

**MINUTES
CITY OF ORMOND BEACH
CITY COMMISSION
TRANSPORTATION UPDATE WORKSHOP**

May 15, 2018

5:30 p.m.

City Commission Conference Room

I. CALL TO ORDER

Mayor Bill Partington called the meeting to order at 5:33 p.m.

Present were Mayor Bill Partington, Commissioners Dwight Selby, Troy Kent, Rick Boehm, and Rob Littleton, City Manager Joyce Shanahan, City Attorney Randy Hayes, Deputy City Engineer Shawn Finley, and Public Works Director Gabe Menendez.

II. TRANSPORTATION UPDATE

Ms. Joyce Shanahan, City Manager, apologized for getting the materials out late as they wanted the most updated information in the presentation. She stated there had been a River to Sea Transportation Planning Organization (TPO) meeting that day at 3:00 p.m. and Deputy City Engineer Shawn Finley had revised the information since the meeting. She noted that Mr. Finley handled most of the transportation planning and would be giving the presentation.

Mr. Shawn Finley, Deputy City Engineer, stated that the city had recently engaged the services of a new legislative liaison, Mr. Jim Boxold with Capital City Consulting, in addition to Mr. Doug Bell. He stated that Mr. Boxold was known as the man to speak with on transportation issues in the state of Florida, being that he knew the people involved and was on the cusp of current issues. He noted that Mr. Boxold previously worked as a cabinet aide to Governor Jeb Bush and to Agriculture Secretary Adam Putnam, and was the Secretary for the Florida Department of Transportation (FDOT) from 2014 to 2017.

Mr. Finley stated that the City of Ormond Beach's priorities fell into three categories: safety, capacity, and efficiency. He noted that Atlantic Avenue (A1A) pedestrian safety and the I-95/US 1 interchange were high priority under safety; that the US 1/Broadway Avenue intersection improvements and the Hand Avenue extension were high priority under capacity; and the Granada Boulevard (S.R. 40) adaptive signalization was a high priority under efficiency.

Mr. Finley stated that staff and Mayor Partington met with FDOT Secretary Steve Martin the prior September and a request was submitted to do a corridor study of A1A. He noted that there were large distances on A1A that did not have safe areas for pedestrians to cross. He stated that the focus area was the south peninsula, from Granada Boulevard to Cardinal Drive, and that it was a five lane undivided roadway without pedestrian crossings and five beach access points. He stated the installation of the Rectangular Rapid Flash Beacon (RRFB) at Andy Romano Beachfront Park was a slight relief and that RRFBs were being used more and more. He stated there had been a slight holdup due to a pending lawsuit regarding the patent, not the device itself but the blinking pattern, but that the issue had since been resolved in the prior month and RRFBs were allowed to be installed again.

Commissioner Selby asked if they would include the north peninsula as well.

Mr. Finley stated that the city asked FDOT to review that area, and believed they were doing a study on it, but had not gotten feedback at that time and would know more once they did.

Ms. Shanahan stated that the city had listed both areas, including the Grind Gastropub and Andy Romano Beachfront Park. She stated that the two RRFBs for those locations were put in place before the patent issue was uncovered, and she was waiting to hear about the other locations where the RRFBs were originally requested.

Commissioner Selby stated that it should be easy for FDOT since they were not discussing a lot of money. He noted that the TPO discussed A1A as being one of the most dangerous pedestrian roads in the country.

Mr. Finley thought that other cities putting emphasis on A1A would help the momentum in Ormond Beach, since they were not the only ones addressing it. He stated that he spoke with Ms. Anna Taylor, legislative aide, and she mentioned that communities from Flagler Beach in St. John's County south to Brevard County were asking for help with A1A. He thought that would work in Ormond Beach's favor. He noted that the installed RRFB at Andy Romano Beachfront Park was funded through the FDOT Pushbutton Program and the city was working with the legislative liaison to get the others funded through that program also.

Ms. Shanahan noted that electricity already in the areas of the Grind Gastropub and Andy Romano Beachfront Park helped expedite the RRFBs that were installed. She explained they knew the other RRFBs were the main priority and were working on it.

Commissioner Kent stated that it was his understanding that FDOT had money for safety projects and that it was important to remind everyone that Ormond Beach had been left out in the past. He noted it was time for them to get their fair share and safety was a real concern at all the locations listed. He stated that he and Commissioner Selby represented the beachside areas, and was glad they were addressing the issue. He stated that RRFBs were installed in other parts of Florida, especially the west coast where they were located everywhere.

Mr. Finley stated that he shared a graphic with FDOT of Gulf Boulevard in Pinellas County, noting there were 64 RRFBs in a 16 mile span there. He noted that was about the spacing of the city's beach accesses in the focus area. He stated he wanted to help get them to think outside the box since Ormond Beach's district was not as progressive as others.

Ms. Shanahan confirmed there had been a number of fatalities on A1A south of Granada Boulevard and maybe one on A1A north. She emphasized the city was pressing upon FDOT the safety aspect of the issue.

Mayor Partington asked if Ormond Beach was asking for a light version of what the west coast had; whereby, Mr. Finley stated that was correct.

Commissioner Boehm asked if any of it, including fatalities, had an impact on their friends in Deland who did not seem to think that Ormond Beach existed. He stated that

everyone in the county should be involved in the issue and that it was a fact that the county was not involved. He noted that they built beachfront parking across a four lane undivided highway with no crosswalks or RRFBs, and expected individuals to use it. He wondered why the city installed the RRFB at Andy Romano Beachfront Park instead of Volusia County, noting that it was their beach access approach. He stated that in his opinion they should be at the table also.

Ms. Shanahan stated that she did not disagree with that. She noted that the county was part of the East Volusia Traffic Safety Council and were aware of the issues at the staff level.

Commissioner Boehm wondered again why Ormond Beach was initiating RRFBs when the county should be involved in some way and leading the initiative. He noted that the fatalities involved a road that they maintained; whereby, Ms. Shanahan clarified that A1A was a state road.

Commissioner Boehm stated that the beach access and parking was the county's responsibility and that they should be pestering the state about putting something across the road for their parking and access.

Mayor Partington stated that Ormond Beach was going to be more aggressive in getting issues taken care of and that Deland would know who they were. He stated they should be vocal, aggressive, and support Commissioner Selby at the TPO meetings.

Commissioner Boehm noted that Ormond Beach was also taking the charge on the Hand Avenue extension. He noted that they had been saying that the I-95/US 1 interchange was the gateway to Volusia County and that it should be fixed up and made into a better interchange. He wondered if anyone from the county was saying the same thing; whereby, Mayor Partington stated that they were since the changes made in the prior year.

Commissioner Boehm stated that he was frustrated, since at the least, Volusia County should be partnering with Ormond Beach on the issues that involved them.

Commissioner Selby stated that by Ormond Beach taking the lead, it gave the county the opportunity to come alongside; whereby, Commissioner Boehm hoped they would do so.

Mr. Finley stated that the FDOT consultant had turned in a draft of the A1A corridor study. He noted that FDOT directed them to do more field investigation and he believed it would help to justify things they wanted to see happen. He noted that even though he had not seen any results at that time, he was optimistic about them.

Mayor Partington stated that multiple residents had asked for the safety updates and multiple times he had seen the RRFB work well at night by the Grind Gastropub and Andy Romano Beachfront Park.

Mr. Finley shared emails with FDOT that were from residents about A1A and involved the area around the Rockefeller Off Beach Parking lot. He hoped that would assist with them giving consideration to what the city was requesting.

Commissioner Kent stated that of all the things discussed that night, safety was number one in Ormond Beach and the residents deserved to cross A1A or Granada Boulevard in a safe manner.

Mr. Finley stated there were two traffic signals south of Granada Boulevard on A1A at the current time, noting they were at Cardinal Drive and Harvard Drive. He stated the old strain wires would be replaced with mast arms and the project was fully funded. He stated that he had received the second draft of design plans, he would provide feedback, and construction would happen the next fiscal year starting in July of 2019. He noted that the construction would include pedestrian and Americans with Disabilities Act (ADA) upgrades at both locations.

Mr. Finley stated the I-95/US 1 interchange modification report had been completed in October 2017 and included two concepts, a partial cloverleaf and a diverging diamond. He noted that one could visit YouTube and see videos on details of the concepts. He stated that a diverging diamond was newer and interesting, originally having been done in Europe but was starting to appear in the United States, including Florida. He stated the I-95/US 1 interchange was near the top on the TPO's long range plan and that it was above the I-95/LPGA Boulevard and I-95/Pioneer Trail interchanges. He stated that it needed more right-of-way (ROW) than the other interchanges and was more challenging. He would make sure the legislative liaison ensured that Ormond Beach was not forgotten. He explained the I-95/US 1 interchange looked the same as it had 40 years prior, when visiting the area with family before moving there. He noted that it was part of President Dwight D. Eisenhower's plan, having been designed in the 1960s and built in the 1970s. He stated that he wanted to make sure to push FDOT for accelerated funding for the design, that he was working to get TPO support, and for FDOT to proceed with the updates.

Mayor Partington asked if the \$28,000,000 listed in the presentation included the cost of the ROW; whereby, Mr. Finley stated that he did not think that it did.

Mayor Partington noted that President Eisenhower was brilliant at the time to create a transportation system for the entire country that was amazing. He hoped Mr. Finley would protect the history of that interchange with photos, but agreed that it was outdated and needed to be updated.

Ms. Shanahan stated that she was concerned they were only looking to modify the interchange, not expand it. She noted that a conversation she wanted to have was for a full redesign and not try to make it work with a modification.

Mayor Partington stated that \$28,000,000 seemed more affordable than what he was expecting. He stated that he thought it would be \$250,000,000, but maybe that was for the full redesign.

Mr. Finley stated that the US 1/Broadway Avenue intersection had become really important the prior few months with Security First coming as part of the Ormond Crossings project. He showed a diagram of what South Broadway Avenue would look like at the same time next year with one left turn lane, one through and left turn lane, and one right turn lane. He stated that when Zev Cohen and Associates, engineers for the developer of Ormond Crossings, submitted driveway connection permitting to FDOT, they were given a request for further information and they asked about making the median on US 1 directionally controlled.

Mayor Partington checked with the Commission to make sure they knew where that intersection was located, noting that the RaceTrac gas station was located on the upper left corner and McDonald's on the lower left of the diagram shown.

Mr. Finley stated that the US 1/Broadway Avenue intersection had become a challenge. He noted that leaving Broadway Avenue currently was a challenge and there were not 500 new employees driving that road at the time. He stated there was a lot of traffic traveling west and east on US 1 already and the need for improvements was there, even if Security First was not moving in. He stated that FDOT was reviewing the request and that he was at the meeting on May 2, 2018, with Ormond Crossing stakeholders and FDOT. He stated that the stakeholders presented an updated traffic impact analysis which showed FDOT that the intersection would be at a level that a traffic signal would be warranted there, and both parties agreed that was the best option.

Mayor Partington asked if part of the issue was spending a couple hundred thousand dollars to put in a directional median and then a year later, once Security First was open, it would be ripped out and more money would be spent to change it.

Mr. Finley stated that was correct and the estimate was \$60,000 to \$70,000 to make the first round of improvements. He stated that when everyone sat down together, they realized that the money could be put toward the ultimate goal to get it to the correct situation.

Mayor Partington commented that it was the most pressing traffic issue and asked if it were there currently; whereby, Mr. Finley stated they were getting there.

Mr. Finley noted that issue was most likely the one with the shortest window of time. He stated that Ormond Crossings and Security First would provide the funding needed for the design of the project, which was important because that was a two to three month process alone. He noted that Security First was looking to get in by May of 2019 and that every day and every second counted at that point. He explained that no one wanted missteps.

Commissioner Selby mentioned going southbound on Broadway Avenue off of US 1, then asked if it were only one lane at first, then became two lanes when it crossed the railroad tracks; whereby, Mr. Finley stated that was correct and believed it was two lanes further along.

Commissioner Selby asked if there would be enough lanes since that location would be the main entrance of Ormond Crossings.

Mr. Finley stated that their studies showed it would be enough lanes and would certainly be an improvement over what was or was not there currently. He noted that for the short and medium term, it would be the right solution and met the needs of the community at the time.

Commissioner Selby wondered if there would be issues down the road once Ormond Crossings had more tenants, and asked if it would be possible to make Broadway Avenue four lanes, especially crossing the tracks; whereby, Mr. Finley believed the ROW was being planned so those accommodations could be made, noting that developers had the foresight for changes in the future.

Mr. Finley stated there were three parties involved directly with the funding of the signal improvements; the land owner of Ormond Crossings, the developer of Security First (initial property), and Plantation Oaks, noting that all met the prior week. He stated that in order to get it constructed it would cost \$250,000 for strain wire and \$400,000 for the mast arm, noting that the mast arm was the preferred solution. He stated the same stakeholders met with the North US 1 Coalition, who had previously been assembled to assist with parts of the beautification process. He noted that the action items for everyone was to continue to work with the stakeholders, have the legislative liaison assist in making friends, get traction, and impress upon the TPO and FDOT that this was a safety improvement needed sooner rather than later.

Commissioner Kent stated they were told numerous times that the state had money for safety improvements and they needed to make sure they received it.

Ms. Shanahan stated that they would apply for grants, but the quickest funding was to have the state to fund it through a safety initiative. She noted that it would be a real issue once Security First was open, so the design needed to start immediately. She stated that Ormond Crossings and Security First had contracted with someone to start the design, but the clock was ticking.

Mayor Partington commented that Ormond Crossings was the future of the city and new development and that it seemed the mast arm would be the better look to reflect that, than strain wire; whereby, Ms. Shanahan agreed that was the preferred method.

Mr. Finley stated the city was pushing for and hoping the funds would make themselves available to do that. He noted that the theory post 2004 hurricanes was that everything east of I-95 needed the mast arm design, and west of I-95 could use the strain wire design. He stated this issue should fall in the city's favor in getting what they wanted for that, since the intersection was east of I-95.

Mr. Finley stated they submitted a request to the TPO recently to do a planning study for the Hand Avenue Extension project. He explained that it had been on the long range transportation plan but was not currently on there, and at a minimum, the city wanted to get it back on there. He found out that it was ranked number eight on the TPO list of prioritized Strategic Intermodal System (SIS) projects, around the middle of the pack since there were 16 or 17 projects total, but was not able to add that information to the presentation in time for the workshop. He noted the TPO knew it was a priority, they would look at it, figure out how feasible it was, and how to make it happen.

Commissioner Kent commented that he was sure Volusia County Chairman Ed Kelley would, and hoped others would, be vocal about making the Hand Avenue extension happen in the most efficient, effective, and quickest way that it could because of what was happening in Daytona Beach currently.

Commissioner Boehm wondered if Daytona Beach had indicated any interest in the Hand Avenue extension at the TPO meetings, since it would be in their city; whereby, Commissioner Selby stated he had a few side bar conversations where he learned they were more focused on Tymber Creek Road, and were not as concerned with the Hand Avenue extension, but that he brought it up all the time.

Commissioner Boehm wondered if there was serious talk about just widening Williamson Boulevard from LPGA Boulevard to Strickland Range Road.

Ms. Shanahan stated there was funding to widen that area, but the plan was to widen all of Williamson Boulevard. She stated that based on FDOT District 5 Secretary Mike Shannon's report at the Eggs and Issues event the prior week, they did not have the ROW for Williamson Boulevard from Strickland Range Road to Hand Avenue so they had to acquire that. She noted the first piece was funded and designed, so they were ready to start on that.

Commissioner Boehm wondered where the funds were coming from for that since they did not have any transportation funds; whereby, Ms. Shanahan stated she was not sure where FDOT was getting the money.

Commissioner Boehm wondered if FDOT was responsible for widening Williamson Boulevard; whereby, Ms. Shanahan they were not, but thought there was FDOT funding available. Mr. Finley thought there was state funding and a line item in the budget for it.

Commissioner Boehm commented that Tymber Creek Road had been completed halfway only. He thought that once Ormond Crossings was really developed, Tymber Creek Road would extend all the way down and become more important.

Mayor Partington asked if there were ROW issues on Tymber Creek Road; whereby, Mr. Finley stated that he did not know but would find out.

Mayor Partington stated that everyone had held off on the Hand Avenue extension long enough and it could not wait any longer. He asked staff to rank it as the number one priority after the immediate Broadway Avenue concerns and followed by the I-95/US 1 interchange.

Mr. Finley pointed out that it would not just include an extension of Hand Avenue, but that another important element was Hand Avenue should be widened from Shangri La Mobile Home Village to Williamson Boulevard, making it four lanes the entire length. He stated they added a multiuse path along Hand Avenue also as an important component of the master bicycle plan.

Mayor Partington stated the section of Hand Avenue between Nova Road and US 1 needed to be protected from a speed perspective, as it was a residential area with parks and children playing. He suggested that a reasonable speed be enforced and that it was not open season on that part of the road, as compared to the four lane section west of Nova Road.

Commissioner Selby questioned if he was referring to Hand Avenue east of Nova Road; whereby, Mayor Partington stated that was correct.

Ms. Shanahan added to what Commissioner Selby said about Daytona Beach and indicated that she had heard from a staff perspective that they were more interested in north-south corridors in Latitude Margaritaville than east-west corridors. She noted that staff had expressed to Daytona Beach their strong desire for that east-west corridor of the Hand Avenue extension.

Commissioner Boehm commented that Daytona Beach was dumping on Ormond Beach and Mayor Partington indicated they were not cooperating with Ormond Beach.

Commissioner Selby stated he would not characterize it as not cooperating and that their priority was Tymber Creek Road which ran north-south. He noted Ormond Beach would have to continue to push the east-west corridors.

Ms. Shanahan stated that connecting Tymber Creek Road south of Granada Boulevard would relieve some congestion at the interchange, and thought that some Breakaway Trails and Hunters Ridge individuals might travel through Latitude Margaritaville down to LPGA Boulevard to take advantage of things in that area. She did not see it as a major reliever, but the real concern she had was the I-95/Granada Boulevard/Williamson Boulevard area from 5:00 a.m. to 7:00 a.m. in the mornings due to hospital traffic. She noted that traffic clogged the area and that widening Williamson Boulevard from Hand Avenue to Florida Hospital would assist with congestion and reconfigure the timing on S.R. 40.

Commissioner Boehm wondered if Tymber Creek Road would be four lanes when extended north from LPGA Boulevard to Granada Boulevard; whereby, Ms. Shanahan stated she did not know.

Commissioner Boehm commented that 6500 homes were going into that area and Tymber Creek Road would be a major road. He wondered if they planned on having all those individuals use two lanes and noted that LPGA Boulevard was still two lanes in that area also. Commissioner Selby commented that he could not see LPGA Boulevard staying two lane forever.

Mr. Finley stated that because it tied to the Hand Ave extension, there was a project that would widen S.R. 40 from Williamson Boulevard to Breakaway Trail. He showed a slide of the current draft of the TPO's SIS list. He stated the number one project was Ultimate I-4, number two was widening of S.R. 15, and that number three was the S.R. 40 widening. He noted the city was programmed for design funds for FY 2022 to 2023, and that numbers four and five on the list were also S.R. 40 widenings that had already been designed. He stated that they had to make sure when one project dropped off because of completion, the city's number three did not stay there and moved up.

Commissioner Selby wondered if the theory was that many individuals were going to jump on I-95 or on Williamson Boulevard to go south. He noted that otherwise they would have six lanes going to four lanes east of Williamson and that additional traffic had to be going north or south and would leave Granada Boulevard. He noted he did not see much traffic west of I-95 and speculated about a future ICI community off S.R. 40, Latitude Margaritaville to the south, Breakaway Trails being nearly built out, and Hunter's Ridge potential build out. He wondered what else would be built along S.R. 40.

Mayor Partington noted that most of Hunter's Ridge fell in Flagler County and Ms. Shanahan thought the Mosaic development would gravitate north along S.R. 40 also.

Commissioner Selby stated he wanted to bring an issue up since they were discussing transportation. He wondered if one lived in Latitude Margaritaville and wanted to go to the beach, what way they would use to get there. He figured they would go north, then east so they would use whatever road to go north and then east on Granada Boulevard. He noted someone said to him that building an LPGA Boulevard bridge across the

Halifax River would really assist with the traffic on Granada Boulevard and indicated that issue came up many years prior. He stated there were a few beachside residences where it would land around Zelda Boulevard. He stated there were two bridges in his mind that should have been built, at Beville Road as the extension of I-4, and LPGA Boulevard. He noted they should be encouraging the LPGA Boulevard bridge onto beachside, but that would be encouraging another big project for Daytona Beach. He thought LPGA was a major east-west road that would give Daytona Beach and Latitude Margaritaville easy access to the ocean and take some pressure off Ormond Beach.

Commissioner Kent thought Commissioner Selby brought up great points that night. He noted it was important for them to keep sharing a story because there were people who did not know and blamed Ormond Beach. He stated that as long as he had been on the Commission, Ormond Beach had been very careful in its planning, but noted that a prior Commission put their head in the sand and refused to negotiate. He stated that because of that, there was a community that was coming online in the city of Daytona Beach, that should have been Ormond Beach addresses, and then Ormond Beach could be at the table instead of being served on the table. He agreed with Commissioner Selby that they had to speak with a sister city and tell them why it was a good idea that they look at a bridge at LPGA Boulevard to help with traffic in the community as a whole. He wondered what the Commission could do to make them build the bridge and noted that no one enjoyed being told what to do. He stated they needed to be able to negotiate at that point and speculated on the best way to move people in the eastern part of Volusia County.

Commissioner Boehm wondered if they could get the sister city to four lane Williamson Boulevard to Florida Hospital, which was part of Daytona Beach. He noted that a prior Commission negotiated things with the hospital which caused them to move over the city line.

Mayor Partington mentioned that Calle Grande Street, which turned into Golf Avenue, was another east-west connector that could be extended to Williamson Boulevard, as well as Flomich Street, another east-west road.

Mr. Finley stated that he added information about the adaptive signalization on S.R. 40 after receiving questions from Mayor Partington. He noted the city was programmed for Design Build Operate Maintain (DBOM) for FY 2019 and would be managed out of FDOT in Tallahassee. He explained that there were two other local adaptive signalization systems in the area, on Dunlawton Avenue in Port Orange and S.R. 44 in New Smyrna Beach that were managed by District 5. He hoped that by being out of Tallahassee it would get the attention to have the project done; they would design and have in place in one fell swoop, instead of having it designed and sticking it on the shelf for an unknown amount of time. He stated that fiber optic upgrades previously made along S.R. 40 in preparation for this technology and hoped it would be an efficient process once the ball started rolling. He stated that FDOT included three years of operational funds in the budget, so they were going to pay the cost to make sure that it was done for the first three years of operation.

Mr. Finley stated that the benefits of Adaptive Signal Control Technology (ASCT) were continuously distributing green light time equitably for all traffic movements, improving travel time reliability by progressively moving vehicles through green lights, reducing congestion by creating smoother flow, and prolonging the effectiveness of traffic signal timing. He explained that this would make it where one would not sit at a red light while

seeing no cars coming the other direction. He noted that driving S.R. 40 was challenging at times, but at other times one could catch a good flow.

Mr. Finley stated that ASCT used traffic sensors to collect data, the data was evaluated, and signal timing improvements were developed.

Ms. Shanahan asked if a person were sitting at a terminal deciding that; whereby, Mr. Finley stated there was not, it was a computer brain that was making the decisions. He noted the human factor was taken out and the process was repeated every few minutes to keep the flow going. He stated on average, it improved travel time by ten percent and as much as 50 percent. He explained the biggest impacts would be seen on Black Friday, 4:50 p.m. to 5:15 p.m. on a weekday, and with event traffic.

Commissioner Kent asked who was paying; whereby, Mr. Finley stated that FDOT would pay. He noted the method made sense and was how they would do it.

Commissioner Selby commented that currently the city had dumb intersections with a preset number of seconds and wondered if ASCT was considered smart intersections; whereby, Mr. Finley stated he was correct.

Mr. Finley stated that it was old math versus new math. He noted the only city that currently had a system like that was Daytona Beach, on International Speedway Boulevard, and they were happy with it. He noted that it was not a cure all, but would help with efficiency in situations that were not the norm. He stated the best way to describe it was one would not avoid traffic completely, but with the system would be stuck for less time.

Mr. Finley continued with a few miscellaneous transportation items, including the US 1/Wilmette Avenue intersection that had become dangerous with crashes and some fatalities. He stated that FDOT completed a review of the safety and operations of that intersection, and made a recommendation to change the signal timing so that the left turn was protected only, with a green arrow. He noted the Ormond Beach Police Department had requested a change as they had seen many situations, since the intersection was wide open, large, and a little askew. He noted that drivers thought they could get through before a car coming from the opposite side and this would be a simple fix for a problem.

Commissioner Selby asked if that meant dedicated left turn arrows; whereby, Mr. Finley stated that was correct. He noted that currently, there was a green arrow but when it changed the lights were green across all lanes and drivers could make a left turn when it was safe. He stated that once the change is made, drivers would have to use the green arrow or wait until the next time it came around.

Ms. Shanahan asked which way the lights would be affected; whereby, Mr. Finley believed it was northbound and southbound on US 1.

Commissioner Kent asked about drivers on Wilmette Avenue turning left; whereby, Mr. Finley did not believe those lights were being changed.

Commissioner Kent stated there was no dedicated arrow on either side of Wilmette Avenue and to him, that left turn to head onto US 1 south was also dangerous and needed to be looked at; whereby, Mr. Finley stated they would continue to look at it.

Commissioner Selby commented that the first driver could get through, but others behind were rolling the dice on whether or not they could, and Commissioner Kent stated it was a long stretch to make that turn.

Mr. Finley stated they were working with FDOT to come up with a solution for pedestrian safety and crossing on North Nova Road.

Ms. Shanahan stated there was about a mile from Wilmette Avenue to S.R. 40 where there were no crossing options and Commissioner Kent commented it was a bad area for pedestrians, especially with the curve; whereby, Mr. Finley agreed the roadway could use some rethinking.

Commissioner Selby asked if they were continuing to ask FDOT for right-turn only lanes, either north or south on Nova Road; whereby, Mr. Finley stated they had and were still working on it.

Commissioner Selby stated that those would help the intersection. He noted that when going southbound on Nova Road and wanting to make a right turn on Granada Boulevard, there was always one vehicle at the front that was going straight and the rest wanted to turn; whereby, Mr. Finley stated that was an element that they had not lost sight of.

Mr. Finley stated that other transportation items on the sales tax list included Tymber Creek widening from Peruvian Lane to Airport Road, Business Park Drive Extension, OC Collector Road Improvements, Pineland Trail Improvement, and roadway resurfacing.

Commissioner Boehm questioned if the Tymber Creek widening was on the county's list since it was their road; whereby, Mr. Finley stated he believed it was on their list too.

Commissioner Selby asked about the Granada Boulevard Bridge and the bike lane for the St. Johns River-to-Sea Loop; whereby, Mr. Finley stated the city was asked by the TPO if they had a position they wanted to take on it. He stated they did want to see more than what being provided and were looking at it.

Ms. Shanahan stated they would come back with update.

Mr. Finley outlined details of the transportation funding summary which included all projects he reviewed during the workshop, emphasizing near and long term status and funding sources for each. He reiterated that A1A pedestrian safety was close to installation and wanted to see it funded through the FDOT Pushbutton Program. He noted that the I-95/US 1 interchange was near the design phase and construction would be long term.

Mr. Finley stated that the TPO had their bi-annual survey available, called Tell the TPO. He indicated it was a five minute survey with ten questions, giving everyone in community a chance to voice opinions and express what their concerns involved. He noted that Question 10 was about the highest crash locations and gave the chance to pick the top three that were in need of the most attention. He asked everyone to stuff the box and let them know that Granada Blvd at Nova Road, Granada Boulevard at North Yonge Street (US 1), and Granada Boulevard at Williamson Boulevard were the most

important. He stated that the details would be added to the city's website and extended through June 30, 2018.

Mayor Partington asked about ways to get the word out about the survey.

Ms. Shanahan stated they could do a press release directing them to the webpage. She was not sure if they could include it in the civic engagement agenda on June 28, 2018.

Mayor Partington noticed that Ms. Maryam Ghyabi had entered the room and was a transportation specialist. He requested that she come up and give her opinion on what she had heard.

Ms. Maryam Ghyabi, Vice President of Alfred Benesch & Company, stated that she thought the presentation was excellent and covered all of the issues. She noted she would like to see a to-do list, with short term (6 months), midterm (18 months), and long term (5 years) details. She stated that they should be more aggressive and that the city did not ask for enough, indicating that what they were asking for was their right and it was fine to have many asks. She noted that the different asks went to different buckets and the more the city asked, the higher they asked, the more they could get. She stated there were many examples including the walking bridge over International Speedway Boulevard in Daytona Beach. She emphasized that if the city did not push the boundaries they would be in competition and that Ormond Beach was very important. She explained that in the past she asked the Beachside Redevelopment Committee how life was worth more in Daytona Beach Shores than in Ormond Beach and noted that life mattered in Ormond Beach as well.

Commissioner Kent asked what kind of funding the state had for safety projects; whereby, Ms. Ghyabi stated that she did not have exact numbers, but in general the budget was about \$50,000,000,000 for five years, which equaled about \$10,000,000,000 per year for the state of Florida. She noted that adding \$500,000 here, \$5,000 there, or \$50,000,000 was very small compared to what was available, and that Volusia County was one of the least counties that had funding because they had not asked for more.

Mayor Partington asked how much the bridge from Volusia County into Seminole County cost; whereby, Ms. Ghyabi stated that at the time, funding was originally \$250,000,000 for the whole bridge over the St. John's River and it was 10 lanes, but already behind on capacity.

Mayor Partington asked about the Veterans Bridge in Daytona Beach; whereby, Ms. Ghyabi stated that they were going through the county to have it completed quicker. She noted that it was quicker for a city to do construction than FDOT, as it cost much more to do it through FDOT. She emphasized that Ormond Beach should push the envelope for sure and that being nice only got them so far.

Mayor Partington thanked Ms. Ghyabi for her time and comments.

III. ADJOURNMENT

The meeting was adjourned at 6:49 p.m.

Transcribed by: Wendy Nichols