

**ORMOND BEACH CITY COMMISSION MEETING
HELD AT CITY HALL COMMISSION CHAMBERS
October 19, 2009 7:00 p.m.**

Present were: Mayor Fred Costello, Commissioners Lori Gillooly, Troy Kent, Ed Kelley, and Bill Partington, City Manager Joyce Shanahan, Assistant City Manager Ted MacLeod, City Attorney Randy Hayes, and City Clerk Veronica Patterson.

A G E N D A

- 1) Meeting call to order by Mayor Costello.
- 2) John Anderson Drive Roadway Improvements
- 3) Close the Meeting.

Item #1 – Meeting Call to Order

Mayor Costello called the meeting to order at 7:03 p.m.

Item #2 – John Anderson Drive Roadway Improvements

Mayor Costello commented that 43 people had completed cards requesting to speak, and everyone would have an opportunity to speak. The Mayor explained that first the City Engineer would present a brief history of the issue and the options for consideration.

City Engineer John Noble stated initially in 2006-2007, John Anderson was listed as a capital improvement project, and a corridor study was performed, followed by a public meeting to discuss two-way options with a multi-use trail of varying widths, resurfacing the road, and stormwater drainage improvements. He stated it had been determined that several key issues existed among the residents: (1) sidewalks and/or bike paths; (2) tree impact; (3) speed was a problem; and (4) underground utilities. He summarized the 2007 decision was two-way traffic for John Anderson Drive with 10 foot travel lanes, including a high back curb and a 5 foot sidewalk; but to evaluate a one-way traffic option for John Anderson. He stated the May storms with subsequent flooding resulted in the need for capital improvements to resolve the drainage issues; this year's capital improvement projects include design of John Anderson improvements and construction in FY 2010-2011.

Shawn Collins, Ghyabi and Associates, Inc., stated they were asked to conduct a traffic study for a one-way operation on John Anderson Drive to include pedestrian and bicycle facilities, as well as any necessary drainage improvements. He stated the study area was bound on the west side with John Anderson Drive, the north and east by Halifax Drive, and the south by Granada Boulevard. He explained the study showed that currently, a good level of service existed, represented by the depiction of traffic in motion. He stated several options were considered due to the current level of service: 1A being one-way northbound traffic; 1B two-way traffic up to the entrance of Fortunato Park and north to Orchard Lane; and 1C one-way northbound north of Neptune and south. Mr. Collins stated one-way southbound on John Anderson Drive was not feasible due to additional left turn lane requirements on Halifax Drive which would result in the necessity of acquiring property at the intersection of Granada Boulevard and Halifax Drive. He stated the one-way northbound alternative would require new striping for lane sharing at Halifax Drive and Granada Boulevard, along with new mast arms and new signal heads, referred to as alternative 1B.

Mark Veenstra, McKim & Creed, stated based on the traffic study, several design alternatives for one-way northbound traffic were considered, taking into account utilization of the right-of-way on John Anderson Drive, as well as, potential tree impacts. He stated based on the information, two design alternatives for one-way traffic northbound on John Anderson were prepared, along with the 2007 recommendation for two-way traffic on John Anderson Drive for further consideration. He stated alternative 1B(1) included two-way traffic from Granada Boulevard to Orchard Lane, one-way traffic from Orchard Lane to North Halifax Drive, with features such as 10 foot vehicular lane, 8 foot multi-use trail on the east side of John Anderson Drive, and a landscaped grass stormwater swale to separate vehicular and pedestrian traffic while facilitating collection and treatment of the runoff to empty into the Halifax River. He stated flood prone areas outside of the right-of-way could be connected to the outflow, while removing one hardwood and one palm and potentially impacting nine hardwoods and thirty palms. Mr. Veenstra stated all possible modifications would be made to save trees. He stated the difference of alternative 1B(2) was a 10 ft wide multi-use trail, which was more in line with Florida Department of Transportation design standards, but resulting in a higher tree impact. He stated a traffic circle would allow access to Orchard Lane and Fortunato Park with a mountable

median to accommodate large vehicles. He stated the final alternative from the 2007 discussions would be two-way traffic from Granada Boulevard north to the city limits, with a 5 foot sidewalk, and a 20 foot roadway with curb and gutter, the roadway shifting to avoid tree impact. He stated the costs were similar at \$6.1 million for alternative 1B(1); \$6.2 million for alternative 1B(2); and the 2007 two-way traffic alternative at \$7.1 million. He reported placing the franchise utilities underground would provide a cost sharing of 10% from Florida Power & Light, with a project cost of around \$2.2 million; the per home cost would be \$18,800 per home and \$3,000 per home for the service connect. He stated the City could pay the costs upfront but establishing a special assessment district.

Mayor Costello explained the meeting would be opened for public comments and asked everyone to be brief due to the large number of requests to speak. He stated there were three alternatives under consideration: (1) two-way traffic with a 5 foot sidewalk/bike trail; (2) two-way without a sidewalk/bike trail; or (3) one-way traffic northbound with a sidewalk/bike trail on John Anderson Drive. The Mayor stated the underground utilities were not an issue at this time because the City would survey the residents impacted.

Worley Pruett, 129 Seminole Ave., stated he was opposed to the one-way option. He stated it needed to be two-way traffic with no sidewalk/bike trail.

Dr. Robert Merrell, 599 John Anderson, stated he had lived on John Anderson for 42 years and favored a two-way road with a narrow sidewalk. He expressed concerns about safety issues on John Anderson. He suggested the power poles were too close to the road and needed red reflectors on them; he requested a double blinker signal at each end of the dangerous area in front of his home one mile north of Granada Boulevard; and a danger sign at the intersection of John Anderson Drive and Halifax Drive.

Lou Lumaghi, 1 Cliffside Drive, stated a year ago he suggested information should have been sent to the impacted citizens with a postcard response, making this meeting unnecessary.

Billie Barker, 947 North Halifax Drive, stated she was in favor of two-way traffic on John Anderson because of the speeding on Halifax Drive, and she stated Halifax Drive could not handle any more traffic.

Nick Giove, 960 North Halifax Drive, stated Halifax Drive had a lot of speeding cars, and one way on John Anderson would increase the traffic on Halifax Drive. He suggested if the City set up traffic control on Halifax Drive, the entire City budget could be balanced.

Tom Russell, 14 Tanglewood Circle, supported Option 3, and stated it would be an unfair advantage for John Anderson residents and a disadvantage for the residents on Halifax Drive.

Betsy Russell, 14 Tanglewood Circle, stated opposition for one-way traffic on John Anderson, and stated it would not make a better community. She expressed concerns about safety issues, and therefore, favored two-way traffic on John Anderson.

Dave Newbauer, 487 John Anderson Drive, stated the four baseline issues were: fix the flooding, control speeding, underground utilities, and sidewalks on two-way traffic.

Ed Conner, 1010 John Anderson Drive, agreed with Mr. Newbauer on underground utilities, sidewalks, stormwater improvements, and improved safety relative to the power poles close to the road.

Caroline DeRensis, 3129 John Anderson Drive, stated John Anderson was for everyone, and favored two-way traffic on John Anderson.

Ernest Hickman, 3128 John Anderson Drive, proposed the entire project be postponed until better economic times, and any money in the budget for the project be returned to taxpayers.

Marsha Godtfredsen, One John Anderson Drive, manager of the Ormond Heritage, expressed concerns of the residents at Ormond Heritage regarding the traffic circle due to the noise level at the intersection and the doubled traffic at the turnaround. She stated the southern portion of Orchard Lane was owned and maintained by Ormond Heritage, and the increased traffic would be an added financial burden to Ormond Heritage resident. She stated any sidewalk would be placed abutting the northern wall of the Ormond Heritage, increasing the noise level and eliminating any landscaping.

George Pappas, 39 Neptune Avenue, stated one-way traffic on John Anderson would destroy the quality of life for his family and everyone who lived on the connecting roads, plus Halifax

Drive. He stated there were 27 homes between Riverwood and Royal Palm on John Anderson Drive, impacting all the homes on the connecting roads by adding thousands of car trips, causing increased difficulty to homeowners when backing out of their driveways. He stated that one-way traffic on John Anderson Drive would benefit the few at the expense of many. He stated sidewalks would be good, but he favored two-way with no sidewalks over one-way traffic.

John McLeish, 671 Buena Vista Avenue, stated the economic conditions were different now with a lot of foreclosures in the area; there was no money for this project. He stated that external funding was still money out of taxpayers' pockets.

Rita Press, 875 Wilmette Avenue, expressed opposition to one-way traffic on John Anderson Drive for the following reasons: as a collector road, and with future forecasts of increased population, eliminating one lane would be shortsighted and dangerous in an evaluation of the peninsula; signage and barriers would have to be constructed on all of the roads leading onto John Anderson, an expensive and unsightly addition; school buses would have to be rerouted; bus stops would change; fire/emergency vehicles would be impacted, adding to response times; and it was ironic, with national focus on energy efficiency, a local government would consider a situation that would increase fuel usage. She suggested the Commission discard the one-way proposal for good and concentrate on capital improvements needed on John Anderson.

Nancy Lohman, 1210 John Anderson, stated sidewalks or a multi-use trail would provide access to the bridge and Fortunato Park without having to drive and park a car. She stated there were safety issues with no sidewalks, and it was dangerous to walk or ride on John Anderson.

Bob Morrison, 137 Windward Circle, stated he could not think of any reason to change John Anderson, other than drainage or flooding improvements.

Angel Chester, 187 Oak Grove, stated she opposed one-way traffic on John Anderson due to decreased response times from fire and emergency vehicles. She stated drainage improvements were needed, but sidewalks did not matter to her.

Brooks Tomblin, 406 North Halifax Drive, stated traffic was already an issue on Halifax, and he was concerned about the bus stops. He stated it was wrong to take his tax dollars to decrease his property values while increasing property values on John Anderson by making it one-way.

Marvin Miller, 40 Riverside Drive, stated "it ain't broken." He stated the Commission was adding to property taxes with these projects, which were not needed. He predicted a drop in property tax revenue next year, requested the Commission stop spending on new projects, and requested no new taxes.

Mark Edwards, 115 Squirrel Drive, stated he was building a home on John Anderson Drive, and had previously lived on John Anderson. He spoke to safety issues due to traffic accidents, and stated John Anderson needed sidewalks, underground utilities and stormwater improvements.

Sam Cromartie, 236 John Anderson, stated the John Anderson residents would not benefit, and asked the Commission, "please don't spend \$6.1 million to fix something that ain't broke."

Debbie Rotstein, 1085 John Anderson, stated she lived in the last house within the city limits, and the sidewalks would end at the city limits. She stated she proposed not spending any more money than necessary, and do only what had to be done.

Sherry Gailey, 636 John Anderson, requested sidewalks for safety reasons. She stated John Anderson was broken and unsafe. She stated she used Halifax Drive because John Anderson was too dangerous, and one-way would benefit the entire community. She stated underground utilities and drainage improvements were also important.

Sang Roberson, 19 Orchard Lane, stated she had lived on John Anderson twice. She stated about 20 years ago, her 14 year old daughter was hit by a speeding vehicle while riding her bicycle on John Anderson; therefore, she favored one-way traffic, but mainly to provide a safe place for pedestrians.

Bob Renforth, 97 S. Ridgewood Avenue, favored two way traffic with a sidewalk.

Wes Fink, 639 John Anderson Drive, stated that John Anderson was not that dangerous, and he opposed one-way traffic. He stated he would not trade one tree for a concrete sidewalk, and begged the Commission to consider the recession and not spend money.

John Petros, 127 Treasure Lane, expressed opposition to one way on John Anderson, because it would decrease property values on Halifax Drive due to the increased traffic. He stated a sidewalk and drainage improvements were needed on John Anderson.

Dominic Morgese, 97 Treasure Lane, commended the constituency for the display of common sense in opposing one way traffic on John Anderson.

Steven Serack, 1031 John Anderson, stated the traffic was not that bad, but one way traffic would slow down traffic, and would not change property values.

Randall Halter, 110 Essex Drive, stated he had been driving on John Anderson for 20 years and did not need to change it. He stated there were drainage problems, but a sidewalk would require taking of property. He suggested saving the money.

David Ferguson, 518 North Halifax, stated he opposed one way on John Anderson. He stated that from a safety issue, the speed limit should be enforced.

Charles Coleman, 305 John Anderson, stated he raised three sons living on John Anderson, and it was possible live on John Anderson for 23 years without sidewalks. He stated his first choice was to repave and more on; and there was some flooding but no significant drainage problem. He stated his second choice would be two way traffic without a sidewalk; and his last choice would be two way with a sidewalk. He expressed concern about how it would look after the second or third alternatives were complete, because trees would die, and John Anderson would forever change.

Phil Lohman, 945 John Anderson, stated he had lived on John Anderson for 23 years, and the big issue was speeding, and there needed to be police presence. He stated there would not be a lot of pedestrian traffic, but people deserved sidewalks. He suggested the City make the sidewalks narrow and keep costs down because the bicycles could use Halifax, where the bicycle lane existed. He stated the heavy truck through traffic should be restricted from John Anderson because it was not built for heavy trucks.

Gene Dalzell, 17 Cameo Circle, called this project a “crocus” because it popped up every spring. He stated it’s time had not come, and the money should be spent on beach property.

Mayor Costello called for a recess for five minutes.

Mayor Costello reconvened the meeting at 8:52 p.m. and asked each Commissioner to make their comments.

Commissioner Gillooly asked that Glen Kaplan be allowed to speak.

Glenn Kaplan, 289 John Anderson, stated he favored one-way traffic, but the key issue was sidewalks for safety. He stated John Anderson was dangerous due to the speeding cars, and his family had been endangered while on the way to use the sidewalk on Halifax.

Commissioner Gillooly explained the project was proposed now because the infrastructure was due for upgrades, and despite the economic issues, delaying would only increase the cost in the future. She stated stormwater drainage was a problem, and some residents experienced consistent problems with flooding; therefore, the Mayor suggested that since the road needed to be torn up, why not explore all possibilities, such as sidewalks. She stated she did not agree with one-way traffic on John Anderson. She stated she was in favor of sidewalks, which approximately 75% of citizens were for sidewalks. She stated the safety issue might need an increase in the police presence on John Anderson to control speeding. She asked John Noble to explain the increase in the cost estimate from \$4.6 million to \$7.1 million, since 2006.

The Acting City Engineer discussed the cost comparison table in the packet, showing additional landscaping and decorative lighting, plus improvements to Halifax Drive for a bicycle lane, which were not in the 2007 cost analysis.

Mayor Costello suggested the Commission consider which option, then consider the costs for the option chosen.

Commissioner Gillooly asked if a simply designed sidewalk, such as a shell, could be used.

Acting City Engineer John noble stated that the Americans with Disabilities Act specified requirements for public sidewalks, and a shell sidewalk would cost more in the long run due to maintenance costs of a non-pervious surface.

Commissioner Gillooly asked for confirmation that two-way traffic with a sidewalk would be constructed using the current right-of-way; whereby, Mr. Noble advised there were two cases where construction of the sidewalk might need to go outside of the right-of-way in order to save trees; this would be resolved in the final design.

Commissioner Gillooly stated she was in favor of two-way traffic with a sidewalk.

Commissioner Kent stated, “the people have spoken,” and tonight was an example of what the community could do by coming out and making their opinions heard. He stated the City had an opportunity once in fifty years to get John Anderson Drive right, and John Anderson should have a sidewalk, because it was safer. He stated he did not want to cut down trees, but safety trumped trees and always would. He stated he would not walk or ride a bicycle on John Anderson; he used Halifax. He expressed support for two-way traffic with a sidewalk, without the decorative lighting.

Commissioner Kelley agreed with what had been said by Commissioner Gillooly and Commissioner Kent with an exception. He stated in 2005, the sidewalk plan was established to provide every area in the City to have sidewalks; therefore, John Anderson should have sidewalks due to the need for safety and drainage. He stated he hoped the City would qualify for a second round of stimulus money from the Federal government for this project, if the project was shovel ready. He stated the Commission was responsible for updating the infrastructure, and if the street was built by current standards, it would be mandatory to provide a sidewalk. He stated the underground utilities were to be paid for by the property owners, if they so chose.

Commissioner Partington stated he was in favor of two-way traffic with a five foot sidewalk.

Mayor Costello stated it was unanimous for two-way traffic with a five foot sidewalk. He stated the Hand Ave project was moved forward in the budget due to serious drainage issues, and John Anderson was second. He explained the City was seeking grants for funding for the Hand Avenue project, but the project may require all the funds budgeted for capital improvements; hence John Anderson construction might have to wait, but the project would be ready when funds were available.

Commissioner Gillooly moved, seconded by Commissioner Kent, for approval of a two way street with a five foot sidewalk on John Anderson Drive.

Mayor Costello suggested the decorative lighting and landscaping be removed unless grant funds could cover those costs.

The Acting City Engineer confirmed any grant opportunities were being explored. He asked the Commission to consider varying the width of the sidewalk to conform to area available in the right-of-way.

City Manager Shanahan suggested allowing staff to discuss the options, and bring the best option to the Commission.

Call Vote:	Commissioner Gillooly	Yes
	Commissioner Kent	Yes
	Commissioner Kelley	Yes
	Commissioner Partington	Yes
Carried.	Mayor Costello	Yes

Item #3 – Close the Meeting.

The meeting was adjourned at 9:34 p.m.

APPROVED: _____ November 3, 2009

BY: _____
Fred Costello, Mayor

ATTEST:

Veronica Patterson, City Clerk