

**MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO)
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
MEETING MINUTES
Monday, September 14, 2015 – 5:00 P.M.
2401 SE Monterey Road
4th Floor Workshop
Stuart, FL 34996
(772) 221-1498**

1. CALL TO ORDER

Ms. Joan Moore, Chair, called the meeting to order at 5:02 P.M.

2. ROLL CALL

Members in Attendance:

Joan Moore
Ken Natoli
Andy Flanner
Julie Preast
Edward Vossen
Cheryl Lenartiene (Arrived at 5:04 PM)
Jennifer Fierman, FDOT (Ex-Officio)
Officer Bonnie Bare, (Ex-Officio)
Officer Joe Hogan for Brian Bossio, (Ex-Officio)

Excused Members

Hal Forslund (Seasonal)
Ron Shewmaker

Members Not In Attendance:

Craig Houdeshell
Officer James C. Brooks (Ex-Officio)

Staff in Attendance:

Beth Beltran, MPO Administrator
Bonnie Landry, Senior Planner
Alice Bojanowski, Planner II
Bolivar Gomez, Senior Associate Planner
Margaret Brassard, Administrative Assistant II

Others in Attendance:

Stewart Robertson, Kimley-Horn
Robert Trout, Martin County Public Transportation (MCPT)

A quorum was present for the meeting.

3. APPROVE AGENDA

Mr. Ken Natoli made a motion to approve the Agenda which was seconded by Mr. Ed Vossen. There were no objections. The motion passed unanimously.

4. APPROVE MINUTES

Ms. Julie Prest made a motion to approve the minutes for the Special Bicycle Pedestrian Advisory Committee meeting on March 17, 2015, seconded by Mr. Ken Natoli. The motion passed unanimously.

A motion was made by Mr. Ed Vossen to approve the minutes for the May 11, 2015 meeting, seconded by Mr. Ken Natoli. The motion passed unanimously.

Mr. Ken Natoli made a motion to approve the June 8, 2015 meeting minutes, Mr. Andy Flanner provided a second. The motion passed unanimously.

5. AGENDA ITEMS

A. FY2015/16-2019/20 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT – ROLL FORWARD

Ms. Bonnie Landry advised that this comes to the committees annually to allow the two budgets, Federal and State, to coincide moving the funds forward to the next year fiscal year (FY) for expensing in FY2015/16.

Ms. Julie Prest made a motion to approve the FY2015/16-2019/20 Transportation Improvement Program (TIP) Amendment Roll Forward, seconded by Mr. Ken Natoli. Motion was unanimously passed.

B. 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) DRAFT COST FEASIBLE PLAN (CFP)

Ms. Landry reminded the committee of the LRTP Open House on Wednesday. She hopes to see the advisory committee members come to support this event. People may come and go in the 3:00 PM to 6:00 PM time frame and participate in whichever activities they choose. Ms. Prest stated that she was impressed with the public relations consultant FireFly which helped promote the LRTP through newspaper articles and other social media. The Long Range Transportation Plan (LRTP) next step is the 2040 Draft Cost Feasible Plan (CFP). Mr. Stewart Robertson, with Kimley Horn, said that the project is still on schedule. The CFP builds upon the Needs Plan by getting into greater detail. The CFP primarily consists of analyzing the anticipated available revenue as well as the cost of projects in the Needs Plan to determine which projects will be affordable, given the anticipated transportation revenue stream. Mr. Robertson also requested the committee's attendance at the upcoming Open House at Indian River State College (IRSC) Wolf High Technology Center, stating that it shows support and provides direction for the projects. He noted that several of the same activities used at prior Open Houses (the Martin Mobility Bucks and the automatic polling) will be used again to engage the public. Kimley-Horn has been working in conjunction with FireFly on the public engagement which includes the website www.Martin2040.com and a Facebook page. These social media avenues have really provided a way for the project team to distribute information to the public as well as for the public to receive information about the projects. Approximately 240 people have played the Martin Mobility Bucks game, where people are given \$100 in mobility bucks and they place the money in various boxes representing different project categories. Over 150 people submitted on-line surveys; over 120 people submitted ideas.

Mr. Robertson said we're into the LRTP financial resources portion that runs from the end of the currently adopted TIP through the year 2040. He elaborated on the importance of coordination with FDOT and local government revenue. Approximately 84% of transportation funding comes from Federal and State sources, 16% from local governments. Mr. Robertson continued with his presentation, stating that approximately \$277 million is available for roads and multimodal projects. He provided a summary of CFP projects and highlighted some of the projects beginning with the U.S. 1 Corridor Retrofit. There's also a Box Fund set up for Congestion Management Strategies (CMP) and Livable Communities Initiatives (LCI) which includes connecting to transit.

Mr. Ken Natoli inquired if there is any priority to the list, i.e. is the U.S. 1 Corridor first for a reason. Mr. Robertson said it's associated with when projects are estimated to occur. He added that the Box Fund has been proposed to increase from \$300,000 to \$400,000 each year. The bicycle/pedestrian facilities have received the largest increase, i.e. there was \$2 million associated with bicycle/pedestrian improvements in the FY2035 Plan, which is increased to \$6 million in this FY2040 LRTP. Mr. Robertson explained that funds were distributed between the three implementation time frames. This includes the flexing of funds from Federal transportation dollars for preservation of existing system maintenance. The remainder of the projects is the roadway capacity enhancements. All projects identified were found to be cost feasible. He said that people are traveling fewer vehicle miles; Martin doesn't have the large capacity projects they did in the past. Each of the projects includes multimodal facilities and cost estimates are already included into the identified roadway projects. Mr. Natoli asked how the proposed CFP versus the County's backlog will work if the additional Sales Tax was only going to cover a portion of it, and Martin is in the hole trying to maintain the system we have today. Mr. Robertson said that the maintenance of the existing system continues to be underfunded, getting more difficult over time as Fuel Taxes continue to decline while projects continue to get more expensive. He added that the local Fuel Tax funds are the primary source of transportation funding and they are declining. Mr. Natoli said that the funding sources were identified in the CFP. He asked if the County could use that money to maintain and fix the existing roadway system. Mr. Robertson advised "yes" they are flexing some of the capital sources from Federal sources, to add to the roadway maintenance. Mr. Natoli asked if it's possible that the Commissioners could say they want to take the funds that are available in the CFP and use them toward the maintenance backlog. Mr. Robertson replied that some Federal sources may be capable to be flexed, whereas other sources would not be able to be flexed, so the Commissioners may very well have that conversation. Mr. Natoli said then things proposed would not be cost feasible as the funds would have been used for other items. Mr. Robertson affirmed, adding that the LRTP looks at capacity enhancements, but not items like the backlog, because those items are considered to be covered by things like the maintenance portions of the Fuel Tax. He explained how the funding source for roadway maintenance is viewed in the FDOT Revenue Forecast Handbook. Funds that are needed for maintenance are noted as "FDOT's" per the Modeling Forecasting handbook as identified and programmed funds for their RRR (Resurfacing, Restoration and Rehabilitation) maintenance.

Mr. Ed Vossen said that the Fuel Tax appears to be 0.15 a gallon, so if it's not a percentage of the price per gallon, the falling gasoline costs shouldn't have an effect because if it's a fixed "cent" amount, it doesn't matter what would be the price per gallon. Mr. Robertson explained it's not the price per gallon; it's that people are using less gas per driven mile, a large difference compared to 20-40 years ago. He clarified that it's more the amount of fuel that is purchased. With more energy-efficient vehicles, that amount has lessened. Ms. Preast warned Mr. Robertson that when he takes this info to the Board they will probably mention the \$200 million plus deficit and request that they divert the amount to roadway maintenance. She said that's almost always mentioned at the Board meetings. Mr. Robertson said he will look into which sources can or can't be flexed, in order to understand the future impacts and funds diverted from other projects.

Mr. Natoli inquired what happened to the Non-Motorized Needs Plan. Mr. Robertson said it has been incorporated into the CFP, indicated by brown lines on the map. Mr. Natoli replied that he is glad the conceptual lines are on the map and although they may not be funded right now he wanted to ensure that they were on the map. Mr. Robertson affirmed, with the lines through the Atlantic Ridge area connecting to Bridge Road. Mr. Natoli said that he has submitted this to the LRTP in writing, but he wants to ensure that a recommendation is made for future planning and transportation efforts to be done at the same time. He asked how Martin can become a more livable/sustainable community. He stated there are miles of developer-built roads which are dead-ends and they go nowhere; there are no connections, so you are forced onto the major roads. Mr. Natoli said that growth and development over the years is inevitable, no matter who is on the Commission, but if the communities in Martin County were connected, less widening would be necessary as people could use alternative roads or transportation to get around. He said that having a "two-lane road network" would be beneficial in that most of the roads in Martin are high speed and people do not desire to ride on or cross them on foot as they are dangerous, providing for more vehicular congestion. Mr. Natoli mentioned that if senior citizens could get to the drug store taking local roads that would help with the congestion on major roads. He noted that schools are being built in out-of-the-way areas too, so children can't walk or ride their bikes. Mr. Natoli said that future recommendations and planning should consist of making Martin more livable or walkable. Mr. Robertson stated that they are seeking the limited opportunities like the U.S. 1 Retrofit, which is a joint effort with St. Lucie, FDOT and Martin County, to find connectivity improvements. Mr. Robertson said they are trying to fuse the current side streets, join land uses or use CMP strategies as was discussed for SE Ocean Boulevard. One strategy being considered connects a back street to a shopping center so that people do not have to get on busy roads such as East Ocean. Mr. Natoli noted that as an interim, having a bike trail on Willoughby Boulevard would be an improvement until the Willoughby Boulevard Extension to U.S. 1 could be constructed. Mr. Robertson said the multimodal path is in the CFP.

Mr. Robertson said he will be at the September 21, 2015 MPO meeting presenting the Draft CFP, followed by anticipated LRTP adoption at the December MPO meeting. Ms. Preast suggested that the next project should be connecting Palm City, as that is

one gated community after the other. She noted that the City of Stuart is looking into allowing golf carts on certain streets. Ms. Prest suggested speaking to these gated communities asking if a golf cart/pedestrian/cyclist connection could be made between them which would open the door to connectivity. Mr. Robertson said the community to emulate would be “The Villages” as they have incorporated a slightly wider “cart ways network” within their community for this purpose. He added that the Villages had to get special Legislation and engineering approval for the additional cart ways width. Ms. Landry said that Indiantown, between Indianwood and Osceola, also desires that form of connectivity. She noted that carts must meet a certain safety standard and be equipped with blinkers and lights. Ms. Prest stated that this LRTP plan focuses on multimodal. Having a path wide enough to accommodate a golf cart would exemplify this commitment. Ms. Landry said that at the Indiantown Open House, someone took one of the boxes during the Mobility Bucks activity and wrote “cart ways” on it. She told how the residents put all their bucks in that box. She added that the Indianwood residents would have to make the necessary improvements to make their carts street-legal to utilize the cart ways. Ms. Prest noted the long implementation period, inquiring if there’s a chance that the Board of County Commissioners (BOCC) learned of this and if the implementation time could be shortened. Ms. Landry was unsure, but the cart ways topic had been presented to the MPO Board a couple of years ago when a Transportation Investment Generating Economic Recovery (TIGER) Grant had been applied for by the Community Redevelopment Agency (CRA). Ms. Moore added that she’s learned that unless one has a valid driver’s license one may not obtain liability insurance on the golf cart, which adds another required step. Ms. Landry stated that one resident said she can’t get a driver’s license which is why she uses a golf cart. Ms. Prest highlighted the similarities between Palm City and The Villages except for the lack of connections.

Ms. Julie Prest made a motion to approve the 2040 Long Range Transportation Plan (LRTP) Draft Cost Feasible Plan (CFP), seconded by Mr. Ed Vossen. The motion passed unanimously.

C. BICYCLE/PEDESTRIAN FACILITIES PLAN UPDATE

Ms. Alice Bojanowski introduced herself as the new Bike/Ped Coordinator, stating her first task was to look at the Bike/Ped Action Plan. She was charged with finding out where people are going, what the priorities are, and where people want to go for either recreation or transportation. She reviewed the criteria, maps, and meeting minutes to learn the conversation, get to know everyone and see the needs. She showed the Action Plan project list with 85 projects and the narrowed down versions, including the Top 20 List with bicycle lanes, sidewalks and shared use paths. Following her predecessors’ lead, she reviewed the strategies to move forward based on the existing point system. Ms. Bojanowski said that tonight she would look more into the point system, determining how the criteria will be used to re-rank the projects. She provided the committee with score sheets. Ms. Prest commended Ms. Bojanowski on the 20 rankings that she had compiled, inquiring why the last two were a different color. Ms. Bojanowski said that two projects have been completed, so now we decide to go with the next two projects or return to the list of 85 to choose projects that would provide connectivity as requested in the LRTP. Ms. Prest noted

the third project is Citrus Boulevard to Warfield, and due to the lack of density, she challenged the committee to advise on its importance. Ms. Moore said she knows of people who ride it and it's a beautiful ride. Mr. Natoli added "a long ride as well." Ms. Moore said it's an alternative to Kanner Highway. Mr. Natoli said that he does not believe the committee would be capable of completing this tonight, and he suggested that the "secondary criteria" should be considered here. Ms. Bojanowski explained that the secondary criteria are: "where does this rank on the Top Ten List," "where does the project stand in grant timing or opportunity" or is it "in a Community Redevelopment Area (CRA)". Ms. Preast asked for the importance of the sixth ranked project in Indiantown. Mr. Natoli said that possibly a committee should be formed to gather more information from the locals in those areas in question as we don't have anyone from that area. Ms. Preast suggested the Chairman of the Indiantown Neighborhood Advisory Committee (NAC). Ms. Bojanowski reminded the committee that the Bicycle Pedestrian Safety Action Plan (BPSAP) is underway now and the consultants are analyzing crash data through the whole county. She reported that a large number of those crashes are along the U.S. 1 corridor, which is where most people are traveling. She suggested that possibly the committee should prioritize the funds in areas that are most traveled. She said that recently she was on public transit and saw the need for sidewalks and other pedestrian facilities on U.S. 1. Mr. Robert Trout, with Martin County Public Transit (MCPT) advised that they have a bus that goes to Farm Road in Indiantown where there is the Health Department, the YMCA, two schools, and the Adult Learning Educational Center. He continued by saying that there isn't room for a bike on that road and the vehicles travel at a high rate of speed. It was noted that this is the type of information they need, which is why it would be good to have someone from Indiantown on this committee. Ms. Bojanowski said that she's observed many cyclists in Stuart riding on the sidewalks without helmets, even though there is a bike lane. She said that the perceived safety is better on the sidewalks. It was noted that sometimes there are conflicts between pedestrian and cyclists. Discussion ensued about bikes on sidewalks and how seniors, children, or non-avid cyclists are better off riding on sidewalks. Ms. Moore said that's one reason for crashes on U.S. 1, because there's no other way to get from point "A" to "B". Ms. Preast noted a recent fatality at the foot of the Roosevelt Bridge due to the lack of facilities. Ms. Bojanowski said that this committee is to recommend funding directions to the MPO Board, and she asked the committee for their input on this direction.

Ms. Julie Preast made a motion that the first area of concern should be U.S. 1; it should be moved to the top of the list. She asked if a crash data study has been performed. Ms. Bojanowski advised that Mr. Bolivar Gomez, Project Manager for the Safety Action Plan (BPSAP), is here and that there will be a stakeholder's meeting in October. She said the consultants are to have the plan, including the crash data report, to the MPO early in 2016. Mr. Gomez advised that the Plan will be taken to the MPO Board in May, 2016, but will go through the Advisory Committees in April. Ms. Jennifer Fierman, from FDOT, added that raw crash data numbers could be obtained from FDOT to use in the interim before we get the actual figures. She added that there are corridors with many crashes but they do not necessarily coincide with high volume bicycles areas. Ms. Fierman said the criteria need to reflect the amount of

weight you give to improve corridor safety for bicyclists or reducing crashes. She has created a map of Stuart which shows the deficiencies on U.S. 1.

Ms. Prest amended her motion to use the crash data information on U.S. 1 from FDOT until the new data is available and that U.S. 1 be raised to the top of the list.

Mr. Natoli said that these projects are bike lanes. He asked if her intention is to say that the project is U.S. 1 and they need to determine what facilities are needed whether it's a bike lane or sidewalk. Ms. Prest affirmed saying to improve connectivity on U.S. 1. Ms. Bojanowski answered Mr. Natoli that the score sheets were derived by using the exact same criteria that came from the report; bike lanes, sidewalks and greenways were already together. Mr. Natoli again said that it would take too long to appropriately address this matter. He asked that Ms. Bojanowski explain to the committee about the score sheet which she provided, with the headings and categories, so the committee can do some homework, check out these areas, and come back with thoughts as to priorities. He said areas with the most people should be considered, Ocean Boulevard, Palm City Road and Monterey Road would be his priorities. Ms. Bojanowski said that the score sheet information is already in the other tables. She shared which information could be found in each of the tables listed. She said there are two criteria that would make a big difference: Project Timing/Goal Coordination, and if the project is within the boundary of a CRA. Mr. Natoli said we would reevaluate the list but we would place a higher emphasis on BPAC priorities, giving the example of Ms. Prest having a priority, it would get a much higher ranking. Ms. Prest concurred that the areas Mr. Natoli mentioned are important, and that these gated communities all flow into large roadways which makes it difficult for bicyclists.

The photo at the bottom of the Roosevelt Bridge was shown. It was noted that the bike lane ends abruptly, with no curb-cut at corner, no clear direction for bicyclists and options not visible when dark. Discussion ensued regarding bike/car speeds, safety and parties at fault. Ms. Prest said places like the bottom of the Roosevelt Bridge, East Ocean Boulevard, and Monterey Road should be placed as priorities and have deficiencies identified. She said though she'd love connections on smaller facilities, she understands the potential necessity or urgency of these larger facilities with higher speeds. Ms. Prest asked if Ms. Bojanowski could get an estimate from FDOT as to the cost of the improvements currently on the list for U.S. 1. Ms. Fierman of FDOT said that is too ambiguous as there are multiple options: bike lanes, multiuse paths or sidewalks. It would also depend on right-of-way (ROW). Ms. Fierman said a lot would have to be factored in, such as a plan to have a network, a plan for multiuse paths or sidewalks, and the vision for the County. Ms. Fierman said that the location currently being discussed would have to be an individual study and would need to be addressed from a safety standpoint. She suggested re-mapping the bike/ped crashes and injuries/fatalities as the state's analysis for a high crash area would be different than the County's. Ms. Fierman said that knowing the local numbers would identify the chronic crash locations so improvements could be considered. She said she'll get information that compiles the crash data into hot spots, so that safety is the first major concern. Building a network is also important as there may not be a crash problem,

but gaps could be viewed, or we can learn if bicyclists don't have a "bail out" option in difficult areas. Ms. Fierman said the recreational bicycling community also will need trails and routes developed that may connect to the road network at some point but then connect through a park or preserve. She expressed approval for the criteria noting the proximity to schools, and historic locations. She stated with this crash information it can help determine what really needs to be done. There's a lot that can be accomplished data-wise and Ms. Fierman said that she'd work with Ms. Bojanowski to help process this information. Ms. Fierman also stated that FDOT has recently purchased STRAVA data software to find out where people walk and ride. She said this data can give us a baseline as to where people are going. It's a cellphone app so when you go for a ride it maps your ride, collects data as to where you went, date and time. It's a self-reporting system for biking and walking. Mr. Ed Vossen said it's like "Map My Ride." Ms. Prest mentioned that they have been working on the East Coast Greenway (ECG) connection for years, and Dixie Highway seems to be the route of choice though Downtown. She suggested checking to see if there's enough ROW to have bike lanes on Dixie Highway, possibly doing the complete street sized road lane may free up more space for bike lanes and a sidewalk. Mr. Natoli said that the committee needs to take the list home, do some homework and come back with ranking ideas. Ms. Fierman said that projects need to be supported by the community because when it's time to apply for the funding, if the locals are not on board it will be hard to obtain the funds. Mr. Natoli asked that Ms. Bojanowski email a map that shows the projects to the committee so they can review the locations. Ms. Fierman said that if everyone did the homework, rank all the projects, then when Ms. Bojanowski compiles them some may automatically come to the top which would be very helpful. It was advised that the members would rank them and email them to Ms. Bojanowski so that she can have everything compiled for the next meeting. Ms. Prest suggested providing the list to someone in Indiantown since they are not represented on this committee. Ms. Landry reminded the committee of the Sunshine Law requesting that the rankings are not to be shared with anyone other than staff. Ms. Bojanowski reminded the committee that two projects from the Top 20 List have already been accomplished.

6. COMMITTEE MEMBERS

Ms. Prest thanked Ms. Bojanowski for all the work merging those tables must have been.

Ms. Moore reported that Mr. Tom Dettloff, BPAC member had a fall in his garage, had been airlifted to a hospital and has had multiple surgeries. She said that his recovery will take some time. Ms. Moore advised that she has written him a note of thanks for his service on this committee.

Mr. Natoli stated that the Martin County Administration Building needs some new bike racks as the one out front is very low and difficult to totally secure a bike well. It was noted that the location is bad since people can't see it behind the Martin County Television (MCTV) van. Mr. Natoli stated that after BPAC finishes this project the focus needs to return to the East Coast Greenway (ECG). He mentioned that the state has a cross state trail that they actually fund. He said the state also pays \$23 million for the planning from Pensacola to Key West, so we should see if we can get funds for the ECG through Martin. Mr. Natoli said that the Surgeon General has initiated a Call to Action to support walking and other alternative modes of transportation to improve health.

Ms. Moore noted that she had an opportunity to ride the Pinellas Trail recently. It was a great ride.

Ms. Prest said that she's recently researched the FDOT approved bike racks, and they are an upside down "U". She said that is the only kind that is allowed to be put up in Martin County, and may be obtained through the CRA.

7. COMMENTS FROM THE PUBLIC

Mr. Robert Trout handed out MCPT schedules with the "MARTY" official logo. For the past eight months they have been branding "MARTY" which is Martin County's public transportation bus system. Mr. Trout said that they did surveys, live and on-line to allow the public to choose the design of the buses. Schedules were re-designed to be Americans with Disabilities (ADA) compliant. Routes also were redesigned and the U.S. 1 route meets up with the new "Route 3". The headway for Route 3 has gone from 85 minutes to 50 minutes, but in two different directions, so it's frequently only a 25 minute wait for the bus. Mr. Trout said that ridership on Route 1 (the U.S. 1 route) has increased about 47%, the headways decreased from 75 to 50 minutes, and buses can transport two bicycles at a time. He noted they are continuing to improve the bus stops to become ADA compliant, and that they too have ROW hurdles. He informed the committee that the new "big" bus [the Gillig] has already been wrapped with the MARTY logo and will be in service in a couple of months. Mr. Trout advised that they anticipate having a new route which goes from Indian River State College (IRSC) to U.S. 1, to the Florida Power and Light (FP&L) main headquarters and to the Gardens Mall. From there a rider may catch Palm Tran to go to Tri-Rail, or many other areas. Mr. Trout said there is now a public transportation system that goes from Sebastian to Homestead; it may take time but it's possible. He said that the bus schedules are in libraries and many service agencies. He added that the new stops near the Stuart Housing Authority have become two of their busiest stops. Mr. Trout said the Golden Gate area also has been a focus.

8. COMMENTS FROM FDOT.

Ms. Fierman referred back to the trail network that Mr. Natoli mentioned previously. She said that they are called SUN Trails, for shared use, non-motorized trails, with an annual allocation of \$25 million. To receive funds the project must be on the Office of Greenways and Trails priority network. The ECG is on this network. Ms. Fierman said that she is the coordinator for the Sun Trails from Broward to Indian River and she wants everyone to keep it in mind as a funding source. She's working with FDOT Central Office to confirm eligibility, as there may be minor items such as signage that can be done to improve a location without a lot of costs. On-road facilities currently are not applicable but she's trying get the language amended to include them.

Ms. Moore asked Ms. Fierman about the new traffic pattern southbound on A1A in Jensen Beach. She said that there is a designated right turn on A1A to help relieve the congestion, but the bicycle lane signage is very poor, and confusing. Ms. Moore requested that FDOT review this location to see if a stop sign could be installed as people are turning right and not looking for pedestrians or bicyclists on that heavily traveled path. She said she understands the reason for the turning lane but the vehicles need to stop before turning, for the safety of the pedestrians or cyclists also using that circle. It was noted that the video of that area would be forwarded to Ms. Fierman. Ms. Moore commended St. Lucie County for

their efforts installing bike lanes and sidewalks on Hutchinson Island - A1A. Ms. Moore expressed thanks to the City of Stuart and the Town of Sewall's Point representatives for attending the meeting.

9. NOTES

2040 LRTP Open House September 16, 2015 at 3:00 PM

10. NEXT MEETING

- Joint meeting October 5, 2015 at 1:30 PM in the Blake Library

11. ADJOURN

Seeing no additional items on the agenda the meeting was adjourned at 6:49 P.M.
RONR (10th ed.) p. 233, c.(9).

Recorded and Prepared by:

Margaret H. Brassard, Administrative Specialist, II

Date

Approved by:

Joan Moore, Chair

Date