

## **City Commission Special Meeting- Transportation Workshop Part 2 May 28, 2019**

All City Commissioners were present. There was no public participation. Brian Fields was in charge of the workshop and stated the theme of the evening would be to move transportation projects forward even though the sales tax increase didn't pass.

The workshop began by showing again the Transportation Master Plan which dealt with local roadways, sidewalks, bike/pedestrian trails, and FDOT county plans. First, three project maps were shared, explaining part of the Master Plan concept.

Map 1 showed Roadway and Intersection Improvements that would allow for better access, safety, mobility, and capacity for local roadway users within four identified areas:

1. The east/west connector (yellow), on SR44 from Mission Rd. (where 10<sup>th</sup> is) to Sugar Mill that will be phased in over many years where future traffic will be. Will submit a feasibility review June 11<sup>th</sup> CC meeting. It will be a good candidate for impact fees.
2. Improvement for Pioneer Tr. off the north side of SR44 (green) for east/west travel to improve safety, traffic flow, etc. This is a county roadway system, however, which makes it complicated to do, but as of yet, no particular project plan has been made.
3. City roadway improvements (red dash lines) to start at Washington (intersections of Faulkner and Orange), Magnolia, Downing, Douglas, and north Riverside. This will be funded later as the half-cent tax didn't pass.
4. DOT intersection improvement (blue dots) are on state roads. Impact fees can be used and DOT funding. Intersection improvements will include SR44 at Mission/Wallace (our highest priority), SR44 and Myrtle, US1 and Canal, US1 and Wayne, and US1 and Turnbull. One other was added, Flagler and Peninsula. Need to look at which ones will be a priority. Added to this was a signalization for Fire Station 52 (250-300,000 can get funded next year as it is ranked #6 on TPO list) and for Fire Station 50 which is under the DOT corridor study. CC can move forward and use impact fees now or wait and use other funding sources.

Mayor Owen brought up SR44 backlog from Mission to Home Depot and it was stated that our analog traffic light system will be replaced by digital to help ease traffic backup in the future. For now, we can have DOT do a study traffic flow on SR44 for timing, but it seems that even though studies have been made before, the backup problem is still not being solved; however, it can be looked at again. Mr. Fields stated, though, the intersection improvement plan will help this problem.

Some developer-funded improvements coming up will include the widening of Sugar Mill (SR44 to Coastal Woods) Glencoe and Corbin Park.

Map 2 showed actual and proposed sidewalks. Blue showed existing sidewalks and red proposed ones. Developers now need to have sidewalks on both sides of the streets. However, to get sidewalks in older areas, funding sources will be needed since sales tax didn't pass. Sidewalks that will be added will be found on Art Center Rd., South St. Copper, Ocean Ave., Pine, 2<sup>nd</sup>, 7th, Dimmick, Julia, Milford Place and S. Glencoe (developer will pay for front part). Priority will be based on volume, pedestrian needs and mobility, intersection crossing, and safety (school children).

Map 3 showed our trail system. We have two types of trails, multi-use that are 10' wide (fushia- solid done, dash- proposed) and bike paths that are 6-10' wide (green- solid done, dash-proposed). Nancy Maddox took over and talked about our two-trail project studies as part of the Sun Trail system:

- River-to-Sea Regional Trail (DOT funded- going from 10<sup>th</sup> to SR44 (coming out at Myrtle) which will also connect to Edgewater Trail. Construction documents are 60% done, and trail is slated to be completed in 2021.
- PDand E study- going from SR44 to South Daytona will be presented in August, but city staff is not happy with it so will be requesting a new route.

Mr. Fields gave an update on bridge replacement. Barracuda bridge (between Quay Assisi and The Middle Way) with construction in 2022 and 5<sup>th</sup> St. bridge replacement (over the Yacht Club cut) with construction in 2021. The proper extensions extending to Quay Assisi or North Causeway would have to be funded by us. Both will have public meetings before they proceed. Both are DOT funded with 25% city match.

Pedestrian enhanced warning crosswalk signs were brought up with additional on Saxon, Atlantic, Airport Rd., and finally Canal and Myrtle for unsignalized intersections. However, these areas must have sidewalk areas. They cost \$7500 each and we should budget 45, 000 next year for more.

Faith Miller was last on the agenda, speaking about street resurfacing for the next six years which will have to be approved by the City Commission. Infrastructure Management System (IMS) performed a pavement condition survey of **all** of our paved roads, deciding when they should be resurfaced based upon Pavement Condition Index (PCI) where 65% is considered the minimum. Current budget is \$250,000 and twelve streets will be resurfaced this year, and next year \$500,000 will be requested per staff (400,000 for resurfacing and \$100,000 for restriping) to do more. Commissioner Mc Guirk stated he gets many complaints about our roads and want to increase the budget to get them fixed so we don't get further behind. Mayor Owen agreed that we don't want to get further behind and will have to address a major funding plan in the future as we cannot use impact fees. Discussion about different resurfacing techniques followed.

A transportation impact fee study was discussed. Mr. Fields stated that in the last workshop two methods were looked at, and it was decided to use the consumption-based methodology, but we will be collecting more traffic data to determine the correct adjustment factor. The final draft will be done in June, and the new rate would go in to effect in August.

The final topic was River-to-Sea Transportation Planning Organization (TPO). Not only was Jason McGuirk chosen to be the incoming 1<sup>st</sup> Vice Chairperson which will be important to our city, but also other community members were chosen to be on TPO committees. Kudos to us!

Not on the agenda was the Flagler Ave. parking study that was done in mid-May from noon to nine on a Friday and Saturday which included all zones, and is now being analyzed and will be presented to the CC in June. Another study may be conducted in July as parking is a major problem in surrounding areas. Commissioner Kolody brought up that we truly do need a better digital sign messaging system that will tell people coming here when the beach and parking lots are full. Mayor Owen concurred especially in re-routing visitors as did Commissioner Sachs.

The full meeting with slides and be found at

[https://www.youtube.com/watch?v=5ByL2\\_OKKdA&t=532s](https://www.youtube.com/watch?v=5ByL2_OKKdA&t=532s)