

**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](http://www.martinmpo.com)

**Wednesday, June 7, 2017 - 9:00 a.m.**

**1. CALL TO ORDER**

The meeting was brought to order by Ms. Ann Kagdis in the absence of the chair at 9:04 AM

**2. ROLL CALL**

**Members in Attendance:**

Sheila Kurtz, Vice Chair (Arrived at 9:12 AM)  
Stephen Driver  
Saadia Tsafarides  
Dan Parz  
John Patteson  
Ann Kagdis

**Members Excused:**

Amy Eason, Chair  
Al Zilg  
Trent Steele

**Members Absent**

None

**Staff in Attendance:**

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

**Others in Attendance:**

Karen Ostrand, Mayor, Town of Ocean Breeze  
Jeff Weidner, Marlin Engineering

A quorum was present for this meeting.

**3. APPROVE AGENDA**

**Mr. Stephen Driver made a motion to approve the Agenda. Mr. Dan Parz provided a second. Seeing no objections, the motion passed unanimously.**

#### 4. AGENDA ITEMS

##### A. FINAL DRAFT FY2017/18-FY2021/22 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Ms. Alice Bojanowski reminded the committee that this is a five year plan update which is performed annually and this committee reviewed the Draft at their last meeting. This, she said, is the Final Draft which includes the changes and comments provided by each committee. We are now seeking approval to go before the Metropolitan Planning Organization (MPO) Board for adoption. Ms. Bojanowski stated that this cyclical process begins with the List of Project Priorities (LOPP) which goes to the Florida Department of Transportation (FDOT). FDOT determines what is cost feasible and delineates the projects into the Draft Tentative Work Project which is presented to the MPO Board in December, then the Draft TIP is provided to the committees for comments and after approval of the Final Draft is adopted in June/July by the MPO Board. This advances the projects and begins the cycle again. Ms. Bojanowski explained that there were a couple of changes to the TIP since the prior Draft; there were a few improvements to some project sheets and a missing project was added. Ms. Beltran clarified that this particular project is FDOT's, it's a segment on Kanner Highway from west of Pratt Whitney Road/State Road (SR) 96 to west of the I-95 Interchange. (Ms. Shelia Kurtz, Vice Chair, arrived.) She noted that Alternatives for this intersection were presented to the committees a couple of years ago when they were proposing a roundabout. Ms. Beltran advised that there are a couple of schools in that area as well as a lot of truck traffic from the west so FDOT needs to know if the locals preferred a signalized intersection or a roundabout. Ms. Beltran advised that the project had been placed on hold and no public hearing was held, but now FDOT has revived this project so a public hearing needs to be held prior to going forward or presenting it to the MPO Board. She advised that since the project was pulled, it wasn't included in the Long Range Transportation Plan (LRTP) and nothing can be done on this project until it is in the LRTP. Ms. Beltran said that the project is in the approved proposed TIP [budget] and if the committee is satisfied with the TIP except for that additional project, the TIP may be approved with that exception. However, staff is suggesting that the committee request FDOT to return to the committees and make a status presentation after the public meeting is held to have comments included prior to presenting to the Board. Ms. Beltran said that there will still be the same concerns regarding the project that were discussed two years ago so it needs to go through the public review for a determination as to what should happen. Ms. Beltran clarified that phases have been funded but construction cannot begin until it is identified in the MPO's LRTP. Mr. John Patteson expressed concern adding that FDOT should speak with the firm in Indiantown that runs the citrus trucks, the nearby church as well as the schools that would be directly affected. He said that he wasn't convinced that a roundabout would be conducive for that area given those factors. Mr. Patteson said if people were to watch the truck traffic pass through some of the existing roundabouts they would see the tightness of the areas. Ms. Beltran advised that it's documented that FDOT had advised that a public meeting would be held, but it has yet to transpire. Ms. Ann Kagdis stressed the importance of the public meeting being held in the area of the proposed intersection to promote increased attendance, though it doesn't preclude others from attending. Ms. Bojanowski provided a chart with the timeline of activities involving the TIP showing that the anticipated review and final approval is slated for the Public Hearing on June 19,

2017 before the MPO Policy Board. She provided the website information for the Interactive TIP Tool advising that she will take questions. Ms. Beltran requested that the TIP be approved as it is the budget but pending the comments from the Public Hearing. Mr. Patteson added that a number of horse trailers also travel that route so those owners should be contacted. Ms. Beltran said that the motion should be fairly specific and she is confident that the MPO's motion will be equally specific.

**Mr. Dan Parz motioned to approve the Transportation Improvement Program (TIP) subject to the comments gleaned from FDOT's upcoming Public Hearing which should be held in the vicinity of the proposed intersection, with specific notices going out to the agricultural company in Indiantown, the schools and the church. The motion was seconded by Ms. Saadia Tsaftrides. There were no objections and the motion passed unanimously.**

#### **B. FEC RAILROAD GRADE SEPARATION STUDY**

Ms. Beltran introduced Mr. Jeff Weidner from Marlin Engineering to make this presentation. She advised that he has made this presentation all over the County to various agencies and she suggested discussing what is entailed in or makes up a feasibility study. Mr. Weidner said that he's been involved in many conversations regarding the need for a grade separation in Martin County. He commented that there are 26 at grade crossings which means rail traffic runs at the same level as road traffic. Mr. Weidner said that there is a separation in Hobe Sound below US 1 (in JDSP) and even one on the South side of the Roosevelt Bridge for a total of 28 crossings. He advised that "feasibility" is the ability to improve safety, have better connectivity from east and west sides of the roadway, or limit community impacts. He gave an example of community impacts: a major impact to most of downtown Stuart if Colorado Avenue was elevated. Some crossings, Mr. Weidner said, were so small that it wouldn't make sense as it wouldn't benefit the community, so the list was narrowed down to ten alternatives to determine the viability and cost justification. He mentioned the robust discussion held at the Joint Advisory Committee Meeting and the roadway crossings selection was narrowed to Monterey Road and Indian Street, with a new crossing at the airport as an alternative if Monterey couldn't work. Mr. Weidner advised that they took this information to the MPO Board and they advised that Monterey Road and Indian Street should be the roadway options. He said that the two pedestrian/bicycle crossovers were discussed, one in Golden Gate the other in downtown Stuart. He showed the timeline for the projects. Mr. Weidner informed that the third Stakeholder Advisory Team meeting had a specific group of people from emergency services, engineering and the City of Stuart. He noted a robust discussion as to the time it would take to get to the hospital with roads being blocked by a train. Mr. Weidner advised that the end of the study is near and they will be going to the Board to document the final report. He added that this is not an endorsement of any particular crossing; it simply documents the impacts of each location. He said that they ended up with four crossings, two for pedestrian/bicycle, in the Golden Gate area and in downtown Stuart, and two roadway crossings: Indian Street and Monterey Road. Mr. Weidner reminded that the roadway crossings will also include bike/ped facilities. He delineated the various opportunities and challenges for each location.

For Indian Street, he noted significant impacts due to loss of driveways including to a few homes, but on a positive note this will reduce the annual number of crashes in that location with great long term affects. Some of the challenges though, are very significant right-of-way (ROW) impacts. Using visual aids, he showed how the roadways [Indian Street and Dixie Highway] would ascend eliminating roadway entry for the homes and businesses in the area. Mr. Dan Parz asked if Railroad Avenue would be closed or raised. Mr. Weidner said no, but that three properties would lose value due to their lack of access to Dixie Highway, so they were included in the cost estimate for the ROW. He added that this was not a popular proposal due to the significant impacts to all four intersection corners. He said normally grade separations have significant impact to adjacent property and it would cost approximately \$84 million, with a 2.1 cost benefit due to the safety savings. Ms. Saadi Tsafarides stated that the community will not be in favor of this alternative. Mr. Weidner said that there are other concepts, but this would be most likely.

Monterey Road, Mr. Weidner said, would be depressed. They did a concept leaving the left and right turns at-grade but they learned there was really no benefit; however impacts are being documented for feasibility. Mr. Patteson inquired as to the amount of time the roads would be blocked per hour with the prediction of train traffic, if the crossings remain at-grade. Mr. Weidner said that trains could be upward of two miles long and in the event of a stoppage it may block three or four crossings in Martin. Mr. Patteson suggested an access avenue that was exclusively for Emergency Medical Service (EMS) vehicles adding that this should be done in stages. Mr. Weidner said that is an idea but there are other issues to take into consideration: from safety considerations, evacuation, to height restrictions. Mr. Patteson mentioned that statewide it would seem that trains could be told to cease during evacuation periods and should All Aboard Florida (AAF) go belly up, all this expensive infrastructure will be in place. Mr. Weidner clarified that this study is being considered due to the increase in freight, not AAF. Freight trains can be long possibly stretching up to four miles, and a two mile train could take ten plus minutes. Passenger trains are only a few cars long with minimal stop time. He added that as the train slows to cross over the river, with a two mile train a couple of intersections could be blocked. Mr. Patteson added that it could help if the stoplights were adjusted on roads like Monterey or Indian Street to prevent people from getting a left turn signal, turning and blocking roadways like US 1 when there's already stopped traffic. This could eliminate congestion by allowing the through traffic to be able to continue. Mr. Weidner referred to a 15 year old FDOT study of Monterey Road adding that this is the third time this review has been made. He advised that in 2002, four alternatives were reviewed, which he showed with slides. There were two at-grade Alternatives (2A and 2B). Alternative 3 showed some directions at-grade while others were elevated, and Alternative 4 shows a tunnel. However, an at-grade left turn would have to be made to go to the hospital, so the last two alternatives would still be delayed by a train if going to the hospital, providing no benefits. Mr. Weidner detailed Proposal 2A for Monterey Road, showing the elevation beginning just east of US 1. To get to Palm Beach Road, it would eliminate four houses and a new road would have to be constructed. He advised that they chose to look more at this alternative but with a depressed roadway. Mr. Weidner showed a picture of a depressed roadway in Miami-Dade County for the Florida East Coast (FEC) Railroad crossing which has 79 trains a

day. He advised that the two-lane each direction depression goes under the FEC Railroad and Dixie Highway and comes up east of Dixie Highway. He expressed concerns noting if the Federal Aviation Administration (FAA) guidelines are not followed in that area that there could be severe consequences. If the guidelines on Monterey Road are adhered to, it could be eligible for Federal funding since it is a State Road on the Strategic Intermodal System (SIS) System, with a statewide pot of funds. He said it could greatly impact local projects if the Federal funds could not be used. With this alternative, there is no impact west of US 1, plus back-ups from the two nearest signals due to the railroad will be eliminated in that the eastbound traffic will by-pass the light at Dixie Highway while access to the Shopping Center at the southeast corner of Monterey Road and US 1 will be eliminated. In order to access that shopping center heading west on Monterey, one must turn south on US 1, turn east at the next light on Grumman Road then into the plaza. Mr. Weidner explained that near the end of the airport runway, there currently exists a signed U-Turn on Monterey Road which may be used as the emergency vehicle access toward Palm Beach Road en route to the hospital. He delineated the opportunities as well as the challenges noting that there will be operating costs. A pump will have to be installed to ensure that the road depression doesn't flood during rain. Overall, Mr. Weidner said that the costs would be \$68.5 million which is less than Indian Street, with a greater cost benefit being 3.7. He explained to Mr. Pattenon that through traffic only will go into the depressed roadway, left or right turns will remain at-grade but the emergency vehicles can get to Palm Beach Road via the U-Turn and not have to wait for the train at Dixie Highway. Mr. Weidner explained to Mr. Pattenon that the SIS roads are the most important roadways in the State and the FEC Railroad is an unopposed SIS rail facility. He said that SIS funds could fund this at 100%; they are [competitive] statewide and they are not allocated by population. They fund the best projects in the State. FDOT funds are based on population, with District Four being the largest [population] in the state. Those state funds would not be impacted by funding this project on Monterey Road. Ms. Beltran suggested that the Federal legislation Fixing America's Surface Transportation ACT (FAST ACT) has identified additional freight funds. This may have some Federal funds attached to it but it would be separate funds from what we normally receive. She stated that what is in the LRTP is currently in the TIP and these funds would be totally separate. Mr. Pattenon asked if the difference between Indian Street and Monterey is that Indian Street would have to be funded with State and local funds; Ms. Beltran affirmed. Discussion ensued regarding what is entailed in building in this area.

Mr. Weidner noted that the next alternative is Golden Gate, where there have been 24 bike and three pedestrian crashes in the past five years on Dixie Highway. He said that four cameras were installed on Railroad Avenue to view the activities. There were people crossing the tracks all along the corridor and in a three day period there were 58 pedestrians and 75 bicycles. He advised that the cameras on Indian Street showed that 42 pedestrians and 51 bicycles used the track area to cross the roadway while eight pedestrian and 29 bicycles were viewed crossing Commerce Avenue. Mr. Weidner showed the concept proposal for the pedestrian crossing in the Golden Gate area. He noted that it is typically difficult to get people to use crossovers. He detailed the area, the location of the pedestrian signal, where the stairs would be, as well as an ADA ramp (Americans with Disabilities), stating that this location was chosen because there is a

canal that blocks the ROW so it is the first opportunity to cross the railroad tracks to go to Publix or Walmart. It was learned that on the west side of the tracks the property with two buildings is owned by one company. Mr. Weidner highlighted the opportunities and challenges of the location. He added that the cost would be approximately \$3.7 million with a cost benefit of 42.9. Currently, Mr. Weidner said, there have been no fatalities on the railroad tracks in Martin County though currently there are only 12 trains a day, but that number will be increasing. He said from information conservatively calculated from a neighboring area that it is estimated that within the next 20 years one person may be killed on the tracks which explains the cost benefit. He is of the opinion that over time the benefits will exceed the costs.

Mr. Weidner continued to the public space crossover in downtown Stuart. He said at the existing crossing, there were 1,556 pedestrians and 312 bikes while on Colorado Avenue there were 2,124 pedestrians and 128 bikes. He suggested that in an effort to attract people to use this space it could become a [50' x 100'] elevated "Pedestrian Plaza" as a link between parking, restaurants and shopping. On this plaza, there could be local art exhibits, festivals, music; the opportunities are endless. He suggested an elevator as well as a stairwell which could connect directly to the proposed parking garage. Mr. Weidner provided a picture of a similar design in New York City [the Highline], with people milling around, as well as an underpass in Alabama decorated with lights to make the place a fun, desirable destination for hosting weddings and events. Martin could get an architectural firm to complete these projects as they will make the projects beautiful as well as functional. Mr. Weidner said that this alternative would cause the loss of four existing parking spaces but also leads to the Park N Ride Lot as well as the potential parking garage. He advised that the anticipated costs would be \$3.7 million with an assumed cost benefit of 34.0, calculated conservatively again with one death. There was discussion regarding a parking garage, the need for additional parking in the Downtown Stuart area and the potential benefits.

Mr. Weidner stated that this will be presented to the MPO Policy Board on June 19, 2017 and if it is approved the Final Report can be expected in July. Ms. Beltran advised that staff is seeking approval to forward this to the Board for consideration or discussion.

**Mr. John Patteson made a motion to approve and forward the FEC Grade Separation Study to the MPO Policy Board with comments.** Mr. Weidner said the minutes from this meeting could be attached. **The motion was seconded by Mr. Stephen Driver. The motion was called and it passed unanimously.**

#### **C. 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) AMENDMENT – FEC RAILROAD/MONTEREY ROAD GRADE SEPARATION**

Ms. Beltran explained that this results from the MPO Board meeting discussion after the presentation from Mr. Weidner, stating that they had similar concerns or questions that are not addressed in the planning study or Feasibility Study but which would be fully addressed in a Project Development and Environment (PD&E) Study. She said that the Board was specifically interested in Monterey Road not just for the location, but as it is a State Road it would be Federally funded making the costs totally separate from the MPO's current project funds. Because of this, the Board requested that the LRTP be

amended to include PD&E Studies for the FEC Railroad Corridor. She provided a picture of the text change in the LRTP Chapter Seven which addresses SIS Facilities noting that they added “rail crossings” to the FEC Corridor. Ms. Beltran explained that should the Board wish to have a PD&E done on Monterey Road that it is included in the LRTP and the State would be capable of moving forward with that project. Also included is a map of the SIS System which shows all the SIS facilities in the County inclusive of the FEC ROW. She said that she will take questions now and requests a recommendation of this LRTP amendment to the MPO Policy Board.

**Mr. Dan Parz moved staff’s recommendation. The motion was seconded by Ms. Ann Kagdis. There were no objections and the motion passed unanimously.**

**D. FY2018/19 – FY2022/23 LIST OF PROJECT PRIORITIES (LOPP)**

Ms. Beltran advised that this item is also a result of the Board’s direction. She advised that the PD&E study is on the MPO priorities list. She reminded the committee of the “MPO Process” slide that she presents annually to show the cyclical nature of the MPO funding process. She said that the schedule dates are different when the State Legislature meets in January. All FDOT’s deadlines get moved up. Instead of seeing the LOPPs for FY2019-FY2023 in September, the committees will see them during the same meeting as the TIP approval. Ms. Beltran advised that the accelerated schedule throws off staff, and meetings would have to be held in July and August, if the committees do not view the projects now. Ms. Beltran advised that these priorities are the result of staff reviewing the LRTP, discussing projects with Engineering staff and the local municipalities as well as FDOT, resulting in new lists of priorities as is done each year. She referred to the handout “Unfunded Roadways Priorities” table, stating that the first priority is the PD&E Study on Monterey Road, noting that on the bottom of the page it reads, “To be funded with SIS funds” which is the separate pot of funds as mentioned earlier. Ms. Beltran said that this is a high priority on the Board’s list. The Monterey PD&E may possibly be funded using SIS funds which will answer many of the Board’s questions, such as the location for a grade crossing, the environmental and other questions, including the status of the previous FDOT PD&E study done in 2001. That study was mentioned by Mr. Weidner earlier. Marlin Engineering also had helped FDOT update the old study, but when a copy of the recent study was requested from FDOT, it was learned that the study had not been released. Ms. Beltran continued that possibly they could learn something new that had not been uncovered related to the airport in the original [2001] study. She emphasized that the first project on the priority list will be competing against all the other projects. The staff recommendation could be to approve the priorities and request that FDOT come make a presentation informing them of the updated information received from the prior PD&E concerning Monterey Road at the FEC Railroad Crossing.

Ms. Beltran mentioned the remaining items on the list: Widening of High Meadow Avenue from I-95 to Martin Highway; Widening of Cove Road from State Road (SR) 76 to US 1; Monterey Road and East Ocean Boulevard mid-block crossings to St. Lucie Boulevard-with an approved scope addition requested by the City of Stuart for sidewalk connections from Kingswood Terrace west to SE Hospital Avenue; Jensen Beach Causeway bike facilities from NE Indian River Drive to SR A1A; Willoughby Boulevard Extension, a new two lane road from Monterey Road to US 1; Cove Road resurfacing

with bike facilities from US 1 to Dixie Highway; and the CR 714 realignment to Okeechobee County CR 15B at SR 710. Ms. Beltran elaborated on the CR 714 project, which has been on the MPO's priority list for a couple of years, explaining that when they completed the study to widen SR 710 they included alternatives to connect CR 714 in FDOT District 4 to CR 15B in Okeechobee County, (FDOT District 1). Since it is a safety issue, it will remain on the MPO's Priority List for funding if it becomes available. Ms. Beltran said that she will move forward to the Transportation Alternative Projects (TAP) funds list. The first two projects have already been funded; they are the SE Bridge Road Sidewalk and the NW Dixie Highway Sidewalk Extension. She advised that the committees recently approved the City of Stuart's Application for the Dixie Highway and SE Florida Street Sidewalk Extension and the MPO is waiting to hear from FDOT that it is going to be approved. The final list, Ms. Beltran said, is the List of Public Transit Priorities also known as the Program of Projects (POP). These are for the public transit service for Martin County Public Transit (MCPT) also known as "Marty." Their capital funds primarily include Bus Replacement/Expansion. Ms. Beltran said that she will take any questions at this time and she is looking for a motion to approve these three lists.

**Mr. John Patteson said that he will provide a motion to approve the FY2018/19 Lists of Project Priorities with a request that FDOT come make a presentation informing of the updated information received from the prior PD&E concerning Monterey Road at the FEC Railroad Crossing. The motion was seconded by Mr. Steve Driver. There were no objections. The motion passed unanimously**

#### **E. MARTIN COUNTY PUBLIC TRANSIT (MCPT) OPERATIONS CENTER FEASIBILITY STUDY – DRAFT SCOPE OF SERVICES**

Mr. Ricardo Vazquez advised that in the current adopted UPWP funds were allocated to have a Feasibility Study conducted for the Martin County Public Transit (MCPT) Operation Center. He said that in order for Martin County to grow and expand its [transit] services, FDOT and MCPT collaborated and determined that it would be in the best interest for MCPT to have their own Operations facility. Mr. Vazquez said that this Operations Center would have [bus] maintenance bays, a call center, dispatch services, customer service department; all services relating to transit would be housed in this facility. He said that Mr. Jeff Weidner with Marlin Engineering is here to make this presentation about the Scope of Services. Mr. Weidner advised that at the current time, MCPT contracts out their service. He provided a comparison of the difference to *owning* or *renting* a home, the difference being it is best to own if you are going to be doing it for a long time. Mr. Weidner said that the business plan was presented to the Martin County Board of County Commissioners (BOCC) and the number one recommendation was that MCPT should consolidate, identify a site to be obtained and owned by the County. He advised that they are putting together a scope of services which will address the site issue. He said it will be built using Federal funds so you can't just get an inexpensive piece of property and build on it. He advised that there is a process that must be followed to eliminate concerns as to placing the facility near low income housing, having a property with Environmental Justice Issues, or other unsavory locales. Mr. Weidner said that the first part of the study will be to determine the necessary size; identify the number of people to be employed there for the Operations/Call/Customer Service Centers; bus parking availability for overnight; and size of maintenance facility. Three concepts will

be presented for the Master Plan. Mr. Weidner said we'll consider size in acres, look into vacant properties, Government owned properties, Industrial areas, and we'll have to look at approximately ten proposed sites. He stated that traffic impacts and access will need to be considered. Mr. Dan Parz inquired as to the types of transportation. Mr. Weidner said buses, vans, cars and other vehicles but not Tri-Rail. Ms. Beltran clarified that years ago, the MPO was looking into a transit facility along the rail which could possibly serve as an Amtrak Station but this is not that type of facility; this is a County wide facility or "Hub" for bus services and everything related in that field. Mr. Weidner said that using Federal funds a site can't just be "picked" the process mentioned previously must be followed. He mentioned the corridor along Dixie Highway is a great location as well as being near the airport. Ms. Beltran reiterated what Mr. Weidner was saying is that Federal Transit Administration (FTA) is very strict and funds can only be used for exactly the goods or services for which they were obtained. This Planning study will determine which properties would be available and the FTA is strict in environmental matters. After some discussion Ms. Beltran reminded the committee that this is just a feasibility study. Mr. Pattenon confirmed that approval of this item is only to approve the study; no land work will be performed. Mr. Weidner advised that the cost of the study is identified in the UPWP. Ms. Beltran stated the study is \$55,000.

**Mr. John Patterson made a motion to approve the Martin County Public Transit (MCPT) Operations Center Feasibility Study-Draft Scope of Services. The motion was seconded by Mr. Steven Driver. There were no objections. The motion passed unanimously.**

## **5. COMMENTS FROM COMMITTEE MEMBERS**

Mr. Pattenon mentioned the construction on Kanner Highway between I-95 and Indian Street. He said that Pomeroy Road meets Kanner and runs to US 1. Mr. Pattenon said there is a failed development on the west side of Kanner at that juncture, but the arrows on the road indicate movement to the left, right or straight; however, straight is not an option as the development isn't there. Mr. Pattenon said that the entryway is in the stages of being demolished. When traffic is congested, he said, people are driving into the center [straight] lane but turning left which can be very hazardous. He suggested that the roadway signs be changed to reflect the [second] left turn so that people are anticipating vehicles turning into the outside lane on Kanner Highway with the other vehicles remaining in their lane. Ms. Beltran stated that she will mention this to the Traffic Division.

Ms. Tsafarides suggested that a left turn arrow be installed at the intersection of Pomeroy and Willoughby as it's difficult to turn onto Willoughby. Ms. Beltran said she will have this checked out.

Ms. Kagdis mentioned that there are two Pedestrian Crossing signs located on CR707 [Indian River Drive] which are approximately six months old but they are peeling and falling apart due to the proximity to the salt water and need replacing. Ms. Beltran said she would look into it.

Ms. Kagdis introduced the Mayor of the Town of Ocean Breeze, Ms. Karen M. Ostrand to the committee. She said that she has expressed the importance of the Town to have a seat/voice at the MPO's meetings.

**6. COMMENTS FROM THE PUBLIC**

None.

**7. NEXT MEETING**

CAC Meeting – September 6, 2017 at 9:00 a.m.

**8. ADJOURN**

**Ms. Ann Kagdis made a motion to adjourn which was seconded by Ms. Tsafarides. The motion passed unanimously and the meeting was adjourned at 10:44 AM.**

Recorded and Prepared by:

\_\_\_\_\_  
Margaret H. Brassard, Administrative Specialist III

\_\_\_\_\_  
Date

Approved by:

\_\_\_\_\_  
Amy Eason, Chair

\_\_\_\_\_  
Date