



**AGENDA
PUBLIC WORKS/SAFETY COMMITTEE
TUESDAY, AUGUST 13, 2024
5:30 PM
DESTIN CITY HALL ANNEX COUNCIL CHAMBERS**

- 1. CALL TO ORDER**
- 2. ROLL CALL/PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MINUTES**
 - A) July 9, 2024 Minutes**
- 4. NEW BUSINESS**
 - A) Old Pass Court at Gulf Shore Drive- Citizen Complaint**
 - B) Airport Road at Commons Drive Pedestrian Intersection Improvements**
 - C) Speed Study and Traffic Calming Options at Calhoun Avenue near Hickory Street**
 - D) Pedestrian Crossing/Speed Limit Reduction, Beach Drive at Sea View Drive**
- 5. CONTINUING BUSINESS**
- 6. DISCUSSION**
 - A) 1. Jim Wood - Chair**
 - 2. John Green - Vice Chair**
 - 3. Marcie Bell**
 - 4. Tom Weidenhamer**
 - 5. Sam Perman**
 - 6. Curtis Smith**
 - 7. Tammy Weidenhamer**
- 7. PUBLIC COMMENTS (Comments from the public on any matters considered at the meeting, or on any matters not on the agenda)**
 - A) Stormwater/Floodplain Management Comments from the Public**

Any person requiring a special accommodation at this hearing because of a disability or physical impairment should contact the City Clerk at (850) 837-4242 at least 48 hours prior to the hearing. If a person decides to appeal any decision made with respect to any matter

considered at such meeting, such person will need a record of the proceeding and for such purpose may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. (Sec. 286.0105, Florida Statutes)

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 13, 2024

TYPE OF AGENDA ITEM: Action Item

AGENDA OUTLINE NUMBER: 3.A.

TO: Public Works / Public Safety Committee

THRU: Krystal Strickland, Finance Director

FROM: Michael Burgess, Public Services Director

DATE: 08/07/2024

SUBJECT: July 9, 2024 Minutes

I. BACKGROUND: Meeting Minutes from the July 9 PWPS Meeting for review and approval

II. DISCUSSION: Meeting Minutes

A. Link to Strategic Goals / Objectives: N/A

B. Effect on Budget (EOB): N/A

C. Level of Service (LOS): N/A

D. Legislative Sponsor:

III. CONCLUSION: N/A

IV. RECOMMENDED MOTION: I move that the minutes of the July 9, 2024 Public Works/Public Safety Committee Meeting be approved as presented.

Alternative Motion:

I move that the minutes of the July 9, 2024 Public Works/Public Safety Committee be amended as follows...

Attachments:

1. 7-9-24 pwps

**PUBLIC WORKS/PUBLIC SAFETY
COMMITTEE MEETING MINUTES
DESTIN CITY HALL ANNEX CHAMBERS
TUESDAY, JULY 9, 2024 - 5:30 PM**

1. CALL TO ORDER & PLEDGE OF ALLEGANCE:

Vice Chairman Green called the Public Works/Public Safety Committee to order on Tuesday, July 9, 2024, at 5:30 p.m. at the City Hall Annex Chambers

2. ROLL CALL:

<u>Members Present</u>	<u>Members Absent</u>	<u>Staff</u>
James T. Wood, Jr.	Curtis Smith	Kim Montgomery Deputy City Clerk
John Green	Sam Perman	Michael Burgess PW Director
Tom Weidenhamer		Ryan Scott City Engineer
Marcie Bell		Joe Bodi, Engineering Assistant II
Tammy Weidenhamer		

3. APPROVAL OF MINUTES:

➤ **June 11, 2024**

Motion to approve the minutes of the June 11, 2024, meeting was made by Committee member Bell with Committee member Weidenhamer providing the second. The motion passed 5-0.

4. NEW BUSINESS:

➤ **Speed Study Calhoun Avenue Results and Next Steps – Joe Bodi**

The Engineering Assistant Joe Bodi explained staff received complaints about speeding on this area of the roadway near Dalton Threadgill Park. Staff set up a Stealth Speed Study between Hickory Street and Carter Lane at Calhoun Avenue. The posted speed limits being 30-mph and the results being that the 85th percentile was achieved for this area of the roadway at 41-mph. He also explained how the roadways are both local roadways and collector roads and north of Kelly, it is considered a local road however, south of Kelly is considered a collector roadway and thus, there really should have always been an all way stop at Kelly and Calhoun and may help the speeding concerns in the area. Staff is asking the members to give them some time to investigate some possible options for speed control and bring back to present to them and determine some solutions for this concern.

Motion to have the Engineering division present alternative traffic calming approaches to present at the next scheduled committee meeting at which time a decision can be determined about this area of concern. Committee member Green provided the second. Chairman Wood amended the motion for staff to also bring options for speed humps. The motion with an amendment passed 5-0.

5. CONTINUING BUSINESS:

A) Linear Trail (98 Palms to Airport Road) – 60% - Plans Ryan Scott City Engineer

Mr. Ryan Scott, City Engineer explained how this has been presented to the Parks & Recreation Committee (P&RC) and to the City Council, and the P&RC recommended for all palm trees depicted in the landscaping plans be removed and all trees that have to be removed from Jewel Melvin Park for the stormwater to be replanted, tree for tree in the city. Additionally, the 90% plans will also be presented to Council and the committees, with the cost and the number of trees that have to be removed. He informed the members of the tight deadline and the design team is submitting all the permits for the wetland impacts, water management district and the city permits by the end of the month, with the goal to have all those permits issued by October 31st. Additionally, the turn around that was discussed and requested by Committee member Smith is not possible, because there just is not enough room and DWU would not agree to the amount of encroachment on their property necessary because of the wetlands, so, it was redesigned as depicted. He explained further that the east end, at Airport Road, it's been determined the median and the pedestrian crosswalk needs to be redesigned for safety purposes and add pedestrian signals on both sides of the roadway and suggested for the members to think about using the \$100k they had wanted to use to fund the purchase of additional Variable Message Boards to fund this need.

Chairman Wood stipulated that he is not keen on giving up all the Traffic Safety Funds (TRSAF) funds \$100k for this and asked the members that if they wanted to use the funds for it, he would stand by their decision or, if they agree with him and need more information before they make a final decision.

Motion by Committee member Bell to have staff provide them with more information at their August meeting, before making the decision on how to expend the funds with Committee member Green providing the second. In discussion, Committee member Bell stated that she wants to make sure that the funds are not lost, if not used by the end of the Fiscal Year. According to Mr. Burgess, as long as the TRSAF funds are encumbered, by assigning a Purchase Order, they won't be and the new \$100k TRSAF funds for the FY-25 will be available October 1st. **With no further discussion, Chairman Wood called for the vote, and the motion passed 5-0.**

B) PW/EM Monthly Update - July 2024

Mr. Burgess informed the members he has received two applications for the Deputy position to review. The Medians and grounds RFB is scheduled to be opened Thursday at 2:00. He also informed the members that two corrugated pipe replacement projects was approved by Council at their meeting on the July 8th, those being located at the intersection of Chickasaw and Indian Bayou Dr. and the other located at Industrial Park and Airport Rd.

6. DISCUSSION

Marcie Bell - Gulf Shore Drive discussion about stormwater issues and how a homeowner is pumping his into the street to keep his garage from flooding during heavy rain events. However,

the water he pumps floods Gulfbreeze Ct. and asked what can be done. Mr. Burgess explained the corner lot has been deeded to the city for utilities and stated that he would get with the City Attorney to see if it could be used for stormwater and report back the findings to them at their next meeting.

Stormwater concern at East Pass Towers – Mr. Burgess explained there was some improvements made to the property by the city after attempting to get the property to do what was needed. He also spoke of a property regarding the same issues and they would not agree to forfeit any of their parking for the stormwater improvements, that is needed, therefore they will always have some flooding issues during heavy storm events.

Vice Chair Green asked if the city has any funds set aside for stormwater problems, such as discussed. Mr. Scott stated that there are not any, and spoke of how the city needs assistance from the citizens to maintain their required stormwater swales and not fill them in, because there are no funds coming in of any kind from fees or taxes to help the widespread flooding problems the city is experiencing. There was a brief discussion regarding the ordinance that regulates stormwater and why it is not being enforced. Staff explained that the issues are so broad and there is not enough staff to be dedicated to the problems for it to be enforced.

Chairman Wood – Asked about the status of the crosswalks on Holiday Isle that he's broached in the recent past. Mr. Burgess explained the P.O. has been issued and the contractor has been contacted to schedule the work.

Tammy Weidenhamer – Asked who is responsible for the maintaining the stormwater retention areas that have an accumulation of trash and the landscaping that is growing out into the right-of-way on the property next to and behind Hobby Lobby and Winn Dixie. Mr. Burgess explained those are privately owned and are the responsibility of the property owners of the shopping center. There was a discussion regarding the language in the Code and Mr. Bodi stated that in 8.05.03B, Internal Sidewalks, of the Land Development Code, it is the responsibility of the property owners to ensure the sidewalks are clear and what the Code doesn't cover. Additionally, the DOJ does get involved for accessibility concerns. Mr. Burgess stated that he would ensure that the Code Compliance Dept. is made aware of the concerns.

5. CONTINUING BUSINESS:

➤ Stormwater/Floodplain

Chairman Wood opened this item to the public to speak on any issues they may have, with no one coming forward, he closed the public on the topic.

6. ADJOURNMENT:

Having no further business at this time, the meeting adjourned at 7:00 p.m.

Adopted and approved this _____ day of _____ 2024.

John Green Vice Chairman

Kim Montgomery, Deputy City Clerk

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: August 13, 2024

BOARD/COMMITTEE: Public Works / Public Safety Committee

TYPE OF AGENDA ITEM: Action Item

OUTLINE NUMBER: 4.A.

TO: Public Works / Public Safety Committee

THRU: Krystal Strickland, Finance Director

FROM: Joe Bodi, Engineering Asst. II
Michael Burgess, Public Services Director
Tina Deater, Community Development Director
Ryan Scott, City Engineer

DATE: July 24, 2024

SUBJECT: Old Pass Court at Gulf Shore Drive- Citizen Complaint

I. BACKGROUND: Staff received a citizen complaint regarding trucks turning around in the intersection of Old Pass Court & Gulf Shore Drive causing ruts within the grassed area of the right-of-way.



Old Pass Court was publicly dedicated as Harbour Lane as part of the Harbour Towne Plat in the late 1970s. Harbour Lane was renamed to Old Pass Court in the late '80s due to confusion with another roadway with the same name.

II. DISCUSSION: Currently, there is not a place along Gulf Shore Drive for 18-wheelers to easily turn around. Even after the Gulf Shore Drive project is completed and open to the public, the provided cul-de-sac is not big enough for the 18-wheelers to turn around. Therefore, drivers of 18-wheelers along Gulf Shore Drive are utilizing the intersection of Gulf Shore Drive and Old Pass Court. Due to the existing small turning radii at this intersection, the trucks are leaving large ruts within the grass of the right-of-way.

A. Link to Strategic Goals / Objectives:

- III. Enhanced quality of life and safety for families
- IV. Effective, efficient, and aesthetically pleasing infrastructure
- V. Improve mobility and connectivity

B. Effect on Budget (EOB): The project would have a cost of approximately \$20,000.

C. Level of Service (LOS): N/A

D. Legislative Sponsor:

III. CONCLUSION: The complaint is focused on the ruts in the grass area of the right of way rather than trucks turning around at this intersection. Enforcing no truck turnaround at any public road intersection would be extremely difficult and, in this case, there is insufficient space to turn around these large vehicles. Staff's intent is not to dissuade these very large trucks from turning around, but to protect the adjacent right of way from its effects.

IV. RECOMMENDED MOTION:

I move to recommend that the Engineering Division design raised curbing and increase the radii at this intersection and have the City install the curbing and public road appurtenances (stop sign, stop bar, and street sign) on Old Pass Court to identify the intersection & roadway.

ALTERNATE MOTION:

I move to recommend the City install the public road appurtenances (stop sign, stop bar, and street sign) on Old Pass Court to identify the intersection & roadway.

Attachments:

None

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: August 13, 2024

BOARD/COMMITTEE: Public Works / Public Safety Committee

TYPE OF AGENDA ITEM: Action Item

OUTLINE NUMBER: 4.B.

TO: Public Works / Public Safety Committee

THRU: Tina Deater, Community Development Director
Kimberly Kopp, City Attorney

FROM: Joe Bodi, Engineering Asst. II
Ryan Scott, City Engineer
Michael Burgess, Public Services Director

DATE: August 1, 2024

SUBJECT: Airport Road at Commons Drive Pedestrian Intersection Improvements

I. BACKGROUND: Staff is looking to improve the pedestrian facilities at the Airport Road and Commons Drive intersection ahead of the Linear Trail Project. There is no protected pedestrian signal crossing for Commons Drive and no crossing south of the intersection across Airport Road. The Linear Trail project will have the eastern end terminate at this intersection.

II. DISCUSSION:

Staff recommends that these intersection improvements be completed before the Linear Trail Project is completed, to help ensure pedestrian's safety at this intersection. Staff obtained a quote for design from Volkert, Inc. (continuing services consultant). The services include:

- Updating the survey
- Geotechnical and subsurface services
- Design of the pedestrian sidewalk/crosswalk facilities
- Traffic signal timing considerations.

Complete construction plans and cost estimates for these improvements is \$64,500.00.



A. Link to Strategic Goals / Objectives:

- II. Enhanced quality of life and safety for families
- IV. Effective, efficient, and aesthetically pleasing infrastructure
- V. Improve mobility and connectivity

B. Effect on Budget (EOB): The effect on budget is \$64,500.00.

Funding from Account(s) 50% from Public Works/Safety Committee and 50% from Engineering Professional Services.

C. Level of Service (LOS): Increase LOS and safety to the City's Pedestrian Network.

D. Legislative Sponsor:

III. CONCLUSION: Currently, the intersection is strained with an increased level of pedestrians using the intersection to cross both Commons Drive and Airport Road. The pedestrian traffic through this intersection is anticipated to increase upon completion of the Linear Trail project at this location. Therefore, it is recommended that the design and permitting be completed to help manage and promote safe pedestrian traffic through this intersection prior to the completion of the Linear Trail.

IV. RECOMMENDED MOTION: I move to recommend City Council approve the funds for design and permitting with 50% coming from Public Works/Safety Committee and 50% from Engineering Professional Services for a total of \$64,500.00.

Attachments:

1. Airport Rd and Commons Drive_Scope and Fee_2024-07-19

July 19, 2024

Mr. Joe Bodi
City of Destin Engineering Division
4100 Indian Bayou Trail
Destin, FL 32541

RE: City of Destin – Pedestrian Improvements at Airport Road and Commons Drive

Dear Joe:

Volkert is pleased to provide the following Professional Scope of Services and fee proposal for the Pedestrian Improvements on the intersection of Airport Road and Commons Drive. Volkert understands that the county wants to provide a new pedestrian crossing along the southern segment of the intersection and provide pedestrian signals for the existing eastern crossing. The project will also be split between two separate phases of construction (one for each crossing).

SCOPE OF SERVICES-

Task 1- Survey, Subsurface Utility Engineering (SUE), Geotechnical Services

- Horizontally Locate all improvements and utilities, as evidenced by above-ground features or if designated and marked by the Utility Owners or their designated representative or a contracted service at the original time of field visit
- Establish a minimum of two (2) site Benchmarks
- Topographic coverage will be limited to 5-feet beyond the right of way lines for the areas outlined in Exhibit "B"
- Coordinate Sunshine 811 and utility locates to include supplemental calls to each locator to expedite the field marking of each subsurface utility as required by law
- Expose any subsurface utilities found within conflict with proposed pole foundation(s) using an X cut in a five foot (5') circular area by using non-destructive vacuum excavation methods to a depth of 4' and air probe to 10' at three (3) proposed pole location(s) indicated on plan sheet(s) provided or marked by client in the field
- Confirm/determine the vertical and horizontal position any utilities found and record the information
- Any asphalt/concrete removed will be repaired using like materials
- Tie each test hole location to a minimum of three visible physical features to enable this data to be added to your base map and enable future recovery

Task 2 – Construction Plans

- Coordination with City of Destin, Okaloosa County and Utilities
- Pedestrian Signal Timings Determination
- Clearance Interval Review and Update
- Pedestrian Curb Ramp Design
- Coordination with impacted utilities
- Complete Construction Plans to for improvements - 60% and 100% Plans
- Cost estimates will be developed at 60% submittal and 100% design submittal
- QA/QC

DELIVERABLES

- Construction plans at 60% and 100% submittals
- Costs Estimates at 60% and 100% submittal
- Phased Deliverables of Plans and Estimates.

Schedule- TBD after scope and fee proposal;

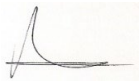
Fees-

Task 1 – Survey, SUE, and Geotechnical Services - \$14,500.00

Task 2 - Construction Plans- \$50,000.00

Total -\$64,500.00

Sincerely,



Mike Warnke, P.E.

VP / Southeast Region Chief Engineer

Accepted- Joe Bodi
City of Destin

Exhibit "B"



CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: August 13, 2024

BOARD/COMMITTEE: Public Works / Public Safety Committee

TYPE OF AGENDA ITEM: Action Item

OUTLINE NUMBER: 4.C.

TO: Public Works / Public Safety Committee

THRU: Tina Deater, Community Development Director
Kimberly Kopp, City Attorney

FROM: Joe Bodi, Engineering Asst. II
Ryan Scott, City Engineer
Tina Deater, Community Development Director
Michael Burgess, Public Services Director
Krystal Strickland, Finance Director

DATE: August 1, 2024

SUBJECT: Speed Study and Traffic Calming Options at Calhoun Avenue near Hickory Street

I. BACKGROUND:

Staff received a citizen complaint about speeding on Calhoun Avenue near Dalton Threadgill Park. In response, a Stealth Speed Study was conducted between Hickory Street and Carter Lane on Calhoun Avenue from June 13-17.

At the July 9, 2024 meeting, the Committee requested that the Engineering Division present alternative traffic calming approaches and potential locations for speed humps on Calhoun Avenue.



Key points from the study:

Calhoun Avenue, south of Kelly Street, is classified as a Minor Collector, while north of Kelly Street, it is a Local Roadway.

The posted speed limit on Calhoun Avenue is 30 mph.

The Speed Study, performed north of Kelly Street on the local street section, recorded an 85th percentile speed of 41 mph, exceeding the posted limit by 11 mph, thereby qualifying for speed humps.

Site Visit Observations:

Dalton Threadgill Little League Park occupies the southwest corner of Calhoun Avenue and Hickory Street. The surrounding area consists of single-family homes and wetlands.

There are multiple driveways and intersections along the roadway. An all-way stop condition exists at Sibert and Cross Street, north of the segment.

Speed humps are already installed on Carter Lane and Stahlman Avenue at the east end of Hickory Street.

Pedestrian facilities are minimal around the park.

Analysis: The speeding issue predominantly originates from the south along Calhoun Avenue. While speed humps are most effective when installed in multiples, identifying two effective locations for them on Calhoun Avenue is challenging. Therefore, other forms of speed control infrastructure may be more suitable, such as implementing an all-way stop condition at Kelly and Calhoun.

Recommendation: Given the site-specific characteristics and current traffic measures, it is recommended to explore other traffic-calming solutions. An all-way stop condition at the intersection of Kelly and Calhoun should be considered as a potentially effective measure to control speeding.

II. DISCUSSION:

The Engineering Division is actively researching various methods to promote traffic-calming beyond the use of speed bumps or stop signs. In our presentation, we will showcase several types of traffic-calming techniques that include:

Drive-over Features: Structures that vehicles must traverse.

Drive-around Features: Elements that vehicles must navigate around.

Optical Controls: Visual cues designed to influence driver behavior.

These techniques vary in cost, ranging from relatively inexpensive to highly expensive. The effectiveness of each technique depends on specific locations, and some methods work better in certain areas than others. Techniques can be employed individually or in combination to achieve the desired traffic-calming effect.

Our goal is to expand the available "tools in the toolbox" with more options to address various traffic-calming needs effectively.

When considering speed hump locations, it is crucial to ensure they do not interfere with adjacent driveways, intersections, or other on-site constraints, such as drainage structures or the middle of adjacent lots. Additionally, speed humps can become road hazards on curved

sections of the roadway, and their placement must be carefully planned to avoid creating new safety issues.



A. Link to Strategic Goals / Objectives:

- II. Enhanced quality of life and safety for families
- IV. Effective, efficient, and aesthetically pleasing infrastructure
- V. Improve mobility and connectivity

B. Effect on Budget (EOB): The speed humps costs are approximately \$12,000. If an alternate method is chosen, staff will come back with a price.

C. Level of Service (LOS): Increase LOS and safety

D. Legislative Sponsor:

III. CONCLUSION:

The speed study conducted on Calhoun Avenue meets the minimum threshold for the installation of speed humps. Potential locations for speed humps have been identified as shown above.

However, the Engineering Division is exploring various alternative traffic-calming methods beyond speed bumps or stop signs. We recommend that the Committee postpone the installation of speed bumps on this stretch of roadway and use this opportunity to choose an alternative method to slow down drivers in this area as will be discussed this evening.

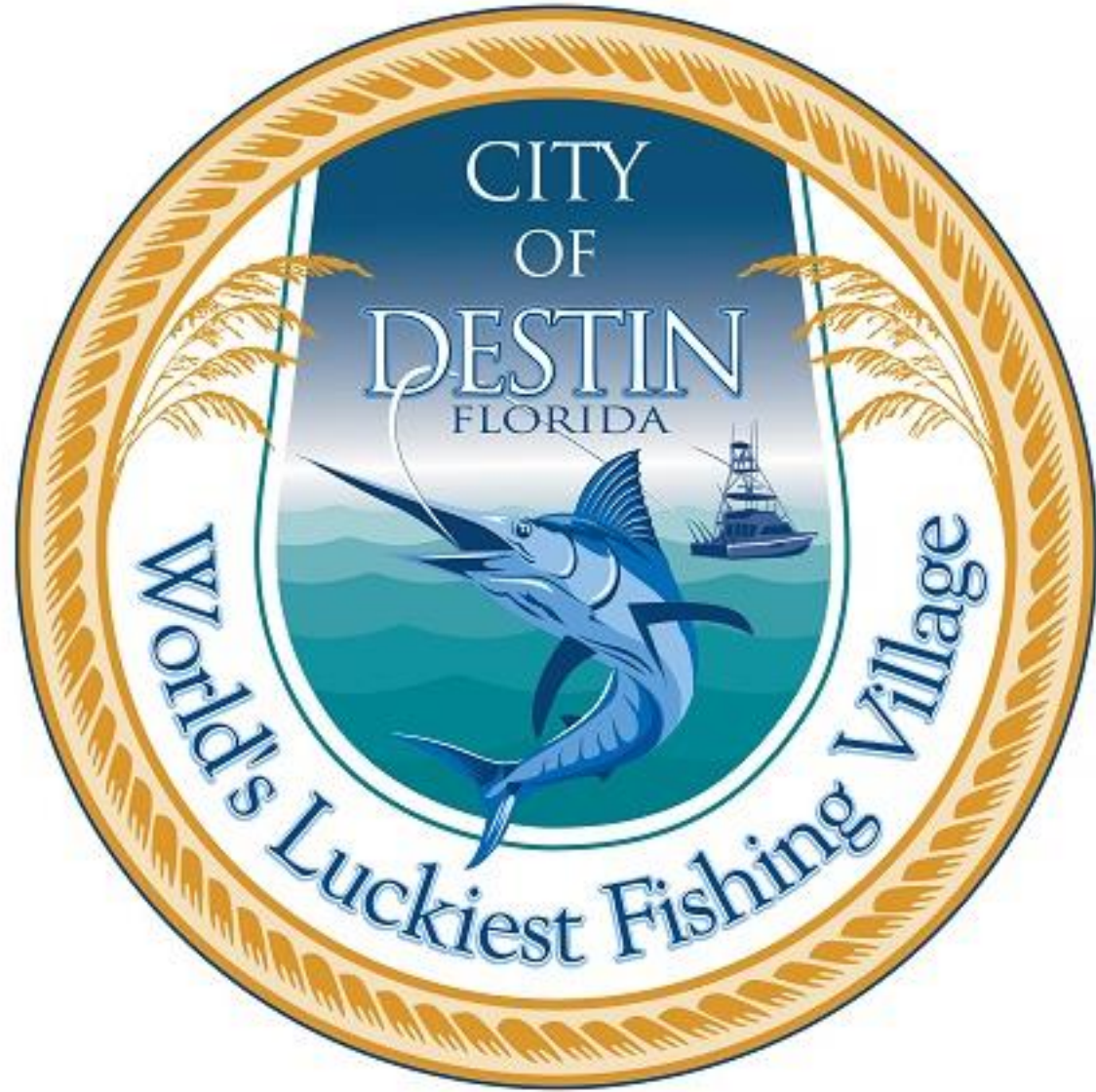
The presentation will provide a comprehensive overview of different traffic-calming techniques, offering a range of options to effectively address speeding and improve road safety.

IV. RECOMMENDED MOTION: I move to recommend City Council approve the installation of two speed bumps along Calhoun Avenue between Kelly Street and Cross Street.

Attachments:

1. Speed reduction options

CITY WIDE RIGHT-OF-WAYS TREATMENTS & SPEED REDUCTION



CALHOUN AVE. NEAR HICKORY ST. PROPOSED SPEED HUMP LOCATIONS



CITYWIDE SAFETY PLAN

This presentation showcases integral features of a larger program that could provide a Destin flare to the Complete Streets Concepts.

INTRODUCTION

- WHAT IS TRAFFIC CALMING?
- PURPOSE OF THE PROGRAM
- WHAT IS VISION ZERO?
- YOUR INVOLVEMENT
- HOW TO INITIATE TRAFFIC CALMING ON YOUR STREET

5. THE ENGAGEMENT PROCESS

- STEP 1: INQUIRY
- STEP 2: INITIAL QUESTIONNAIRE
- STEP 3: MEETING #1: ORIENTATION/WORKSHOP
- STEP 4: MEETING #2: ON-SITE, WALKING
- STEP 5: FINAL POLLING OF RESIDENCES
- STEP 6: ADOPTION

6. TRAFFIC CALMING DEVICE TOOLBOX

THINGS YOU DRIVE OVER

THINGS YOU DRIVE AROUND

OTHER OPTIONS

THINGS YOU DRIVE OVER:

Examples		Description and Considerations
Speed Hump (\$)		Speed humps are 12 feet wide, 3 inches high, have a parabolic shape, and extend the full width of the street except for the gutter. • 20-25% speed reduction on average • 18% average traffic volume reduction • 3% average crash reduction
		
Speed Table (\$\$)		Speed tables are typically 22 feet wide – including a 10 foot wide center platform and slopes tapering down on each side, 3 inches high and extend the full width of the street except for the gutter. The center platform width is variable and can be customized to the location. • 12% average traffic volume reduction • 45% average collision reduction • Less speed reduction than speed humps
		

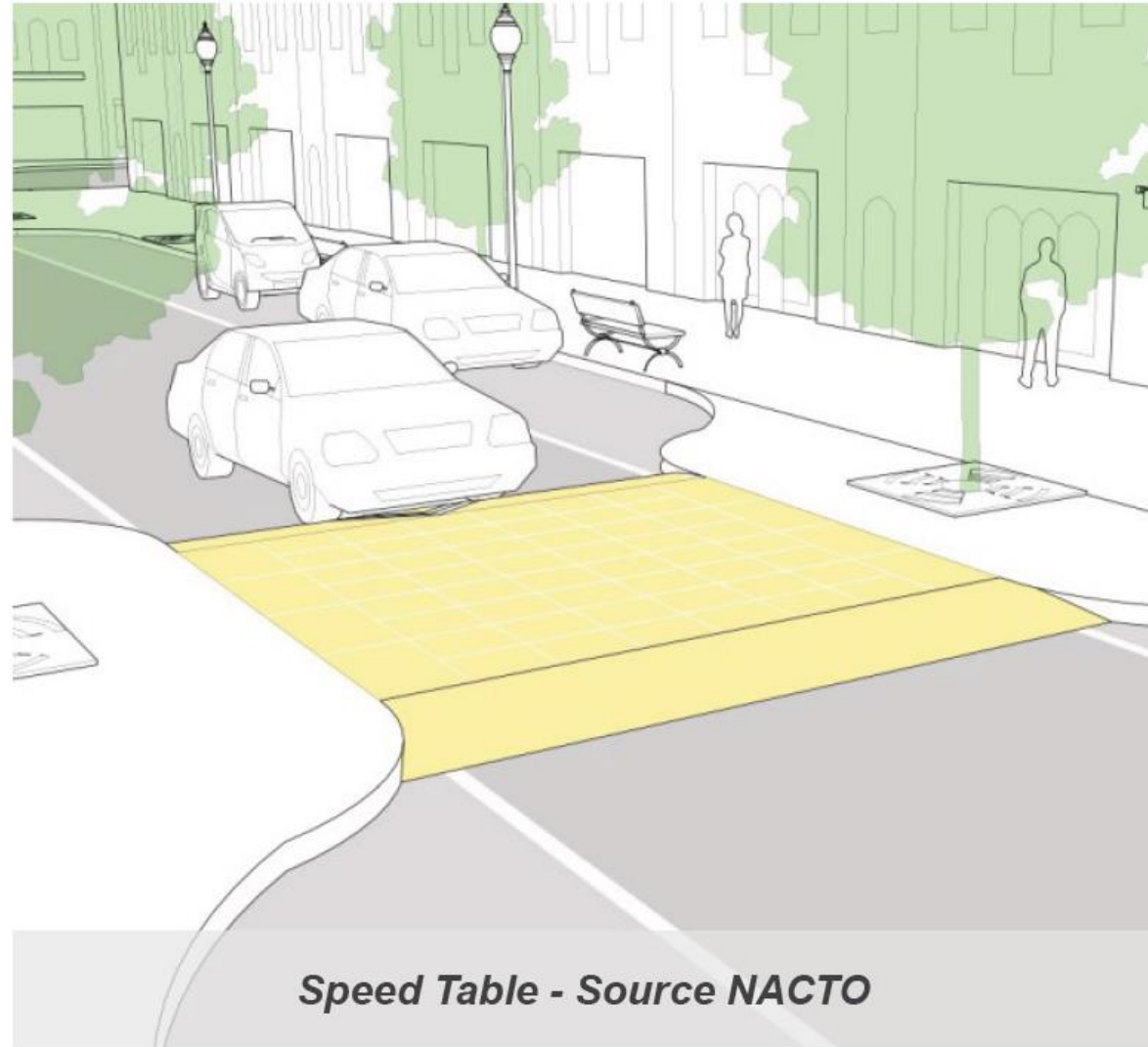
8. THINGS YOU DRIVE OVER:

*Speed Humps (\$\$ -
\$\$\$)*



9. THINGS YOU DRIVE OVER:

*SpeedTables (\$\$ -
\$\$\$)*



THINGS YOU DRIVE OVER:

Examples		Description and Considerations
Raised Crosswalk (\$\$)		
		Raised crosswalks are 18 feet wide – including a 6 foot wide center platform marked with crosswalk striping and slopes tapering down on each side, 3 inches high and extend the full width of the street except for the gutter. • 20-25% average speed reduction • 18% average traffic volume reduction • 13% average crash reduction • Increases the visibility of pedestrians • Installation must be compliant with the Americans with Disabilities Act (ADA)
Raised Intersections (\$\$\$)		
		A raised intersection involves ramping each side of an intersection approach and raising the entire intersection 3 inches. Where there are pedestrian crossings, crosswalks can also be marked and raised to the elevation of the raised intersection. • Improves pedestrian visibility • May require utility work • Installation must be ADA-compliant

11. THINGS YOU DRIVE OVER:

Raised Crosswalks
(\$\$ - \$\$\$\$)



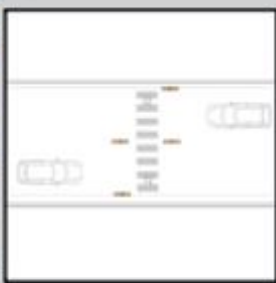
Raised Crosswalk - Source NACTO

12. THINGS YOU DRIVE OVER:

Raised Intersections
(\$\$ - \$\$\$\$)



THINGS YOU DRIVE AROUND:

Examples	Description and Considerations
Pedestrian Gateway Treatment (\$) 	Signs within crosswalk indicating vehicles have to stop for pedestrians. Must be consistent with crosswalk design guidelines. • Defines the area of preferred crossing for pedestrians • Communicates high pedestrian activity areas to motorists • Pedestrian awareness and visibility improved • Will incur maintenance expense • Results have shown high vehicle yielding rates
Pedestrian Island/Median Landscaping (\$\$) 	Raised islands placed in the center of the street at intersection or midblock locations. • Reduces pedestrian crossing distance by providing a refuge within the street • Reduces pedestrian-motorist crashes • Provides a visual cue to motorists that people are crossing the street. • Can provide an attractive gateway to a neighborhood • May require additional right-of-way • May interrupt driveway access and result in U-turns at the end of medians

14. THINGS YOU DRIVE AROUND:

*Pedestrian Gateway
Treatments (\$ - \$\$)*



15. THINGS YOU DRIVE AROUND:

*Raised Landscaped
Medians (\$\$ - \$\$\$\$)*



16. THINGS YOU DRIVE AROUND:

Pedestrian Islands
(\$\$ - \$\$\$\$)



THINGS YOU DRIVE AROUND:

Examples	Description and Considerations
Residential Traffic Circles (\$\$)  	Raised circular islands of pavement, most commonly at four-legged intersections. Does not change existing traffic control, e.g., stop signs. • 10% reduction in midblock speed • 70% reduction in intersection crashes • 28% reduction in overall crashes • Can provide an attractive gateway to a neighborhood • Minimal effect on cut through traffic • Left turns may be difficult for larger vehicles • May shift vehicles closer to crosswalks • Bicyclists navigate with traffic around circle • Possible driver confusion
Compact Urban/Mini Roundabout (\$\$\$)  	A type of roundabout characterized by a small center island. This changes traffic control to yield upon entry. • Decreases conflict points • May require additional right-of-way • May require changes to intersection configuration • May shift vehicles closer to crosswalks • Bicyclists navigate with traffic around circle

18. THINGS YOU DRIVE AROUND:

*Traffic Circles and
Compact Urban/Mini
Roundabout (\$\$ -
\$\$\$\$)*



THINGS YOU DRIVE AROUND:

Examples	Description and Considerations
Curb Extensions (\$-\$-\$-\$-\$) Curb bump outs 	An extension of the curb line to physically and visually tighten the corridor by narrowing street width. Two parallel curb bump-outs can be used to create a single lane width passageway, or choke-point. Alternating curb bump-outs can be used to create a chicane effect. • May require drainage considerations • May require loss of on-street parking • May cause debris to collect around the device
Choker/Neckdown 	2-lane chokers: • 4% speed reduction • Minor reduction in traffic volume 1-lane chokers: • 14% speed reduction • 20% reduction in traffic volume • Rely on regulatory signs and driver courtesy
Chicane 	Devices applied at intersection and midblock locations: • Shorten pedestrian crossing distance • Improve pedestrian visibility • Eliminate illegal parking

20. THINGS YOU DRIVE AROUND:

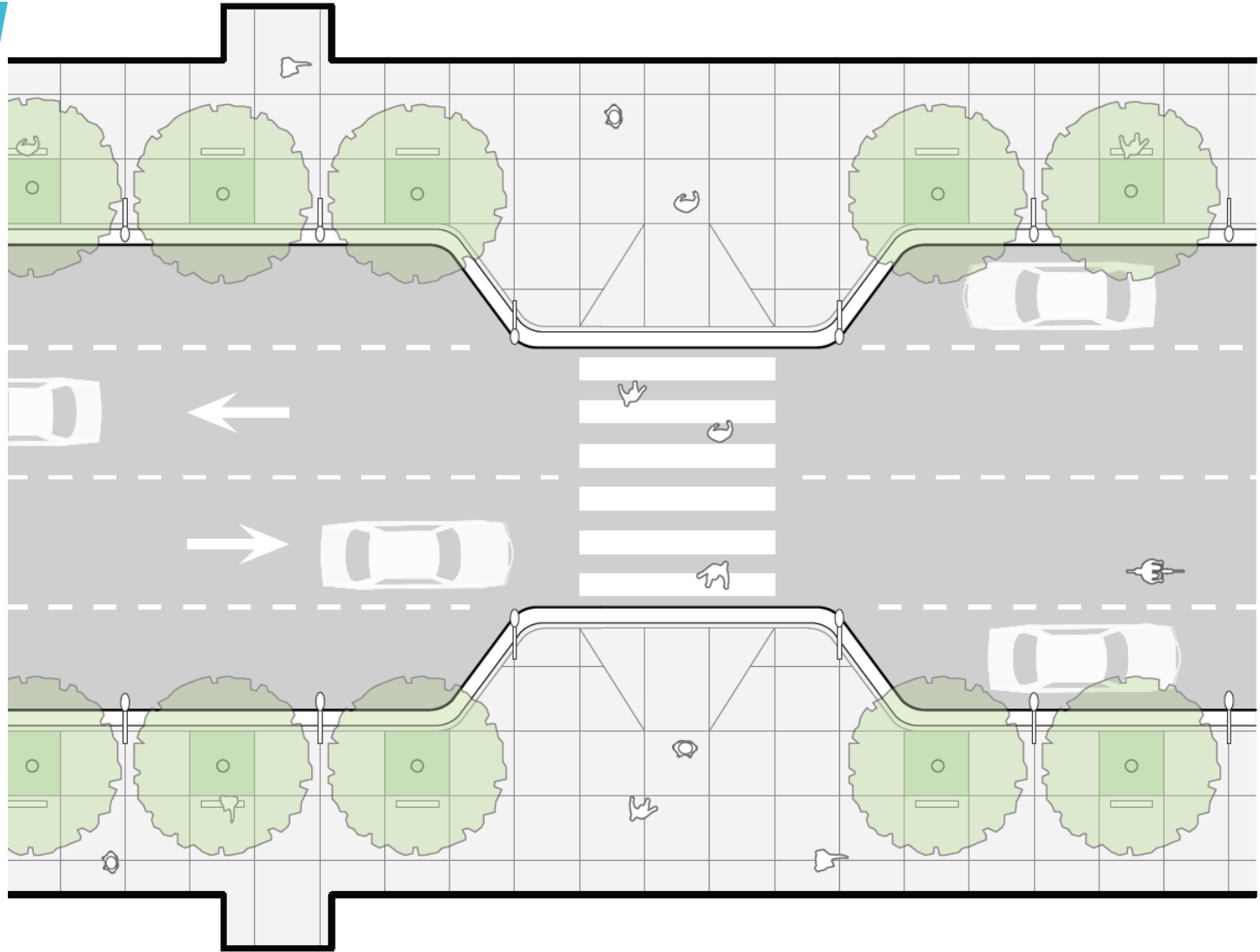
*Curb Extensions (\$\$ -
\$\$\$\$)*



Curb extensions at mid-block crosswalks can create shorter and more visible crossing opportunities.

21. THINGS YOU DRIVE AROUND:

*Chokers/Neckdowns/
Pinchpoints (\$\$ - \$\$\$\$)*



22. THINGS YOU DRIVE AROUND:

Chicanes (\$\$-\$\$\$\$)



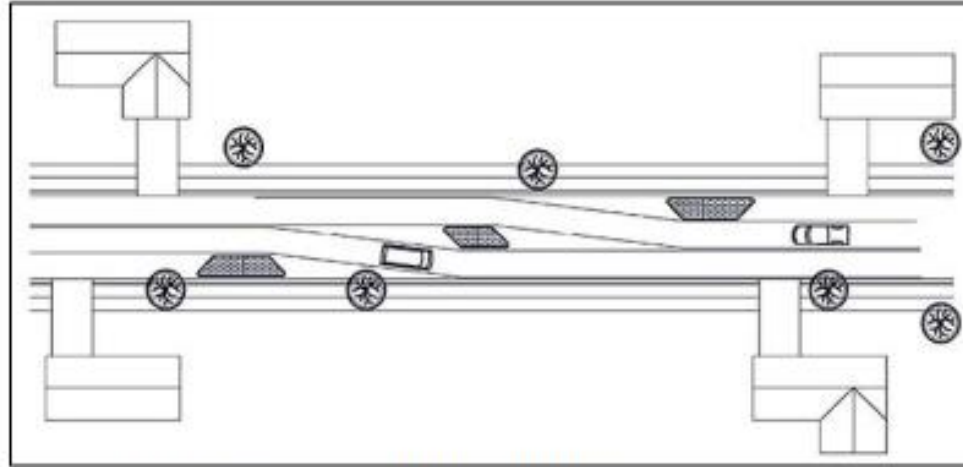
23. THINGS YOU DRIVE AROUND:

*DESIGNING
POSSIBILITIES. (\$\$ - \$\$\$\$)*



24. OTHER OPTIONS:

Lateral Shift (\$\$ - \$\$\$\$)



(Source: Delaware Department of Transportation)



(Source: Google Street View)



25. OTHER OPTIONS:

Optical Markings (\$ - \$\$)



Red peripheral transverse bars



White peripheral transverse bars



Optical speed bars



Chevrons

26. OTHER OPTIONS:

Optical Markings (\$ - \$\$)



27. OTHER OPTIONS:

Speed Limit Pavement Legend

(\$ - \$\$)



28. OTHER OPTIONS:

Painted Medians or Shoulders

(\$ - \$\$)



WHY NOT JUST
PUT IN A STOP
SIGN?



Next Steps

- Draft a Citywide Safety Plan
- Create processes
- Bring to Committees for recommendation and City Council for Adoption.

Goals for Overall Plan

- CITIES WHERE THESE METHODS HAVE WORKED:
- MORE EFFICIENT TRAFFIC MANAGEMENT:
- SAFETY INVESTMENT IN THE FUTURE SAFETY OF OUR CITIZENS:

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 13, 2024

TYPE OF AGENDA ITEM: Action Item

AGENDA OUTLINE NUMBER: 4.D.

TO: Public Works / Public Safety Committee

THRU: Krystal Strickland, Finance Director

FROM: Michael Burgess, Public Services Director

DATE: 08/07/2024

SUBJECT: Pedestrian Crossing/Speed Limit Reduction, Beach Drive at Sea View Drive

I. BACKGROUND: The City received an email from Steve Farris, Pastor of First Baptist Church, related to a recent accident and speeding in the area where the churches are located.

II. DISCUSSION: The email from Pastor Farris is below...

From: Steve Farris

Sent: Thursday, July 25, 2024 8:37 PM

To: Council

Subject: Pedestrian crossing

I am writing in regards to a need of a pedestrian crossing on the southern part of Beach Drive, specifically near Sea View Drive. As you know there are 4 churches in this section of the road. A man was recently struck by a car coming out of Sea View and ruled it was his fault because there was no crosswalk.

I would also recommend a 20 mile speed limit and some ridges in the road to make people aware of crossings.

We are grateful for the speed tables put in but unfortunately they can be deceptive because some people don't even slow down.

One driver told me they like to see if they could get airborne on them.

We appreciate your consideration for the safety of pedestrian and for the students at First Baptist and the Methodist Church as well as Hope Clinic at the Church of Christ.

Sincerely

Pastor Steve Farris

First Baptist Church of Destin

The City has already installed a pair of speed humps in the area to reduce the speed of vehicles along this stretch of Beach Drive a couple of years ago. A copy of the crash report

is attached.

A. Link to Strategic Goals / Objectives: II. Enhanced quality of life and safety for families

IV. Effective, efficient, and aesthetically pleasing infrastructure

B. Effect on Budget (EOB): The installation of a new crosswalk and rumble strips at this location would require:

1. New poles and signage (\$500)
2. Thermoplastic pavement markings (\$400)
3. City Labor

The reduction of the speed limit at this location would require:

1. Speed Study
2. Recommendation from the PWPS Committee
3. Ordinance designating the speed limit along this section of Beach Drive by City Council, two readings
4. New Speed Limit signs (\$100)
5. City Labor

C. Level of Service (LOS): Possible addition of a new crosswalk with signage and/or a reduction of the speed limit on Beach Drive.

D. Legislative Sponsor:

III. CONCLUSION: This item is provided for discussion and direction as to next steps.

IV. RECOMMENDED MOTION: I move that the Public Works/Public Safety Committee recommend to City Council that (to be determined by the Committee)...

Alternative Motion:

I move that the Public Works/Public Safety Committee take no action on this matter.

Attachments:

1. Screenshot 2024-08-07 153034
2. Crash OCSO24OFF007308



y Dr

Sea View Dr

Beach Dr

Mountain Dr

Mountain Dr

Beach Dr

Lola Cr

FLORIDA TRAFFIC CRASH REPORT

LONG FORM ☒SHORT FORM ☐UPDATE ☐

HIGHWAY SAFETY & MOTOR VEHICLES

TRAFFIC CRASH RECORDS

NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

Crash Date 5/30/2024	Time of Crash 12:55 PM	Date of Report 5/30/2024	Reporting Agency OKALOOSA COUNTY SHERIFF'S OFFICE	Reporting Agency Case Number OCSO24OFF007308	HSMV Crash Report Number 26484167-01
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CRASH IDENTIFIERS

County Code 43	City Code 55	County of Crash OKALOOSA	Place or City of Crash DESTIN	Within City Limits YES	Reported Date/Time 5/30/2024 12:57 PM	Dispatched Date/Time 5/30/2024 12:58 PM
On Scene Date/Time 5/30/2024 12:58 PM	Cleared Scene Date/Time 5/30/2024 1:09 PM	Investigation Completed YES	Reason (if Investigation Not Complete)	Notified By LAW ENFORCEMENT AGENCY		

ROADWAY INFORMATION

Crash Occurred on Street, Road, Highway BEACH DRIVE				At Street Address #	At Latitude N 30 23 36.85	And	Longitude W 86 29 26.16
At Feet	Or Miles	Direction	From Intersection With Street, Road, Highway SEA VIEW DRIVE				Or From Milepost Number
Road System Identifier LOCAL			Type of Shoulder PAVED		Type of Intersection T-INTERSECTION		

CRASH INFORMATION

☐ Pictures Taken

Light Condition DAYLIGHT	Weather Condition CLEAR	Roadway Surface Condition DRY	School Bus Related NO	Manner of Collision OTHER, EXPLAIN IN NARRATIVE
First Harmful Event Type COLLISION WITH PERSON, MOTOR VEHICLE, OR NON-FIXED OBJECT	First Harmful Event Detail PEDESTRIAN	First Harmful Event Location ON ROADWAY	Within Interchange YES	First Harmful Event's Relation to Junction INTERSECTION-RELATED
Contributing Circumstances: Road NONE	Contributing Circumstances: Road	Contributing Circumstances: Road		
Contributing Circumstances: Environment NONE	Contributing Circumstances: Environment	Contributing Circumstances: Environment		
Work Zone Related NO	Crash in Work Zone	Type of Work Zone	Workers in Work Zone	Law Enforcement in Work Zone

VEHICLE

☐ Commercial Motor Vehicle

Vehicle V01	Motor Vehicle Type MOTOR VEHICLE IN TRANSPORT	Hit & Run (by this vehicle) NO	License Number CC20SG	State FL	Reg. Expires 5/29/2024	Permanent Reg. NO	VIN 1G4PS5SK4E4135918		
Year 2014	Make BUIC	Model CENTURY	Style 4D	Color RED	Extent of Damage MINOR	Est. Damage 200	Towed Due to Damage NO	Vehicle Removed By	Rotation
Insurance Company INFINITY AUTO	Insurance Policy Number 10125429201								
Name of Vehicle Owner TYANA JO LEEN DURAND	Business ☐	Current Address 834 KELL AIRE DR	City DESTIN	State FL	Zip Code 32541-2632	Phone Number(s) 8506874312			
Trailer One	License Number	State	Reg. Expires	Permanent Reg. NO	VIN	Year	Make	Length	Axles
Trailer Two	License Number	State	Reg. Expires	Permanent Reg. NO	VIN	Year	Make	Length	Axles
Vehicle Traveling	Direction NORTH	On Street, Road, Highway BEACH DRIVE	At Est. Speed 5	Posted Speed 25	Total Lanes 2				
CMV Configuration	Cargo Body Type								
Comm GVWR/GCWR	Trailer Type (Trailer One)	Trailer Type (Trailer Two)							
Haz. Mat. Release	Haz Mat Placard	Haz. Mat. Number	Haz. Mat. Class						
Motor Carrier Name	US DOT Number								
Motor Carrier Address	Address Other	City	State	Zip Code	Phone Number				
Comm/Non-Commercial	Vehicle Body Type PASSENGER CAR	Vehicle Defects (one) NONE	Vehicle Defects (two)	Emergency Vehicle Use NO	Special Function of MV NO SPECIAL FUNCTION				
Vehicle Maneuver Action TURNING LEFT	Trafficway TWO-WAY, NOT DIVIDED	Roadway Grade LEVEL	Roadway Alignment STRAIGHT	Most Harmful Event COLLISION NON-FIXED OBJECT	Most Harmful Event Detail PEDESTRIAN				
Traffic Control Device for this Vehicle STOP SIGN	First (1) Sequence of Events COLLISION NON-FIXED OBJECT	Second (2) Sequence of Events	Third (3) Sequence of Events	Fourth (4) Sequence of Events					
	PEDESTRIAN								

Area of Initial Impact

☒ Undercarriage
☐ Overturn
☐ Windshield
☐ Trailer

Most Damaged Area

PERSON RECORD

# 1	Person Type DRIVER	Vehicle # V01	Name TYANA JO LEEN DURAND	Injury Severity NONE	Ejection NOT EJECTED	Driver ReExam NO		
Date of Birth 05/29/1982	Sex F	Condition at Time of Crash APPARENTLY NORMAL	Address 834 KELL AIRE DR, DESTIN FL 32541	Phone Number 8506874312				
Driver License Number D653810826891	State FL	Expires 05/29/2025	Type CLASS E / OPERATOR	Required Endorsements				
Restraint Systems SHOULDER AND LAP BELT USED	Air Bag Deployed NOT DEPLOYED	Helmet Use	Eye Protection NOT APPLICABLE					
Motor Vehicle Seating Position: Row FRONT	Motor Vehicle Seating Position: Seat LEFT	Motor Vehicle Seating Position: Other NOT APPLICABLE						
Driver Distracted By NOT DISTRACTED	Driver Vision Obstructions VISION NOT OBSCURED							
Driver Actions at Time of Crash 1 (based on judgement of investigation officer) NO CONTRIBUTING ACTION	Driver Actions at Time of Crash 2 (based on judgement of investigation officer)							
Driver Actions at Time of Crash 3 (based on judgement of investigation officer)	Driver Actions at Time of Crash 4 (based on judgement of investigation officer)							
Suspected Alcohol Use NO	Alcohol Tested TEST NOT GIVEN	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use NO	Drug Tested TEST NOT GIVEN	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility NOT TRANSPORTED	EMS Agency Name or ID	EMS Run Number	Medical Facility Transported To					

Crash Date 5/30/2024	Time of Crash 12:55 PM	Date of Report 5/30/2024	Reporting Agency OKALOOSA COUNTY SHERIFF'S OFFICE	Reporting Agency Case Number OCSO24OFF007308	HSMV Crash Report Number 26484167-01
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PERSON RECORD

# 2	Non-Motorist # NM01	Person Type NON-MOTORIST / PEDESTRIAN	Name RICHARD FRANCIS GLIEBE	Injury Severity NON-INCAPACITATING				
Date of Birth 08/28/1938	Sex M	Address 955 AIRPORT RD APT 1624, DESTIN FL 32541	Phone Number 8508371121					
Non Motorist action / Circumstance Prior To Crash WALKING/CYCLING ALONG ROADWAY WITH TRAFFIC (IN OR ADJACENT TO TRAVEL LANE)			Non Motorist Location at Time of Crash INTERSECTION - OTHER					
Non Motorist Action / Circumstance at Time of Crash 1 FAILURE TO YIELD RIGHT-OF-WAY			Non Motorist Action / Circumstance at Time of Crash 2					
Non Motorist Safety Equipment 1 UNKNOWN			Non Motorist Safety Equipment 2					
Suspected Alcohol Use NO	Alcohol Tested TEST NOT GIVEN	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use NO	Drug Tested TEST NOT GIVEN	Drug Test Type	Drug Test Result
Source of Transport to Medical Facility EMS		EMS Agency Name or ID OCEMS		EMS Run Number 013974	Medical Facility Transported To SACRED HEART MIRAMAR BEACH			

WITNESS RECORD

# 3	Name SONJA REVELLS	Address 328 BEACONS WAY, SANTA ROSA BEACH FL 32459	Phone Number 8509602224
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NARRATIVE

ID Number 1749	Rank DEPUTY	Name PAPPAS, DANIEL J	Troop / Post OCSO/FSV/EAST/AC/C-SHIFT/DES	Officer Agency OKALOOSA COUNTY SHERIFF'S OFFICE	Phone Number 850-651-7434
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On May 30, 2024, approximately 1246 hours, V1 began to make a turn north from Sea View Drive, Destin Florida onto Beach Drive.

P1 walked his bike west across the street from the east side of Beach Drive towards Sea View Drive. P1 did not cross at a designated cross walk and did so after V1 had already started its left turn. V1 struck P1 with the front end of the vehicle while making a left turn onto beach Drive.

W1 stated P1 began crossing the street when V1 made a left turn and struck P1.

P1 sustained superficial injuries and was transported to Sacred Heart Hospital, Miramar Beach, FL, by OCEMS.

D1 was wearing her seat belt and did not sustain any injuries.

V1 sustained minor damage to the hood of the vehicle at an approximate cost of \$200.

REPORTING OFFICER

ID Number 1749	Rank DEPUTY	Name PAPPAS, DANIEL J	Troop / Post OCSO/FSV/EAST/AC/C-SHIFT/DE	Officer Agency OKALOOSA COUNTY SHERIFF'S OFFICE	Phone Number 850-651-7434
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CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 13, 2024

TYPE OF AGENDA ITEM: Presentation

AGENDA OUTLINE NUMBER: 6.A.

TO: Public Works / Public Safety Committee

THRU: Krystal Strickland, Finance Director

FROM: Michael Burgess, Public Services Director

DATE: 08/07/2024

SUBJECT:

1. Jim Wood - Chair
2. John Green - Vice Chair
3. Marcie Bell
4. Tom Weidenhamer
5. Sam Perman
6. Curtis Smith
7. Tammy Weidenhamer

I. BACKGROUND: Discussion Items from Committee Members

II. DISCUSSION: Discussion Items from Committee Members

- A. **Link to Strategic Goals / Objectives:** N/A
- B. **Effect on Budget (EOB):** N/A
- C. **Level of Service (LOS):** N/A
- D. **Legislative Sponsor:**

III. CONCLUSION: Discussion Items from Committee Members

IV. RECOMMENDED MOTION: N/A

Attachments:

None

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 13, 2024

TYPE OF AGENDA ITEM: Presentation

AGENDA OUTLINE NUMBER: 7.A.

TO: Public Works / Public Safety Committee

THRU: Krystal Strickland, Finance Director

FROM: Michael Burgess, Public Services Director

DATE: 08/07/2024

SUBJECT: Stormwater/Floodplain Management Comments from the Public

I. BACKGROUND: Solicitation of Comments from the Public concerning stormwater and floodplain management issues

II. DISCUSSION: N/A

A. Link to Strategic Goals / Objectives: N/A

B. Effect on Budget (EOB): N/A

C. Level of Service (LOS): N/A

D. Legislative Sponsor:

III. CONCLUSION: N/A

IV. RECOMMENDED MOTION: N/A

Attachments:

None