvements, and developing an implementation plan for improving access at the Thompson Elementary School. The scope calls for regular meetings between county and school board staff and the school community as well as extensive field review throughout the process.

### **RECOMMENDATION**

Staff recommends that the TAC review the draft scope of services for the study of bicycle/pedestrian access at Thompson Elementary School, and recommend that the MPO approve the scope of services and authorize staff to issue a work order to the MPO's General Planning Consultant.

### **ATTACHMENTS**

1. Draft review of bicycle/pedestrian access at Thompson Elementary School proposed Scope of Services

## Scope of Services

### STUDY OF BICYCLE/PEDESTRIAN ACCESS AT THOMPSON ELEMENTARY SCHOOL FOR THE INDIAN RIVER COUNTY MPO

#### I. Purpose and Study Area

##### Purpose

The purpose of this study is to identify ways to improve pedestrian connections to schools in Indian River County and, in so doing, potentially reduce student transportation costs to the School District. Specifically, the study will focus on one school, Thompson Elementary School, which has been determined by the School Board staff and County Staff to have a high propensity for pedestrian and bicycle access from the surrounding residential communities. Upon completion, the study will serve as a model for safe school access that can be adapted by other schools in the county. The study will define non-motorized travel networks, hazardous bicycle and pedestrian conditions, and strategies for the provision of safe transportation infrastructure within the Study Area.

##### Study Area

For this Scope of Services, the study area encompasses a two-mile radius around Thompson Elementary School. All streets and sidewalks will be evaluated within the study area, including local, collector, and arterial streets, as well as all sidewalks and bicycle paths.

#### II. Technical Tasks

##### Task 1 – Study Methodology and Kick-off Meeting

##### A. Study Methodology and Kickoff Meeting

The Consultant shall attend a preliminary study methodology and kickoff meeting with staff from the MPO, County, School District, Public Safety Agencies, Thompson Elementary School administration, as well as the member of the Thompson Elementary School Parents and Teachers Association. The purpose of the meeting will be to collect information on existing pupil transportation conditions and issues; identify requests from the school community for safer bicycling and walking connections; locate known safety hazards and obstructions; and any identify any planned or proposed infrastructure improvements in the study area. The Consultant shall propose a timeframe for completion of major project milestones and the final report.

## **Task 1 – Inventory of Existing Conditions and Data Collection**

### **A. Base Data and Inventory**

The Consultant shall collect and present all appropriate demographic, land use, and transportation data necessary for assessing the study area's bicycle and pedestrian transportation needs, with a particular emphasis on hazardous walking conditions. The information gathered shall be presented in a concise, organized, and understandable format, either mapped or in tabular form, for public consumption.

The base data and background information to be collected and reviewed for this project shall include, but not be limited to, the following:

- Adopted Indian River County MPO Bicycle/Pedestrian Plan
- Inventory of existing and planned bicycle and pedestrian networks and facilities on or adjacent to local, collector, and arterial roadways. This shall involve a field survey of the study area. Information shall also be obtained from the county's public works and planning departments and from the Indian River County MPO.
- Inventory of roadway characteristics, including physical characteristics of roads, pavement conditions, signage, any natural and man-made barriers, pedestrian and bicycle friendliness, and access to other modes of transportation such as transit.
- Bicycle and pedestrian crash data. These data will include detailed information as to the conditions that existed when accidents occurred.
- Inventory of known hazardous walking and cycling conditions, both as defined in 1006.23, F.S., and as identified by the Consultant.

## **Task 2 – Analysis of Existing Conditions and Development of Priorities**

### **A. Analysis of Existing Conditions**

Using feedback from school community and county officials collected in Task 1, and data identified in Task 2, the Consultant shall identify major bicycle and pedestrian trends, issues, needs, constraints and opportunities within the study area. In addition, the Consultant shall develop a series of bicycle and pedestrian transportation improvements and cost estimates for implementing those improvements. The emphasis on proposed improvements should be on removing hazards as defined in 1006.23, F.S., and also on improving safety, connectivity, and walkability in the area and improving access to school.

### **Task 3 – Draft and Final Report**

- A. Based on the results of the previous task, the Consultant will prepare a draft and final report that will address each of the following issues:
- Clear specification of the location and type of facility to be built for each segment of the network.
  - Strategies for improving bicycle and pedestrian safety. This should include bicycle and pedestrian safety education programs and also improvements to roadway markings and signage.
  - Realistic cost estimates for the implementation of proposed improvements.
  - A system for maintenance and management of current and future bicycle and pedestrian facilities which includes funding sources and a description of governmental and departmental responsibilities.
  - Strategies for monitoring and evaluating the success and implementation of the study.

### **III. STUDY REQUIREMENTS AND PROVISIONS OF WORK**

#### **A. Project Schedule**

The schedule for completion of the project will be five (5) months from the date of issuance of the Notice to Proceed. The MPO shall pay to the CONSULTANT a lump sum professional fee in the total amount of \$9,000 to be paid in monthly installments as invoiced by the CONSULTANT.

#### **B. Meetings and Presentations.**

The CONSULTANT shall attend a Notice to Proceed meeting with MPO representatives where relevant project information along with procedures for administering the contract shall be provided by the MPO. The CONSULTANT shall meet with the MPO's Project Manager as often as is deemed necessary by the MPO. The CONSULTANT shall provide a final briefing to the MPO, School District, and staff summarizing the results of the study.

#### **C. Progress Reporting and Invoicing**

The CONSULTANT shall, on a monthly basis, provide written progress reports describing the work performed on each task. The CONSULTANT shall submit one originally signed copy of an invoice package to the MPO's Project Manager. Judgment

on whether work of sufficient quality and quantity has been accomplished will be made by the MPO's Project Manager using a comparison of reported percent work completed against actual work accomplished.

**D. Submittals**

The CONSULTANT shall provide copies of the required documents as listed below. These are the anticipated printing requirements for the Project.

Draft Study Final Report	5 + 1 unbound
Final Study Report	5 + 1 unbound

All documents, graphics, charts, and supporting material generated during the course of this project will be furnished to the MPO in electronic format at the conclusion of the project, or at any time requested by the MPO. Documents will be prepared using Microsoft Office products or other software mutually agreeable to the CONSULTANT and MPO.

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

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**TO:** Members of the Indian River County MPO Technical Advisory Committee (TAC)

**THROUGH:** Robert M. Keating, AICP *RMK*  
Community Development Director

**FROM:** Phillip J. Matson *PM*  
MPO Staff Director

**DATE:** March 13, 2008

**SUBJECT: STATUS REPORT OF MPO ADVISORY COMMITTEES**

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It is requested that the information presented herein be given formal consideration at the MPO Technical Advisory Committee (TAC) meeting of March 28, 2008.

**CAC MEETING**

The CAC met on February 29, 2008 to discuss the Aviation Boulevard Extension (Indian River Boulevard – US 1) consultant study. After reviewing the study, the CAC recommended that the MPO approve the study.

**MPO MEETING**

The MPO met on March 12th to discuss the Aviation Boulevard Extension (Indian River Boulevard – US 1) consultant study. After reviewing the study and the consultant presentation, the MPO approved the study. As stated in the study, the proposed four-lane alignments are not feasible and, therefore, no further study is warranted.

**BAC MEETING**

The BAC met on November 8<sup>th</sup> to discuss the Central and North County Greenways Plans. After considering the Greenways Plans, the BAC provided the consultants with a number of recommendations on the plans.

**UPCOMING MEETINGS**

The MPO and its advisory committees will next meet as follows:

**MPO Meeting: April 9, 2008 – 10:00 am**

**MPOTAC: April 25, 2008 – 10:00 am**

**MPOCAC: April 1, 2008 – 2:00 pm**

**MPOBAC: April 1, 2008 – 2:00 pm**