

Bicycle & Pedestrian Advisory Committee (BPAC)

October 5th, 2023
Ed Ball Building
Room #3112

About Us

The BPAC educates, supports, promotes, & advocates for the needs of pedestrians & bicyclists throughout Jacksonville



Bicycle & Pedestrian Advisory Committee (BPAC)

Agenda – October 5th, 2023

5:30 - 5:45 PM Introductions & Adoption of Minutes

5:45 - 6:15 PM **Presentation: Downtown Jacksonville Revitalization**
Lori Boyer, CEO, Downtown Investment Authority (DIA)

6:15 - 6:45 PM **Presentation: Park Street Road Diet Update**
Robin G. Smith, P.E., City Engineer/Chief of Engineering & Construction, City of Jacksonville (COJ)

6:45 - 6:55 PM Rapid Fire Topics / Announcements

6:55 - 7:00 PM Wrap-up / Next Meeting Info

Adjourn

An aerial photograph of downtown Jacksonville, Florida, taken during the golden hour of sunset. The sky is a mix of orange, yellow, and blue. The St. Johns River flows through the foreground, with a blue steel truss bridge crossing it. In the background, several skyscrapers are visible, including the Wells Fargo tower. The foreground shows a mix of modern buildings, parking lots, and palm trees.

DOWNTOWN TRANSPORTATION

LORI BOYER, CHIEF EXECUTIVE OFFICER | 904-255-5301 | BOYERL@COJ.NET



What is the Downtown Investment Authority?

City agency created in 2012 to ensure:

1. Focused effort on downtown

(previously part of overall City Economic Development Department)

2. Continuity in execution of plan

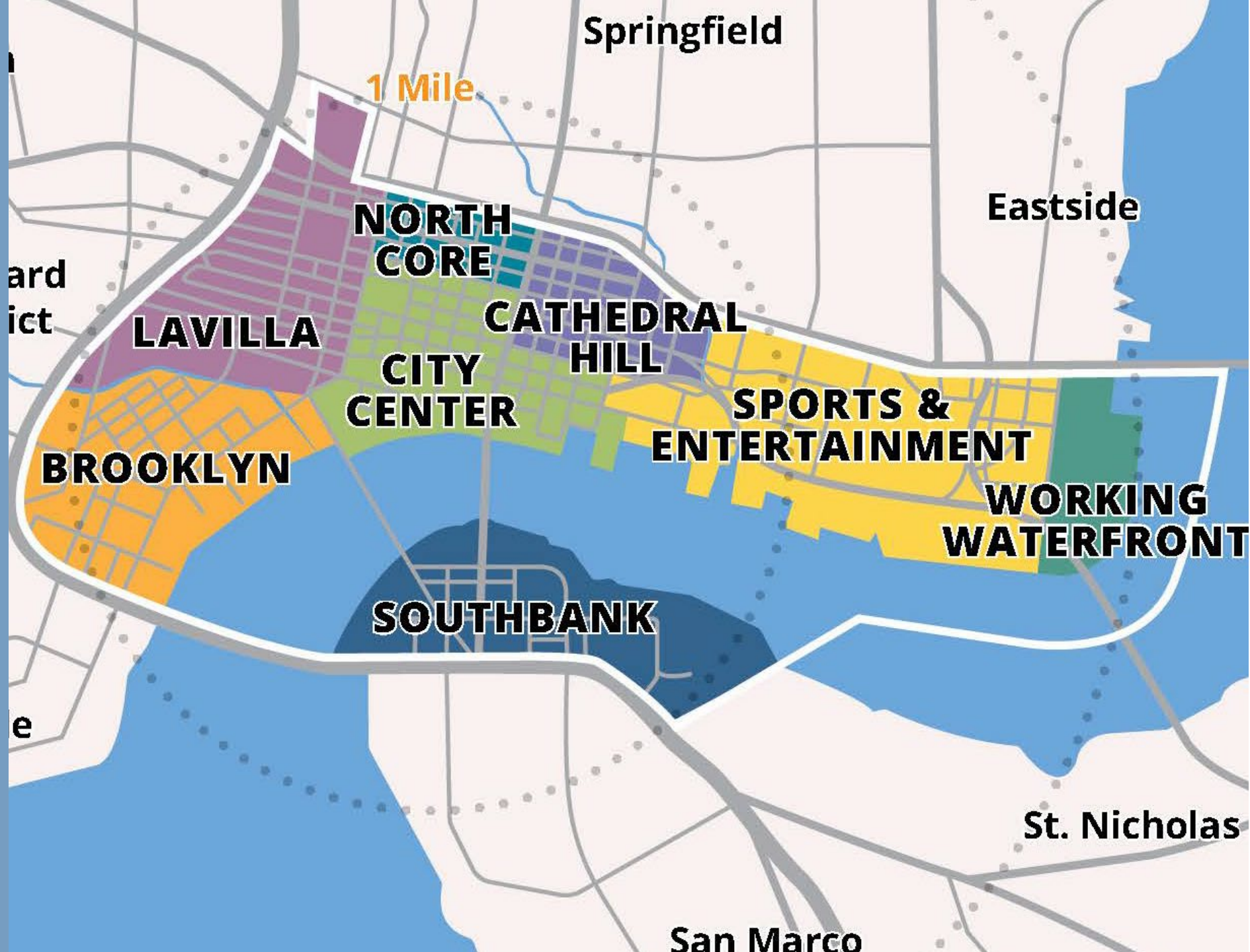
(previously often changed focus with Mayoral administration)

3. Governing board of business leaders

(to assume implementation of Community Redevelopment Plans in Downtown)



Downtown's districts





THE DOWNTOWN MASTER PLAN

JUNE
2023



There is a Master Plan and it includes all modes of transportation Downtown

- Adopted in 2022 as a CRA Plan, a Business and Investment Strategy, Downtown Design guidebook, and multiple other neighborhood plans and strategies- includes Emerald Trail Plan
- Establishes 8 distinct and measurable goals for redevelopment
- Includes guidance for public infrastructure, regulatory framework for private development and incentives to encourage desired development
- Integrated and aligned set of plans prepared both by DIA and partner stakeholders



THE DOWNTOWN MASTER PLAN

JUNE
2023



Downtown transportation aspects of the Master Plan

- All public capital projects (CRA and CIP) for Downtown roads, streetscapes, parks, etc.
- Integrated mobility plan (Jacksonville Transportation Authority, Florida Department of Transportation and local plans, i.e. Emerald Trail)
- On- and off-street parking strategy
- Downtown Design guidelines govern back of curb design, use and appearance



Goal No. 5

Improve the safety, accessibility and wellness of Downtown Jacksonville and cleanliness and maintenance of public spaces for residents, workers and visitors

Strategies for meeting the goal

Supports improvements such as:

- A. Installation of pedestrian countdown timers and enhanced lighting, including CIP project to add streetlights
- B. Enhanced maintenance of parks and all public spaces — roadways, parks, vacant lots, etc.
- C. Tree plantings in sidewalk amenity zone to increase walkability
- D. Incentives tied to shared use parking



Goal No. 6

Improve the walkability/bikeability of Downtown and pedestrian and bicycle connectivity between Downtown and adjacent neighborhoods and the St. Johns River

Strategies for meeting the goal (Pt. 1)

1. Establishment of sidewalk widths, pedestrian clear zones and shade requirements
2. Activated streetfront facades (as prescribed in the Downtown Overlay Zone)
3. Creation of sidewalk enhancement and bike lane projects (in CRA projects)
4. Support of public transportation expansion and initiatives (i.e. Ultimate Urban Connector)



Goal No. 6

Improve the walkability/bikeability of Downtown and pedestrian and bicycle connectivity between Downtown and adjacent neighborhoods and the St. Johns River

Strategies for meeting the goal (Pt. 2)

4. Comprehensive mobility plan includes:

- a) Two-way street restorations (Preservation of one-way travel on streets to/from bridges)
- b) Network of Bike facilities at regular intervals N/S and E/W (Emerald Trail plus additional roadways)
- c) Network of docks, water taxi stops and marinas

5 Downtown Zoning Overlay is integrated via requirements to reopen rights of way to the river and creation of pedestrian corridors



The Downtown mobility plan

Elements of the plan

- New bicycle and pedestrian walkways
- Two-way street restoration on selected one-way streets in CityCenter
- Preservation of one-way traffic on streets leading directly to and from the river
- Network of recreational boater docks, water taxi stops and marinas
- Support for public transportation — existing and future systems



The Downtown parking plan

Creating a fully connected Downtown

- Parking plan anticipates ongoing reduction of single-occupancy car travel via innovations like rideshare technology, e-bikes/scooters, advancements in autonomous vehicle technology
- Companion transit strategy supports expanded mass transit, including the Ultimate Urban Connector to further connect Downtown
- Supports Goal No. 6 by prioritizing mobility by walking, cycling, e-scooters, etc.
- Supports Goal No. 5 by promoting safety, accessibility and wellness for Downtown residents, workers and visitors

Comprehensive parking strategy

- a) Elimination of code parking minimum requirements throughout Downtown to reduce the number of garages and lots within Downtown
- b) Incentives help fund projects enhancing mobility and sharing parking
- c) Adjusted rates for City garages and metered spaces to ensure availability of on-street parking for customers and visitors and balance supply and demand by location
- d) Establishing clear and logical transit and pedestrian linkages to parking facilities, and improved way-finding and signage
- e) Transition to new technologies including kiosks, apps for location of available parking and payment, and dynamic pricing to improve customer experience and stabilize fund revenues



Parking revenue: Where it goes and how is it used

- a) All parking revenue from garages, meters and fines is deposited in the Parking Enterprise Fund
- b) The Parking Enterprise Fund pays for staff and operation of all equipment and those facilities — AND for enforcement staff for the entire City, handicap parking, loading zones, parking across driveways or over sidewalks, etc.
- c) Small annual surplus used for upgrades

A scenic view of a city skyline across a body of water, with a blue semi-transparent banner overlaid containing the title text. The background shows a clear blue sky with light clouds, a calm body of water reflecting the sky and buildings, and a city skyline with various skyscrapers and buildings in the distance. On the left side, there are trees and a stone wall in the foreground.

HOW INCENTIVES WORK AND SUPPORT MOBILITY GOALS

The majority of DIA incentives

(by value and project)

are funded by the
new development
itself

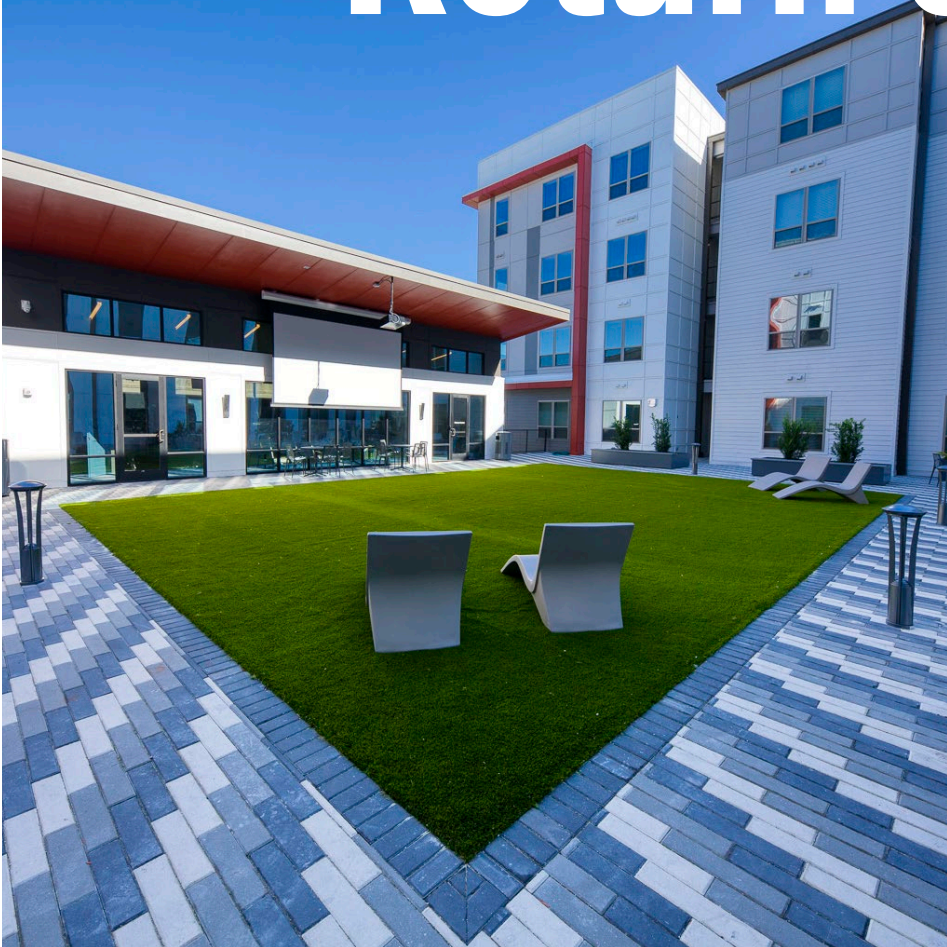
- REV grants are rebates of a portion of the new taxes paid by the development – without the development, they would not exist.
- Donations of undeveloped land create new taxpaying developments.



How incentives support mobility goals

- a) Require riverwalk and creekfront trail easements as condition for eligibility
- b) Require view and ACCESS corridors as condition to eligibility
- c) Up to 15% of a multifamily REV grant and 10% of a boutique hotel REV grant is earned for shared parking
- d) Must reopen rights of way to river
- e) Encourage density
- f) New developments and tax revenue provides funds for CRA capital projects

Return on Investment >1



The revenues received by the City in the form of taxes generated by the development, and donations from the developer, are greater than the total amount of City outflows in incentives.

A scenic view of a waterfront city skyline. The foreground shows a calm body of water reflecting the sky and buildings. In the background, a city skyline with various skyscrapers is visible under a clear blue sky. A semi-transparent blue rectangular overlay is centered over the image, containing the text "MOBILITY PROJECTS SHAPING DOWNTOWN" in white, bold, sans-serif font. The text is arranged in two lines: "MOBILITY PROJECTS" on the top line and "SHAPING DOWNTOWN" on the bottom line. The overall scene is bright and clear, suggesting a sunny day.

MOBILITY PROJECTS SHAPING DOWNTOWN



FDOT PROJECT

FDOT Shared-Use Path

Along Fuller Warren Bridge

Status

Completed (2023)

Scope

- Bike/pedestrian lane along Fuller Warren Bridge
- Links Brooklyn to the Southbank/San Marco neighborhoods

Investment

~\$20 Million

(Shared-Use Path portion)

\$126 Million total

(Total I-10/I-95 interchange improvements project)



Forest Street/Alfred duPont Place Improvements

Forest Street/Alfred duPont Place/Riverside Ave Intersection

Status

Completed (2022)

Scope

Realignment of Alfred duPont Place, Forest Street and Riverside Ave Intersection – aligns roadway and sidewalks to provide direct route to Gefen Park and Riverwalk and supports construction of new FIS headquarters

Investment

\$4,520,000

CIP PROJECT



Emerald Trail LaVilla Link

S-Line to Stonewall

Status

- Under construction
- Expected completion: October 2023

Scope

- 1.3-mile project that will feature walking lanes, additional lighting and overlooks with shade and railings.
- First of nine Emerald Trail projects that are expected to be completed over the course of the next decade.



CIP PROJECT

Investment

\$5,245,863

LaVilla Heritage Trail & Gateways

Various Locations

Status

- Heritage Trail project commenced July 2023; research & design underway
- Anticipated completion of design: January 2024
- Anticipated bid for fabrication & installation: January 2024
- Gateways: Sites identified

Scope

The LaVilla Heritage Trail will generate public awareness of, and celebrate, the cultural significance of the LaVilla neighborhood. A series of markers and storyboards identifying important buildings, sites, people and stories of the community will be included as well as trail markers identifying the route.

Gateway features at major neighborhood entries will be installed to reinforce the significance of the truly historic neighborhood that once thrived in this location.

Investment

\$830,000

- LEGEND**
- Original LaVilla Boundary
 - DIA LaVilla Overlay District
 - Emerald Trail Model Mile
 - Future Bike Facility
 - Interior Parks
 - Riverfront Parks
 - First Priority:** Sites Identified by 2018 Civil Rights Taskforce
 - Second Priority:** Significant Sites Identified by Committee that still exist (within Downtown Boundary)
 - Remaining Sites:** Remaining Sites Identified by Committee
 - LaVilla Neighborhood Development Strategy Gateway Entry Sites
 - Additional Gateway Entry Sites Recommended by Committee Members

- Ritz Theatre & Museum
- Lift Ev'ry Voice & Sing Park (Birthplace of Johnson Brothers)*
- Brewster Hospital
- Historic Shotgun Houses*
- Genovars Hall/Lenape Bar/Wynn Hotel
- Old Stanton School
- Clara White Mission/Globe Theatre
- Broad Street/Colored Man's Railroad/J. Douglas Wetmore
- Boylan Industrial Training School for Girls
- Lawton Pratt Funeral Home
- Start of the Great Fire of 1901
- Most Worshipful Union Grand Lodge (Masonic Temple)
- Jacksonville Terminal*
- Faith United Church of the Living God
- Central Hotel
- Broad and Ashley
- Richmond Hotel
- Whetstonian (Stardust Club)
- Second Missionary Baptist Church
- Old Fellows Lodge
- St. Philip's Episcopal Church
- Jenkins Quality Barbecue
- Young Men's Hebrew Association (Maceo Elks Lodge)
- Pedro Mendes House
- 316-318 & 320-322 Jefferson St. Residences (early Jewish immigrant community)
- 324 N. Broad (built by Edward D. Mixson - Gullah developer)
- El Modelo Cigar Factory (early Cuban immigrant community)
- Jacksonville Belt Railroad
- USNR Warehouses
- Pittsburgh Plate Glass Company
- A.L. Lewis Elementary School Site
- Florida C. Dwight Memorial Playground (LaVilla Park)
- Shiloh Metropolitan Baptist Church
- Brick Church Cemetery
- Anointed Church of God
- Duval Market & Association
- Railway Express Agency
- LaVilla Grammar Public School
- Patrick Chappell's Residence
- The Line (Red Light District)
- Railroad Row Business District (early Greek immigrant community)
- Davis Street Neighborhood Business District
- Fort Hatch (USCT Civil War History)
- West Adams Street (early Chinese immigrant community)
- Atlantic & East Coast Terminal Company Freight Depot
- Blodgett Homes Public Housing Complex
- Site of Strand Theater
- Hotel de Dream
- James "Charlie Edd" Craddock/Charlie Edd Hotel
- Haynes Luncheonette
- Colored Airdome/Hollywood Music Store
- Manuel's Tap Room

CRA PROJECT



Emerald Trail Hogan St. Cycle Track

Hogan Street – FSCJ to Northbank Riverwalk

Status

- 60% plans complete
- Bidding design-build, in procurement for award
- Completion delayed due to change in design firms — completion was expected in 2023; now late 2024

Scope

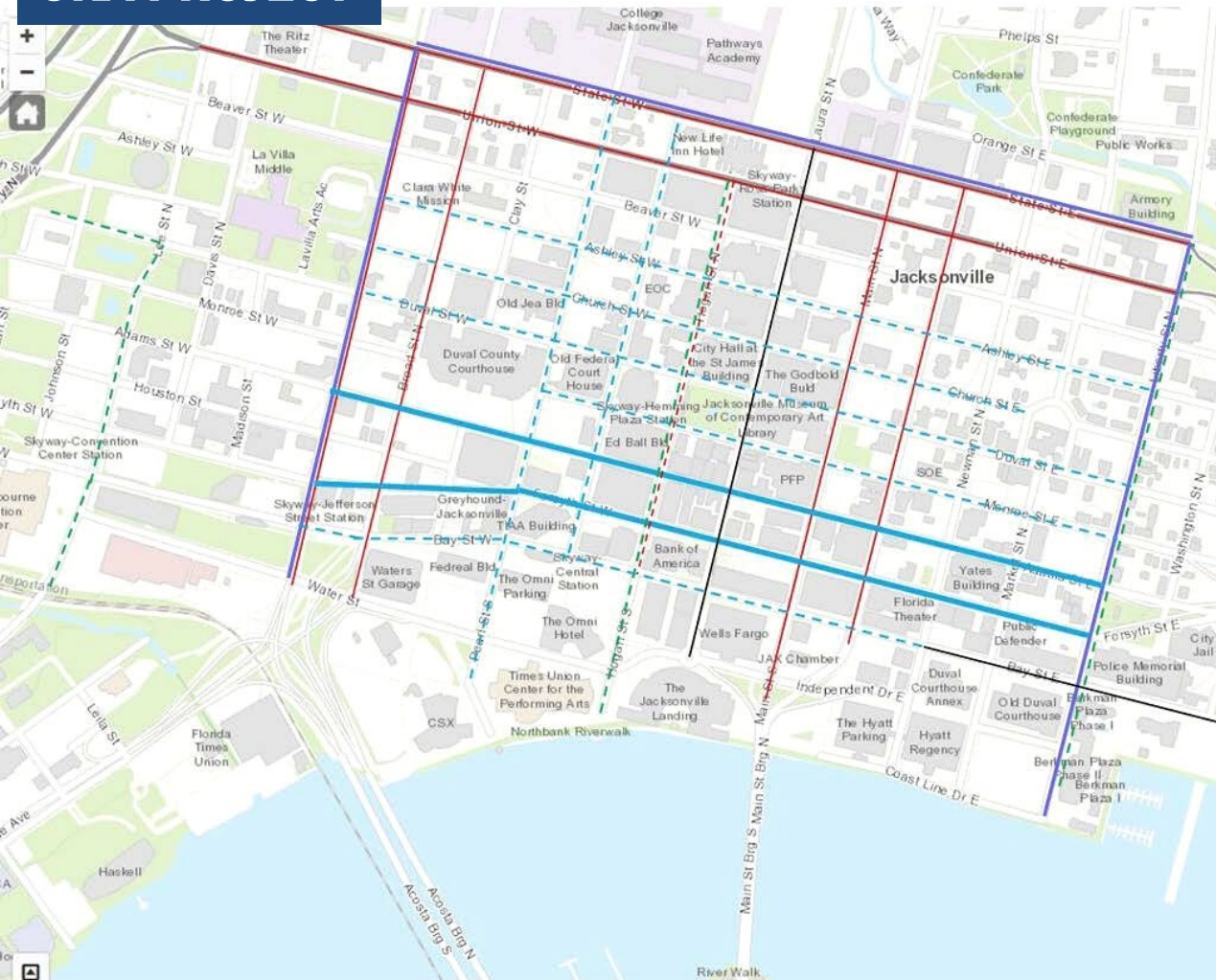
- 1-mile project that will feature a two-way cycle track and expanded sidewalks to accommodate pedestrians and outdoor dining.
- Second of nine Emerald Trail projects expected to be completed over the course of the next decade.

Investment

\$6.9 million CIP



CIP PROJECT



Two Way Street Conversions of East-West Running Adams Street & Forsyth Street

Status

- Bid closed July 2023; received two (2) responses
- Public Works to go before procurement to select team
- Estimated construction commencement: Late 2023

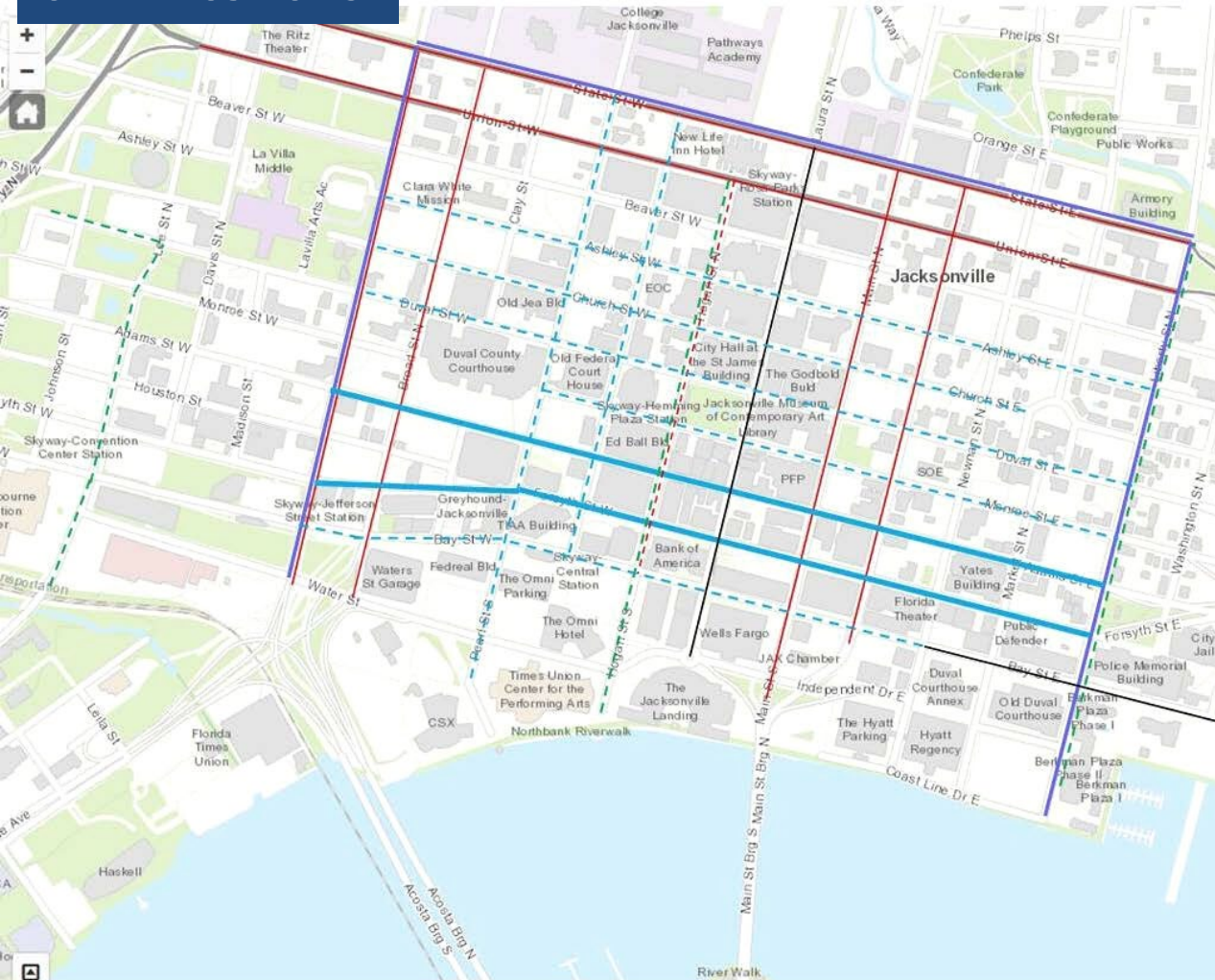
Scope

- Restore one-way streets to two-way streets, beginning with Adams Street and Forsyth Street, to:
 - Improve safety, particularly for pedestrians and bicyclists
 - Improve network efficiency
 - Increase property values
 - Promote economic development, particularly residential growth, restaurant, and entertainment

Investment

~\$4 million (constrained) plus additional \$5 million to implement unconstrained (**DIA FUNDED**)

CIP PROJECTS



Two Way Street Conversions of Pearl and Julia; mobility improvements to Monroe

Status

- CIP funding Monroe and Julia 23/24; Design to commence 2024
- Pearl slated for CIP funding 24/25

Scope

- Restore one-way streets to two-way streets:
 - Pearl Street from Riverwalk to State Street
 - Julia Street from Bay Street to State Street
- Monroe Street from I-95 to Liberty Street — mobility improvements and possible two-way in segments

Investment

Monroe Street: \$1M in FY 22-23; \$4M in FY 23-24

Pearl Street: \$1M in FY 24-25; \$4M in FY 25-26

Julia Street: \$1.5M in FY 22-23; \$3M in FY 23-24

Liberty Street Improvements

Liberty Street, Jacksonville, FL 32202

Status

CRA funded \$100,000 FY 23-24 for design; DIA Board to consider additional CRA funding this month to permit construction in 24-25

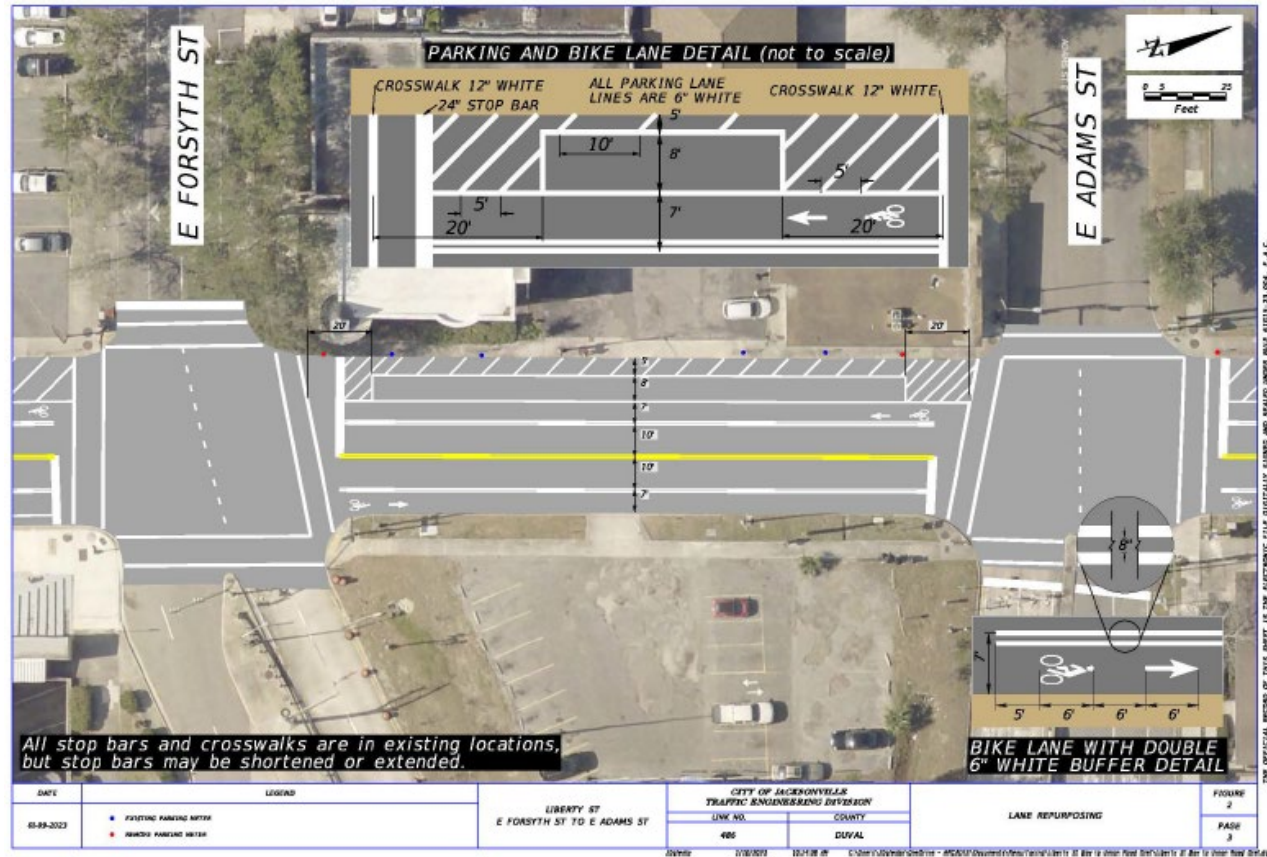
Scope

Public Works is redesigning Liberty Street as a north-south bicycle corridor. This corridor will provide a parallel facility to the Emerald Trail segments at Hogan's Creek, Hogan Street and Lee Street to connect Beaver Street to the Riverwalk. Limits of this project are between the curb lines (i.e. travel lanes).

CRA project focuses on areas outside of the curbs (e.g. sidewalk) for expanding sidewalk widths, enhancing hardscape and landscape, etc., to complement the Public Works effort.

Investment

\$ 750,000+ (CRA funded)



CRA PROJECT

Market Street Streetscape Improvements

Market Street between Bay and the Cathedral, Jacksonville, FL 32202

Status

CRA funded \$500,000 in FY 22-23 for design; additional funding of \$1,000,000 in 23-24 for construction

Scope

See Northbank Streetscape project above. At the request of the Cathedral District and consistent with their neighborhood plan, DIA Board recommended that Market Street be our first project under this initiative.

Investment

\$ 1,000,000+ (CRA funded)



CRA PROJECT

Hogan's Creek to Riverwalk — Emerald Trail

Begins: FSCJ Downtown

Ends: Northbank Riverwalk at Newnan Street

Status

- **Not started — Trail design and construction will be part of the Hogans Creek Stream Restoration Improvements**
- **Expected project length is 4 to 5 years**

Scope

- East of Main Street, segment extends the Hogan's Creek Greenway along the creek corridor to the south of Duval Street where the segment will create a loop connection on the east side of downtown with the Northbank Riverwalk and the TIAA Bank Field, Veterans Memorial Arena, and Baseball Grounds of Jacksonville sports venues.
- Provide access and recreational amenities
- Connect neighborhoods with trail

Investment

\$17,330,000 (trail design and construction only)



JTA, FDOT, US DOT PROJECT



U2C/Bay Street Innovation Corridor

Bay Street

Status

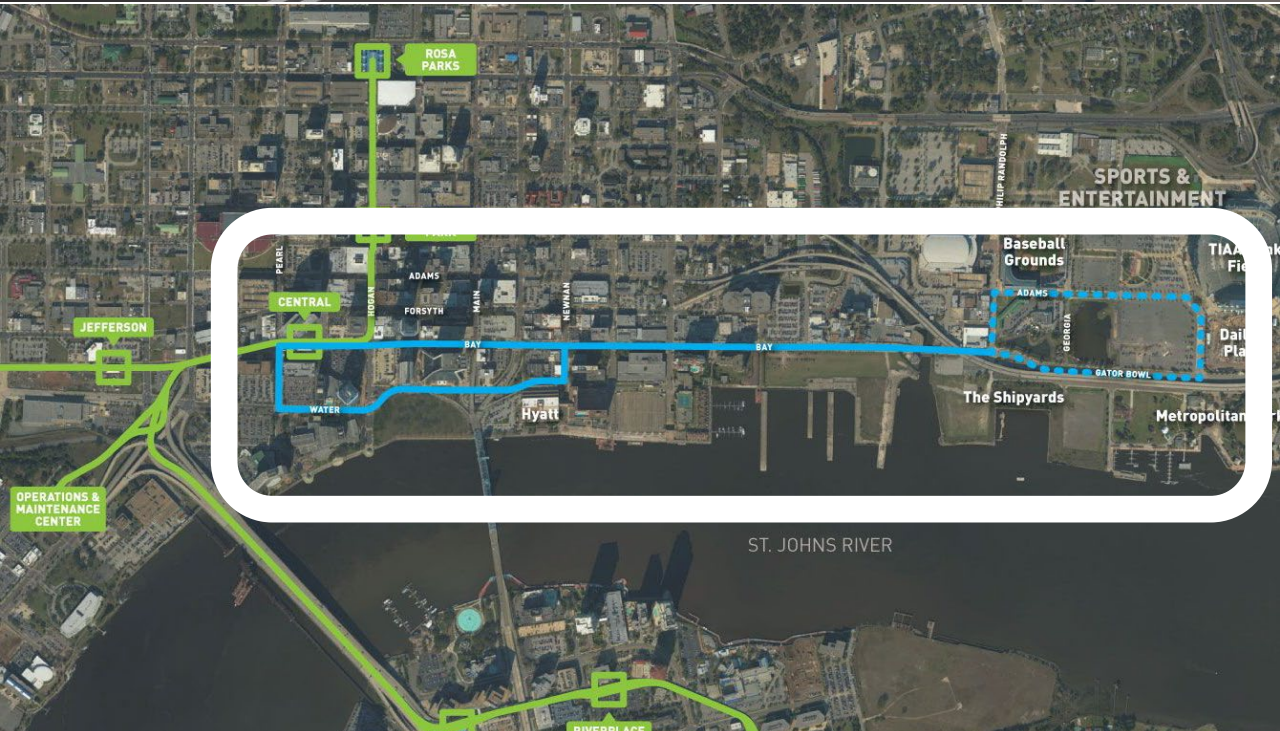
- JTA selected Balfour Beatty Vision 2 Reality (V2R) team August 2021 to design Bay Street Innovation Corridor
- Estimated commencement: 2023-2024

Scope

- This collaboration with the City, North Florida TPO, JEA and JAX Chamber will create a national model for the deployment of autonomous vehicles.
- The existing Skyway will be converted and smart technologies such as dynamic signals, connected intersections, integrated data exchange, pedestrian sensors, flood warning sensors and power consumption reduction will be installed.

Investment

\$350 million



Flagler Avenue Shared Street

Status

- **Funded for design: \$500,000**
- **Begin design this year with goal of beginning construction when RiversEdge obligation paid off next year**

Scope

CRA funded project to implement a Shared Street Project on Flagler Ave from Riverplace Blvd. to Prudential Drive and complete a public access connection to the Riverwalk over former Flagler Ave. right of way. Flagler Avenue would be an Enhanced Riverwalk Gateway that would prioritize pedestrians, reinforcing connections from downtown to the waterfront, provide more inviting entry point to the Riverwalk and generate placemaking opportunities. Recommended enhancements include wider sidewalks with enhanced pavement, vegetated bump-outs, tree canopy, street furnishings, and lighting upgrades.

Investment

Estimated cost: \$3,800,000; CRA funded \$500,000 this year and \$300,000 FY 23/24



CRA PROJECT

Southbank Riverwalk Extensions & Overland Loop (Emerald Trail)

Various Locations

Status

1. **Baptist — 100% Design Complete**
(in front of Baptist Medical; adjacent to Fuller Warren Bridge)
Estimated construction commencement 2024-2025 depending on permitting and funding.
2. **Nemours/Nira Street — Complete**
3. **San Marco Blvd to Prudential Drive — TBD**
4. **FEC Railroad Crossing at Prudential — TBD**
5. **Kings Avenue to RiversEdge — TBD**

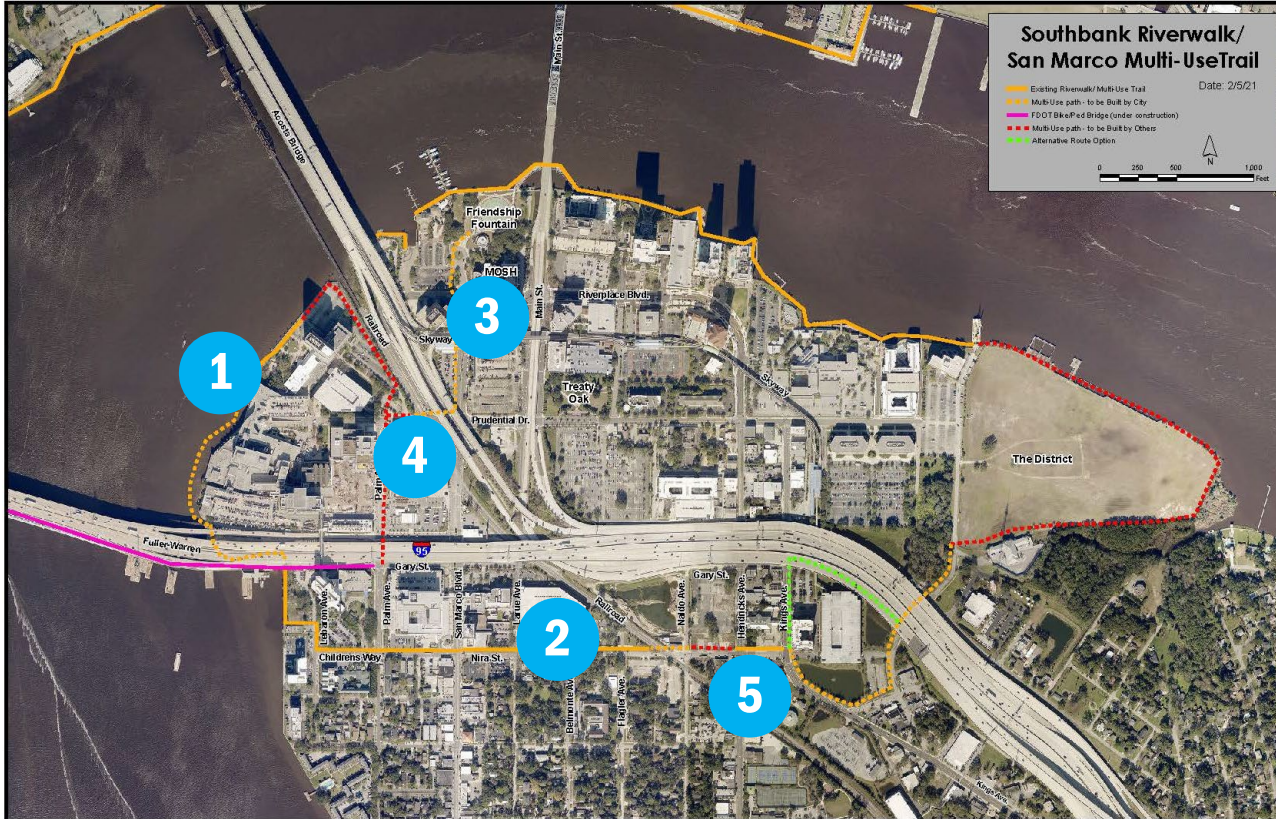
Scope

- Design and construction to extend the Southbank Riverwalk to include amenities such as pavers, benches, and other amenities.
- Complete an overland multi-use loop trail that is aesthetically integrated with the Southbank Riverwalk.

Investment

\$15,000,000 (Baptist Portion – CIP)

\$300,000 (Overland Segments of Overland Loop – CIP; additional funds required)



Programmed Segment | San Marco Connector



Southbank Riverwalk Extensions

Various Locations

Status

Multi-Use Path *(to be built by others)*

1. Southerly — Complete

(as part of The Southerly development; adjacent to Acosta Bridge)

2. RiversEdge/FKA The District — Under Construction

(work to be done by The District Community Development District and funded by the Southside Community Redevelopment Area)

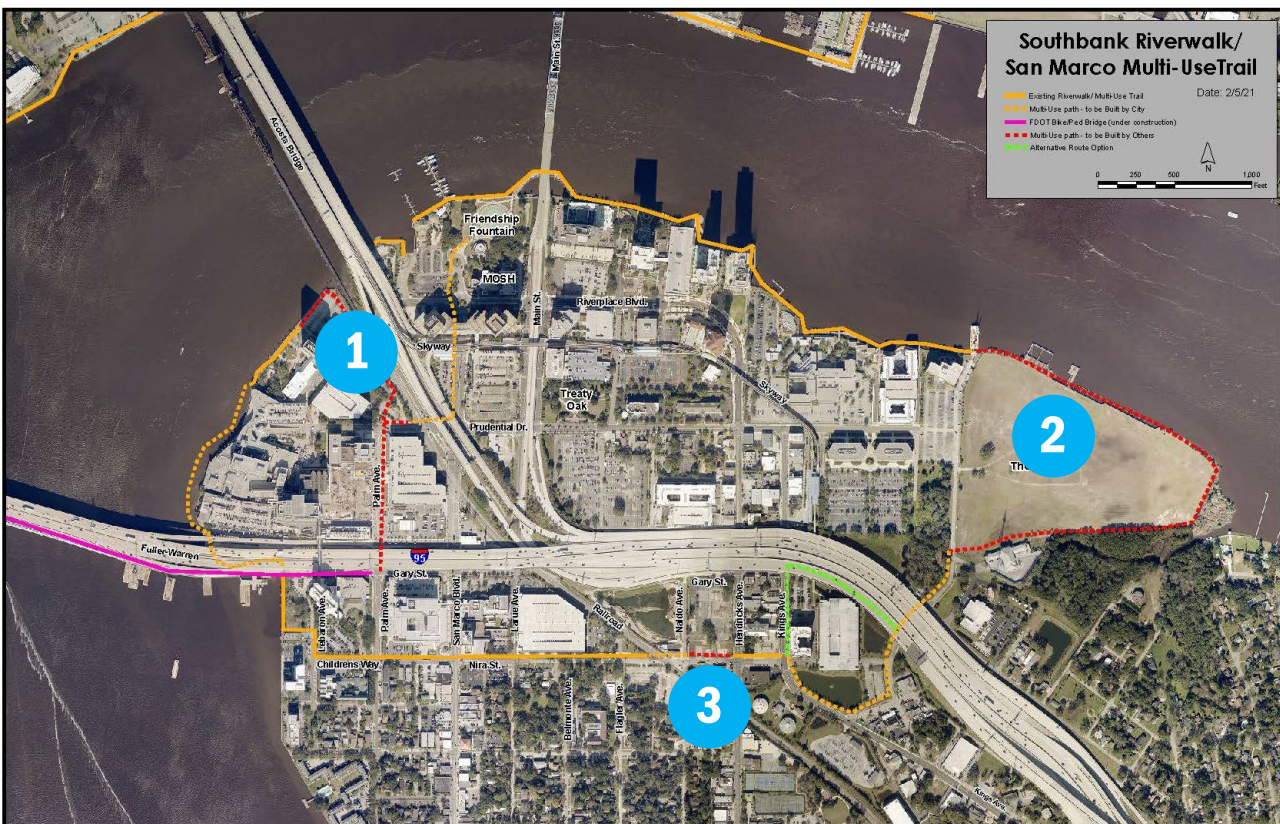
\$2.6 M Investment by the Southside CRA; \$680,000 by CDD

3. 1230 Hendricks Ave. — Complete

Riverwalk extension construction required as part of PUD terms

Scope

Design and construction to extend the Southbank Riverwalk to include amenities such as pavers, benches, and other amenities.



Challenges

1. Delays in procurement, design and construction of projects.
2. Market (and lender) demand for on-site parking despite code changes.
3. Screening and activation of dead spaces created by parking garages and surface lots.
4. Lack of will to enforce Code regarding above.
5. Local demand for free parking adjacent to destination - suburban concepts.
6. Coordination and shared vision with other agencies- throughput vs. safety and retail; pedestrians vs. cars

Challenges and successes specifically regarding bike /ped friendly development

Challenges

- a) ROW widths overall
- b) Lane widths and bus routes
- c) Underground infrastructure not confined to narrow corridors
- d) Developers and Lenders insistence on parking

Successes

- a) Shared use acceptance
- b) Two-way restoration starting
- c) New developments and tax revenue provides funds for CRA capital projects

Opportunities for public input in the development review process — public projects

1. Find an advocate on the Council or in the Administration who will share the vision and advocate for the project to be included in the CIP
2. In July, review the mayor's proposed CIP budget and advocate with Council members prior to the CIP budget hearing in August about issues with timing, funding, priority or new projects needed
3. Attend or participate in public outreach initiatives offered by FDOT, Public Works and Parks and their contractors- request to be on the lists of contacts
4. Public comment at regular DIA Board meetings and City Council

Opportunities for public input in the development review process — private projects

- The Downtown Development Review Board (DDRB) and DIA invite public comments on projects at their monthly meetings.
- Typically, projects undergo two rounds of review by the DDRB (conceptual and final), with public comments accepted at each step- this is a zoning, design and public realm review
- DDRB agendas are posted online 7 days in advance of meetings, or can be received by email by contacting the DIA and requesting to be added to the notification list

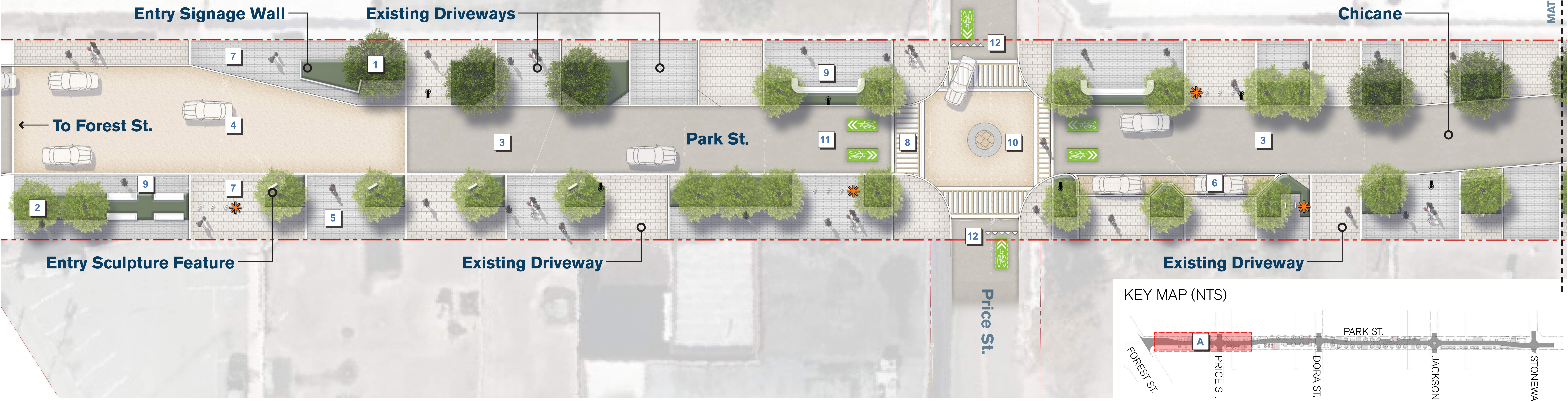
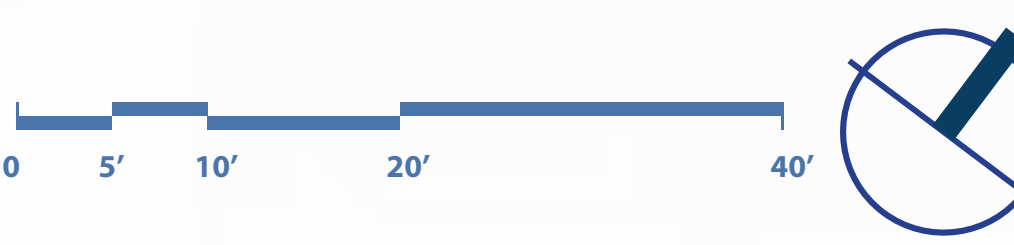
IF a project goes to DIA for an incentive, it will be noticed 7 days in advance as with DDRB; otherwise, many projects do not go to DIA for review



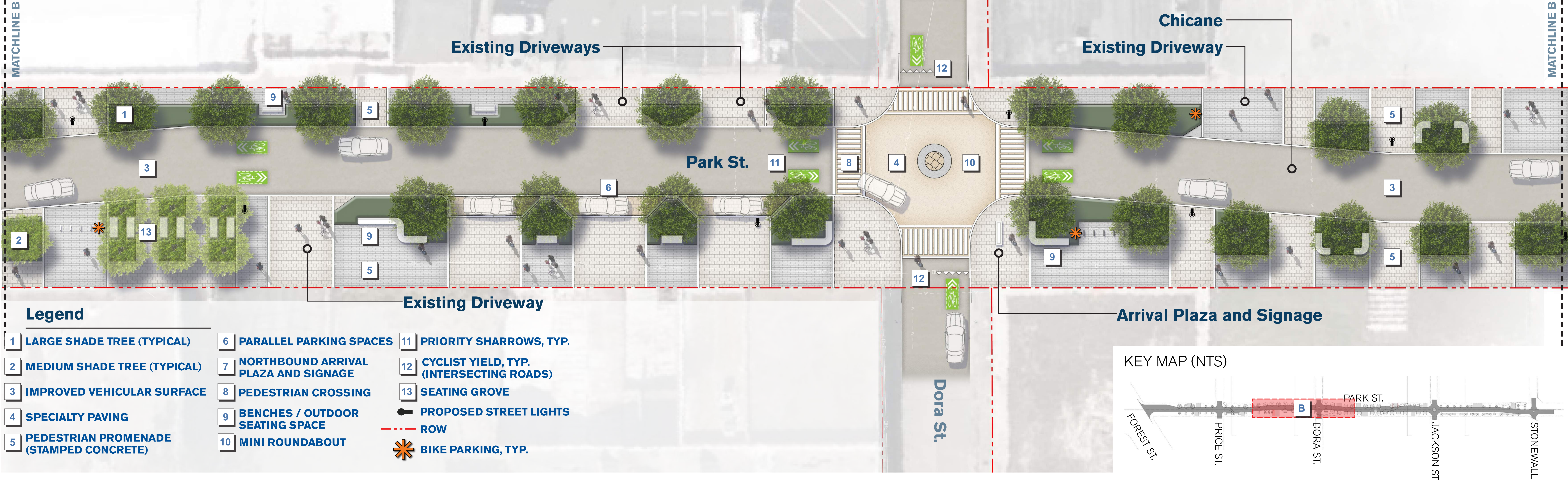
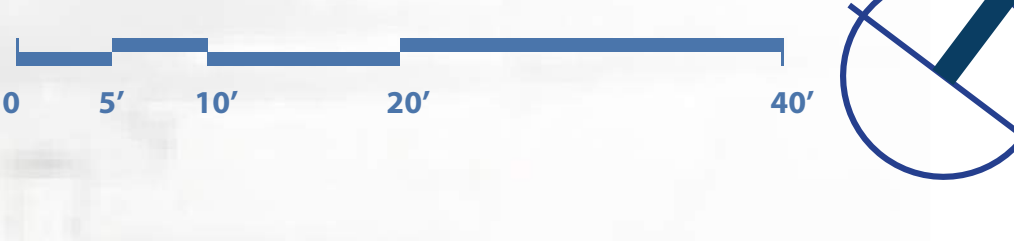
THANK YOU!

LORI BOYER, CHIEF EXECUTIVE OFFICER | 904-255-5301 | BOYERL@COJ.NET

Park Street Road Diet: Conceptual Plan Segment A



Segment B



- Legend**
- | | | |
|---|--|---|
| 1 LARGE SHADE TREE (TYPICAL) | 6 PARALLEL PARKING SPACES | 11 PRIORITY SHARROWS, TYP. |
| 2 MEDIUM SHADE TREE (TYPICAL) | 7 NORTHBOUND ARRIVAL PLAZA AND SIGNAGE | 12 CYCLIST YIELD, TYP. (INTERSECTING ROADS) |
| 3 IMPROVED VEHICULAR SURFACE | 8 PEDESTRIAN CROSSING | 13 SEATING GROVE |
| 4 SPECIALTY PAVING | 9 BENCHES / OUTDOOR SEATING SPACE | ● PROPOSED STREET LIGHTS |
| 5 PEDESTRIAN PROMENADE (STAMPED CONCRETE) | 10 MINI ROUNDABOUT | - - - ROW |
| | | ✱ BIKE PARKING, TYP. |

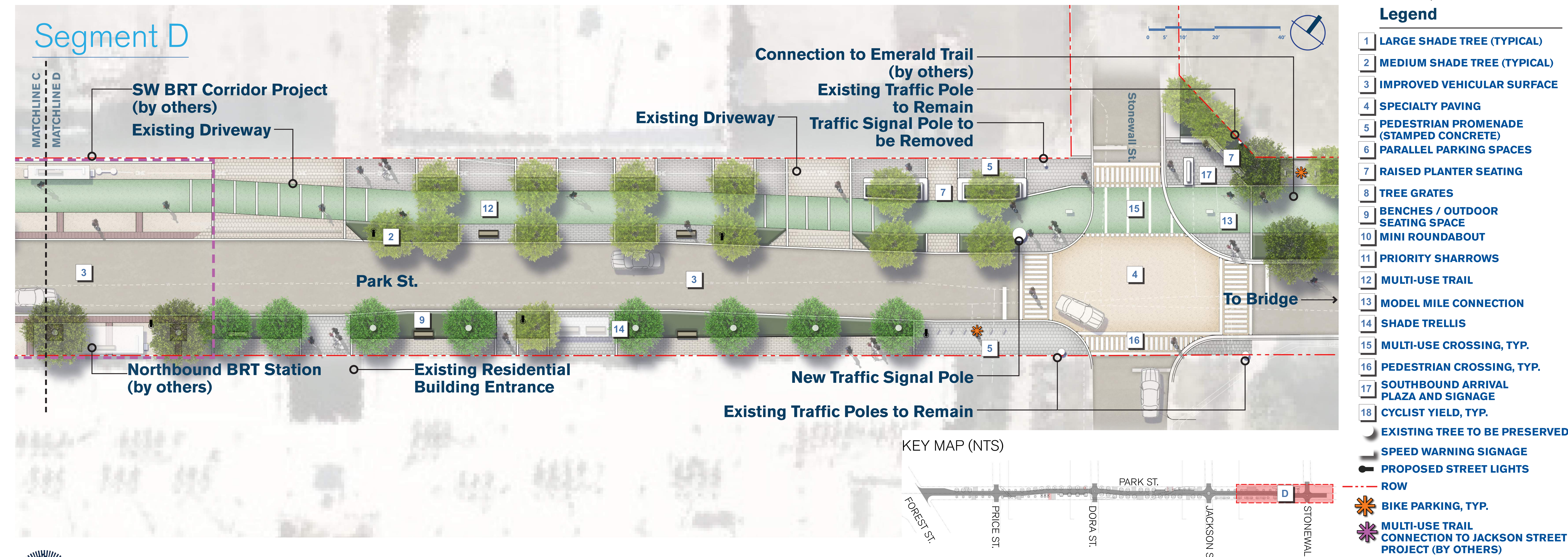


Park Street Road Diet: Conceptual Plan

Segment C



Segment D



Legend

- 1 LARGE SHADE TREE (TYPICAL)
- 2 MEDIUM SHADE TREE (TYPICAL)
- 3 IMPROVED VEHICULAR SURFACE
- 4 SPECIALTY PAVING
- 5 PEDESTRIAN PROMENADE (STAMPED CONCRETE)
- 6 PARALLEL PARKING SPACES
- 7 RAISED PLANTER SEATING
- 8 TREE GRATES
- 9 BENCHES / OUTDOOR SEATING SPACE
- 10 MINI ROUNDABOUT
- 11 PRIORITY SHARROWS
- 12 MULTI-USE TRAIL
- 13 MODEL MILE CONNECTION
- 14 SHADE TRELLIS
- 15 MULTI-USE CROSSING, TYP.
- 16 PEDESTRIAN CROSSING, TYP.
- 17 SOUTHBOUND ARRIVAL PLAZA AND SIGNAGE
- 18 CYCLIST YIELD, TYP.
- EXISTING TREE TO BE PRESERVED
- SPEED WARNING SIGNAGE
- PROPOSED STREET LIGHTS
- ROW
- BIKE PARKING, TYP.
- MULTI-USE TRAIL CONNECTION TO JACKSON STREET PROJECT (BY OTHERS)



Friday, October 27th, 11am-2pm
Saturday, October 28th, 10am-3pm



CONTACT: Julie Eck: julie.eck@hdrinc.com

James Weldon Johnson Park – Two Days!
FDOT, COJ, JTA, ProTECH DNA, bike shops, bike clubs, and more! Tons of FREE giveaway items, bike registration, helmets, lights, backpacks, coloring books, etc.

SMART GROWTH AMERICA Accepting Applications: TA for Local Champions/Advocates

- Applications are now open for a brand-new Technical Assistance (TA) program for local champions to develop the skills & knowledge needed to leverage data & storytelling to address rising pedestrian fatalities
- Building upon the SGA cornerstone resource Dangerous by Design, this program will also provide participants the opportunity to engage with the upcoming edition

The deadline to apply is at 11:59 p.m. on November 15



<https://smartgrowthamerica.org/>

On X: @SmartGrowthUSA



Smart Growth America
Improving lives by improving communities

FDOT – CARBON REDUCTION STRATEGY: WEBINAR, PUBLIC MEETING, COMMENTS

Webinar on Tuesday, October 3, 2023, at 2:00 PM to 3:00 PM

Register for the webinar:



- The Carbon Reduction Strategy Public Comment Period begins on **Monday, October 2, 2023**, & ends on **Friday, October 13, 2023**
- You can provide comments on the draft plan on website or by emailing **Planning@dot.state.fl.us**
- Please remember to submit your comments by **October 13, 2023**
- <https://www.fdot.gov/planning/policy/carbon-reduction-strategy>

The **DRAFT** Strategy:





**NEXT
MEETING**

ADJOURN

Photo Credit: Barry Cotter