

**MINUTES
REGULAR MEETING
DESTIN CITY COUNCIL
JUNE 3, 2019
CITY HALL ANNEX COUNCIL CHAMBERS
6:00 PM**

The Council of the City of Destin met in regular session with the following members and staff present:

Destin City Council

Mayor Gary Jarvis
Councilmember Steven Menchel
Councilmember Cyron Marler
Councilmember Parker Destin

Councilmember Prebble Ramswell
Councilmember Chatham Morgan
Councilmember Skip Overdier
Councilmember Rodney Braden

Destin City Staff

City Manager Lance Johnson
Deputy City Manager Webb Warren
Public Services Director Michael Burgess
Code Compliance Manager Joey Forgione
Community Development Director Louis Zunguze
City Land Use Attorney Kimberly Kopp

City Clerk Rey Bailey
City Planner Samantha Brisolara
Library Director Wen Livingston
Parks & Rec. Director Lisa Firth
City Attorney Kyle Bauman

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

Mayor Gary Jarvis called the meeting to order at 6:00 PM. Pastor Steve Farris of the First Baptist Church gave the invocation; which was then followed by the Pledge of Allegiance.

AGENDA APPROVAL

Motion by Councilmember Marler, seconded by Councilmember Menchel, to approve the meeting agenda passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

1. APPROVAL OF MINUTES

A. Approval of minutes of April 15, 2019 Regular City Council Meeting

Motion by Councilmember Marler, seconded by Councilmember Overdier, to approve minutes of April 15, 2019 Regular City Council meeting passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

**2. PROCLAMATIONS/ RECOGNITIONS /SPECIAL PRESENTATIONS/
ANNOUNCEMENTS**

A. Proclamation Code Enforcement Officers' Appreciation Week

The Mayor read the proclamation designating June 3-7, 2019 as Code Enforcement Officer's Appreciation Week, and then presented the proclamation to Code Compliance Manager Joey Forgione.

B. Proposed change of City of Destin election date from March to November – Okaloosa County Supervisor of Elections Paul Lux

The City Attorney noted that on April 1, 2019 City Council meeting, the City Council directed him and the Land Use Attorney to conduct legal research and analyze certain issues relating to the timing of the City's municipal elections. In response to this direction, they drafted and submitted a joint memorandum and presented their analysis and conclusions at the May 20, 2019 City Council meeting. At this meeting, the City Council directed them to draft an ordinance amending the City's code and aligning it with the City Charter, which dictates that the City's municipal elections are to be held on a date in November of even numbered years commensurate with the State General Election. The City Council further directed staff to contact the Supervisor of Elections, Mr. Paul Lux, and discuss the practicalities of moving the City's election day. City staff contacted Mr. Lux and Mr. Lux requested that he be afforded the opportunity to speak with the City Council and Mayor at this meeting.

Mr. Paul Lux spoke of the proposed change to the City of Destin election date. He stated that Destin adopted Resolution 91-11 in April 1991. This resolution supports the creation of a "Universal Municipal Election Day" where all municipal elections in the County, with the exception of the City of Niceville, are conducted on the same day which is the second Tuesday in March. In addition, a Presidential Preference Primary is held once every 4 years; which benefits the City of Destin as their election is held on even numbered years. The City's cost for every other election is very minimal because they only pay for legal advertising. Other municipalities which hold their election at odd numbered years are not able to take advantage of that opportunity.

Mr. Lux also pointed out that municipal races that are held during a General Election are always listed at the end of the ballot; adding that very little media attention is paid to local candidates in a busy General Election. He continued that moving municipal election on to a November ballot may provide better turnout because more people are presented with the opportunity to vote; however, it would not necessarily equate to more votes for municipal races. Candidates and issues drive the turnout. It is low when the voters are not enthusiastic about the candidates and issues.

According to Mr. Lux, Chapter 92-270 is a Florida Law passed by Florida Legislature. It can only be undone by Florida Legislature, not by a municipal ordinance. He continued this is based on the opinion of the County's legal counsel, Mr. Mike Chesser, who has been an election law attorney in the County since the mid-1990's. He also stated that Florida Supreme Court case of *Rowe v. Pinellas Sports Authority*, provides that whenever a Special Act is passed that deals with the same subject as the General Act of the legislature, the Special Act prevails; adding that the General Law being cited as the City of Destin's authority to move its municipal election date is superseded by the Special Act, Laws of Florida Chapter 92-270.

Lastly, Mr. Lux noted that local municipalities have no authority to compel the County's Supervisor of Elections to conduct their election. It is being done as a courtesy and because it is the law to which they all agreed. If the City of Destin can change their election to coincide with the

General Election in November, their City Clerk becomes the filing officer and election administrator in charge of campaign finance laws and the candidates filing for campaign financing, as well as operating polling places, training poll workers and many other responsibilities.

According to Councilmember Braden, the first time he ran for Council was during a Presidential Preference Primary election when 1500 votes were cast; and that he lost the election by nearly 200 votes. He received 577 votes at the following election and ended up in a tie for the last Council seat; and then winning the seat via a card draw. He noted that twice the number of people voted during the Presidential Preference Primary than the following election; and that the only reason they had a decent turnout at that election was because the Destin Fire Control District had a tax question in the ballot, which was a highly controversial issue at the time. He believes they will have a better turnout if they hold their election during the General Election in November.

Councilmember Morgan stated he is quite aware of the discrepancies between City elections held during the Presidential Preference Primary and the off-year City election as far as voter turnout. There is at least twice the number of voters during the Presidential Preference Primary election cycle. And so, he would support seeking a legal opinion from the State of Florida Attorney General's Office after the proposed ordinance passes on first reading. He then asked Mr. Lux if he would change his stance on conducting the City's election if the Attorney General finds that the City is within its rights and the law of the State of Florida to change their election date.

Mr. Lux stated that State Attorney's legal opinion would simply eliminate one of his arguments for not conducting the City's election.

According to Councilmember Ramswell, she looked at the different voter turnout percentages in past elections and discovered that clearly more voters come out and vote at November elections. The Special City Election in March 2019 had a 7.8 percent voters' turnout. It was at 29.6 percent during the March 2018 municipal election. The highest voters' turnout was in March 2016 at 39 percent. The General Election held in November 2018 had a 62.5 percent turnout. It was 75.7 percent in November 2016 and 49.8 percent in November 2014.

Mr. Lux argues that these turnout percentages are based upon the number of voters that are afforded the opportunity to vote; which does not necessarily translate to a vote for the municipal candidates.

Councilmember Destin stated that he supports the idea of seeking the Attorney General's opinion on this matter; adding that if the Attorney General rules in favor of the City, there would probably be political implications and some of the other local municipalities may follow along. This could have some meaningful impacts to the internal administration for the Supervisor of Elections Office. He continued that the County's Supervisor of Elections has done a good job for the City; and that he would like for him to continue administering the election for the City.

Councilmember Overdier moved to direct the City's Attorneys to prepare an ordinance aligning the City's municipal election day with the State General Election day in November of even numbered years and direct the City Clerk to advertise the ordinance for first reading at the June 17, 2019 City Council meeting. Councilmember Braden provided a second to the motion.

The Mayor announced he would allow public comments on this issue at this time. Having none, the Mayor turned the matter over to the City Council for their discussion.

Councilmember Marler asked when they would forward the ordinance to the Attorney General's office for a legal opinion.

According to the City Attorney, they will forward the ordinance to the State Attorney's Office for a legal opinion after it passes on first reading. It would then be scheduled for second reading after they receive that opinion.

The Mayor called for a vote on the motion, which passes 6-1 (Council members Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes"; Councilmember Morgan voted "no").

3. PUBLIC COMMENTS ON AGENDA ITEMS THAT ARE NOT PUBLIC HEARINGS AND ANY OTHER MATTERS NOT ON THE AGENDA

Mr. Mike Buckingham, a Destin resident, stated that he gave a few friends permission to post a few advertising signs on his property at 111 Harbor Blvd. Those signs were later damaged, and he asked those who witnessed these acts to report them to the proper authority.

Mr. Ron Sandstead wants to expand their Banners Art Project on Main Street and asks the City to allow them to use 4 additional Gulf Power banner poles on to hang artists' banners and possibly using 12 of the 38 light poles on Main Street to hang retired banners on these light poles.

Councilmember Ramswell noted when they were negotiating with Gulf Power last year, she sat in as the City representative at one of the meetings and she actually post that question and asked if it was something they were amenable to; and to which they replied affirmatively.

Ms. Marcie Bell asked the Council to invite the person that made a presentation at the Tropical Town Hall Meeting at Niceville to provide a similar presentation in Destin. She stated both she and Councilmember Menchel attended the presentation in Niceville and found it to be quite informative. She also expressed support in moving the City election from March to November.

Ms. Bell also wants to know why the City is soliciting new applicants for the Short-Term Rental Task Force instead of reconvening the committee.

The City Manager explained that the previous Task Force had a time limit and is no longer in place; and to reconvene the new Task Force would require appointments of new members.

4. CITY MANAGER REPORTS

A. Update on Triumph Preapplication and Haas Center study for public beach initiative

Deputy City Manager Webb Warren noted that in April 2019, the City submitted to the Triumph committee a required pre-application; which provides a summary of how and why the City would request \$12 million from Triumph for the City's public beach initiative. On May 28th, Triumph announced they will provide feedback on the City's pre-application at their June 20th meeting. Mr. Warren expressed that economic data and metrics are significant components of the Triumph application process. Currently the City does not have access to the type of data necessary to substantiate job creation or potential job retention value of their public beach initiative project. The Haas Center provided a proposal to the City outlining how they can assist the City by providing economic data and analysis from existing data, future surveys and various other data collection methods. At this time, staff is recommending they analyze the pre-application feedback the City will receive on June 20th from Triumph. That feedback can provide the City some guidance on how to proceed with the Triumph application process and what specific data may be needed to substantiate any future application.

B. Announcements

The Code Compliance Manager distributed copies of a report of activities observed over the 2019 Memorial Holiday weekend

Councilmember Ramswell expressed concern about the way some of the vendors are treating the City's Code Compliance officers; stating that several of these officers are retired military who fought for this country, and they are being verbally abused by young employees with no repercussions.

The Mayor asked the City Attorneys and staff to bring back some recommendations or a list of protocols they would want the vendors to follow, including how they should interact with City employees, and determine the legality of withholding business tax receipts (BTR) if those protocols are not followed.

It was the consensus of the Council to allow the legal counsel to investigate this matter and determine what the City can and cannot do from the legal point of view.

Referring to an item on the report regarding some occurrences of vehicles parked on the beach overnight, Councilmember Morgan pointed out that Council just adopted an ordinance regulating vehicles on the beach. He wants to make sure that ordinance is enforceable and with enough of a penalty to deter this kind of activity.

According to Mr. Forgione, they just received authorization from the Clerk of Courts for the citations to be printed. Violators were made aware of the ordinance that is in-place and repeat violators will be sent to the Special Magistrate. He added that some of the vendors were up in arms with the new rules due to lack of enforcement in the past; but lately they are starting to self-regulate.

Councilmember Destin noted that the Council previously formed a BTR Commission and appoint members to it due to statutory requirement in order to convert the BTR to more of a conditionally offered process rather than automatically obtaining it by simply paying the fee. He inquired as to the status of this process.

According to the Land Use Attorney, currently there are some portions of the code that allow revocation of a BTR if there is a violation; but there are also other portions of the code that do not allow it. They would need to put the appropriate language if they want to allow BTR revocation in all portions of the code.

Councilmember Marler asked for a breakdown on the types of vessels involved with regards to the issuance of 114 verbal warnings for violation of "No Wake Zone" as shown on the report.

Mr. Forgione noted that approximately 80 percent involves Jet Skis and pontoon boats.

Next, the City Manager informed the Council it would require a formal request from either the City Manager or the Mayor to have an FDOT representative attend a Council meeting and provide an update on the 3R project.

It was the consensus of the Council to have the Mayor send a letter inviting the FDOT Regional Manager to attend the Council meeting.

Councilmember Menchel stated it is critical to have a high level FDOT representative present at their workshop on June 24th to answer questions. If one cannot attend both meetings, the workshop should take precedence.

5. PUBLIC HEARINGS

- A. First reading of Ordinance 19-09-LC – Amends the official zoning map as referenced in the Land Development Code, Section 7.12.01(A)2 zoning maps to include a change in the zoning designations of 468 parcels to match the assigned land use designation of the Future Land Use Map of the Comprehensive Plan

The City Attorney read proposed Ordinance 19-09-LC by title, and then presented it to the City Council on first reading.

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING THE OFFICIAL ZONING MAP AS REFERENCED IN THE LAND DEVELOPMENT CODE, SECTION 7.12.01(A)2 ZONING MAPS TO INCLUDE A CHANGE IN THE ZONING DESIGNATIONS OF 468 PARCELS GENERALLY DEPICTED IN THE LOCATION MAP ATTACHED, DESTIN, FLORIDA TO MATCH THE ASSIGNED LAND USE DESIGNATION OF THE FUTURE LAND USE MAP OF THE COMPREHENSIVE PLAN; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR JURISDICTION; PROVIDING FOR ZONING MAP AMENDMENT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The City Attorney sworn in the following individuals for testimony:

Louis Zunguze, Community Development Department Director

The Mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none, the Mayor closed the public hearing portion of this item and turned the matter over to the City Council for discussion and consideration.

Community Development Department Director Louis Zunguze provided the following presentation:

Future Land Use Map and Zoning Map Alignment

- City Council Workshop on February 26, 2019 – Discussed Future Land Use Map and Zoning Map alignment procedures
 - ❖ Staff presented a total of 16 areas with zoning inconsistencies - including City owned parking lots on Sibert Avenue
- City Council Meeting on March 4, 2019 – the Council directed staff to under the following:
 - ❖ Bring the Zoning Map into compliance with the adopted Future Land Use Map, except for Areas 7 and 15
 - ❖ Update the Land Development Code based on all adopted Comprehensive Plan amendments
 - ❖ Create a Calhoun Mixed Use Village zoning category and declare a pending ordinance doctrine
 - ❖ Revise the Town Center Mixed Use (TCMU) zoning category and declare a pending ordinance doctrine
 - ❖ Amend the Comprehensive Plan to reduce densities in the TCMU future land use designation
- Report of Current Status on Council Directive
 - ❖ Create a Calhoun Mixed Use Village zoning category and declare a pending ordinance doctrine
 - Status: Completed
 - Proposed Ordinance 19-06-LC recommended for approval by LPA on March 21, 2019 and approved at first and second readings by City Council on April 1st and 15th, 2019
 - ❖ Revise the Town Center Mixed Use (TCMU) zoning category and declare a pending ordinance doctrine
 - Status: Completed
 - Proposed Ordinance 19-07-LC recommended for approval by LPA on March 21, 2019 and approved at first and second readings by City Council on April 1st and 15th, 2019
 - ❖ Create Harbor Overlay District and Certificate of Appropriateness process
 - Status: Completed
 - Proposed Ordinance 19-05-LC recommended for approval by LPA on March 21, 2019 and approved at first and second readings by City Council on April 1st and 15th, 2019
 - ❖ Current Effort – Bring the 14 of the 16 areas into compliance with the adopted Future Land Use Map
 - Of the 486 total inconsistent parcels, 468 will be aligned with the Comprehensive Plan Future Land Use Map except for areas 7 & 15
- Conclusion of Current Future Land Use Map and Zoning Map Alignment Effort

- ❖ Of the 468 parcels, only 3 non-conforming uses are created
 - 1220 Airport Road (Destin Water Users)
 - 1230 Airport Road (Regional Self-Storage)
 - 1007 Hwy 98 E (Big Kahuna's)

All non-conformities will be corrected with the Land Development Code update

- ❖ Next Steps
 - Determine future land use and zoning designations for areas 7 & 15
 - Determine ROI designations for areas 4 & 5
 - Amend the Comprehensive Plan policies regarding TCMU height & density
 - Amend Comprehensive Plan designations of City-owned parking lots on Sibert Avenue from ROI-GD and NHMU to INST
 - Update Comprehensive Plan (per State coastal requirements)
 - Update the Land Development Code based on Comprehensive Plan amendments
 - Update impact fees
- Area 7 – Zoning Inconsistencies
 - ❖ Future Land Use: TCMU – Town Center Mixed Use
 - ❖ Ordinance: 15-17
 - ❖ Current Zoning: CG – Commercial General
 - ❖ Change adopted with 2020 Future Land Use
- Area 15 – Zoning Inconsistencies
 - ❖ Future Land Use: CG – Commercial General
 - ❖ Ordinance: 15-17
 - ❖ Current Zoning: ROI-TD – Residential, Office & Institutional - Tourist Development
 - ❖ Change adopted with 2020 Future Land Use
- Areas 4&5 – Zoning Inconsistencies
 - ❖ Future Land Use: ROI - Residential, Office & Institutional
 - ❖ Ordinance: 15-17
 - ❖ Current Zoning: Medium Density Residential - Village
 - ❖ Change adopted with 2020 Future Land Use
 - ❖ Needs specified designation
 - ROI-VR
 - FOI-GD
 - ROI-TD
 - ROI-CBR

The Mayor asked what the next step is in dealing with areas 7 and 15.

Mr. Zunguze stated that Council would need to decide if they want to stay with the classification from the comprehensive plan or assign a different classification.

Councilmember Ramswell pointed out that Destin Water Users is considered Institutional, but it is being assigned a different zoning classification. She wants to know the logic behind that decision.

Mr. Zunguze explained it would essentially be spot zoning if it is zoned by itself. It would be adequately accommodated as a conditional use in the district that it is located.

Councilmember Ramswell asked why a church or school, which are obviously Institutional would not be considered spot zoning.

According to Mr. Zunguze, they would be permitted uses and would be looked at differently from the review standpoint.

While showing some images on the screen, Councilmember Ramswell pointed to some sections of town that they must address; one located just off Calhoun and Sibert avenues, another on Mountain and Benning drives, and the area at the intersection of US Hwy 98 and Airport Road, plus two other random parcels. She stated that she has some documentation related to the crosstown connector and its potential pathways. There is an overlap between the two giant sections with zoning changes that were done without the Council's knowledge. One area is where Azalea would potentially punch through Stahlman, then over to Sibert and Calhoun. The other section is where Azalea, Benning and Mountain come together where they could expect a heavier flow of traffic. She continued that US Hwy 98 and Airport Road is where all the construction changes are and where they are going from 2 to 3 lanes; and that they would potentially have some bottlenecks in that area. She also stated that she reviewed the previous zoning of those areas they are now trying to make consistent because they were changed unknowingly. In every case, there was an increased in density. Rezoning from Commercial General to Town Center Mixed Use increases to 40 in density for short-term rental; which is way above the current density. Changing ROI-GD category to TCMU increases the density from 12 to 19.9; while a change from CBN to CBR increases density from 6 to 12. She is concerned over what appears to be spot zoning. She further stated that this information comes from the Destin Harbor Area Master Plan that was put together around 2000. It was part of the Sasaki Plan. It seems to be in line with what they are currently seeing and what they are currently hearing in terms of long-term plans for the connector. It seems to explain a lot of the lingering thoughts because it was the original intention. She believes this information is compelling enough that it warrants further discussions of those areas.

Mr. Zunguze stated that this is a matter of whether the Council has full faith with their comprehensive plan. What they are presenting to Council is what they feel is the direction for the future as far as land use is concern. With respect to areas 4 and 5, if there is no clarity as far as that corridor is concern, then they must revisit all the classifications around that area.

Councilmember Ramswell noted that in this case, the inconsistencies they are addressing are the zoning classifications that were changed with the neighborhood being impacted never received any notifications; and that the Council never received any notifications of these parcels being changed in the FLUM. Her main concerns are the section on the west, which is mostly CMUV and the giant piece in the middle where Benning and Azalea come together because of the increase in density. It is clearly where they are going to have a big flow of traffic if they build the crosstown connector. She recommends pulling areas 4 and 5 for further discussion.

Councilmember Marler noted they pay a lot of money for the Sasaki Plan only to place it on hiatus. It is the source of a lot of the misinformation and confusion. There are so many plans out there that they do not know which ones are valid. He agrees they need to review some of these areas for consistency before they do any rezoning.

Councilmember Menchel noted that he had asked for a lot of data about the crosstown connector, and the City Clerk's Office is currently compiling this data. He will share this information to Council once he receives it. He stated there had been a lot of unanswered questions from 1987, when this issue was initially discussed, moving forward. He seems to find more and more information that brings up some questions about the crosstown connector. He does not believe they have all the information necessary to make an informed decision.

Councilmember Braden noted that everything that he mentioned in his comment at the last meeting about the crosstown connector he could provide in writing.

The Mayor noted that the present Council adopted the current comprehensive plan; and that they should consider amending it if they do not believe in it.

The Land Use Attorney pointed out the Future Land Use Map was not amended during this round of comprehensive plan amendments. The Future Land Use Map amendment, which is the issue being debated upon and with which they are trying to make consistent, was adopted by prior Council. The goal now is trying to get the Land Development Code Zoning Map in compliance with the Future Land Use Map. The areas Councilmember Ramswell spoke of are areas 2, 4 and 5; and if Council has specific concerns about those areas, they could pull those areas and still passed the ordinance on first reading.

Councilmember Morgan noted they have already discussed area 2, the Calhoun Mixed Use District, located between Calhoun Avenue and Sibert Avenue, in detail. They also had a workshop completely dedicated to it. They had concerns about density and so they added some conditional uses.

Councilmember Destin moved to approve Ordinance 19-09-LC, removing areas 4 and 5, on first reading and direct staff to advertise it for second reading; seconded by Councilmember Ramswell.

Councilmember Ramswell asked whether the post office located on Main Street should be zoned Government or Institutional; adding she did not see it as a permitted use.

Mr. Zunguze noted it is an oversight in the comprehensive plan; adding it is covered as a Government use.

The City Clerk pointed out the ordinance may need to go back to first reading since pulling areas 4 and 5 will change the number of parcels to be rezoned and will change the title of the ordinance. The Land Use Attorney agreed.

Councilmember Destin offered an amended motion to direct staff to amend the title of the ordinance after removal of areas 4 and 5 and advertise it for first reading on June 17, 2019 Council meeting; seconded by Councilmember Ramswell. Motion passed 7-0

(Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

6. CONSENT AGENDA

- A. Destin Library Computer Filtering Policy
- B. Resolution 19-08 – Dissemination of Information to the City Council

Motion to approve Consent Agenda items 6A and 6B, as printed above, passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

7. COMMENTS/PRESENTATIONS FROM MAYOR, COUNCIL, LAND USE ATTORNEY AND CITY ATTORNEY

A. Councilmember Braden

Councilmember Braden asked why Destin must wait weeks or months to re-stripe a road after paving or resurfacing it; for instance, there are still cones on the road on Stahlman and it has been weeks since it was resurfaced.

According to Mr. Burgess, they were initially informed that road would be re-striped two weeks after it was resurfaced. However, it has been delayed for unknown reason, but it will be re-striped soon. He will discuss this issue with the contractor as soon as possible and let the Council know when that road will be re-striped.

B. Councilmember Ramswell

1. Traffic Signal Coordination - Discussion

Councilmember Ramswell gave the following presentation:

Traffic Signal Coordination – Information to support the implementation of a Traffic Management System/Adaptive Signal Control Technology in Destin

- Problem: Highly congested main thoroughfare (US 98) leads to crawling and often standstill traffic through Destin
- One Potential Solution: Traffic Signal Coordination/Timing

What is Traffic Signal Coordination/Timing?

- Traffic signal coordination is the timing of traffic signals so traffic can travel along a street without stopping at every light
- The strategy involves adjusting the starting points of green lights so that when a group of vehicles arrives, it can traverse through the signals without stopping
- Timing can vary through the day or week depending on traffic patterns or remain fixed on one schedule
- Advances in technology allow for some systems (such as ACST) to automatically detect changes in flow and adjust as necessary

How Can Traffic Signal Timing Help?

- Synchronized traffic lights are one of the most effective ways to deal with traffic in cities especially as streets in the urban core handle more traffic and widening them is not a feasible option
- Coordinated signal timing is applied on corridors with closely spaced intersections (1/4 mile or less), and where there is evidence of a desire for “platooning”-the seamless flow of a given street user or set progression speed
- Signals are timed to move many cars as efficiently as possible
- A designer may coordinate signals to reward slower driving speeds of 15-20 mph through the downtown area
- Synchronized lights can mean a time savings of about 20 percent compared to a poorly timed series of lights
- Signal timing that is outdated or does not take advantage of modern signal controller functions can lead to congestion as the signals may not be effectively addressing traffic demand
- Green time is the key: “The whole game is to allocate green time”
- Signal coordination provides for the smooth flow of traffic along streets and highways at defined speeds, thereby reducing congestion
- Coordination of traffic signals can reduce the number of stops along a corridor and provide for a continuous flow of traffic at the target speed
- They encourage drivers to “travel through and out of downtown quickly”
- In many places, a driver going the speed limit can sail through without the stop-and-go that seizes up traffic on city streets
- The overall objective is to provide for the safe and efficient traffic flow at intersections, along routes, and in street networks

Data from the Experts

- New and expanded ITS systems have led to 50% to 60% reductions in accident-related traffic delays nationwide
- In systems with extremely outdated signal timing the improvement can be 50% or more
- Outdated traffic signal timing incurs substantial costs to businesses and consumers. They account for more than 10% of all traffic delays/congestion on major routes alone
- In a US DOT study of ITS deployment in three regions, analysis showed positive impacts on all performance measures studies, including:
 - ❖ Decreased travel times
 - ❖ Increased vehicle speeds
 - ❖ Decreased delay
 - ❖ Decreased number and severity of crashes
 - ❖ Decreased environmental impacts (reduced emissions and fuel use)

The National Traffic Signal Report Card 2012 reported that:

- Absence of, or poorly timed, coordinated lights cause significant travel delays and an estimated 295 million vehicle-hours of delay on major roadways alone
- Very small signal systems (less than 50 signals) scored markedly lower (an overall score of 59 out of 100) than all other systems (ranging from 69 to 73)
- The low scores demonstrate the continued need for attention and additional resources for traffic signal management and operation

Proven Benefits

Traffic Signal coordination has been shown to:

- Provide for the orderly movement of traffic
- Reduce the frequency of certain types of crashes (i.e., right-angle and pedestrian)
- Increase the traffic handling capacity of the intersection
- Provide a means of interrupting heavy traffic to allow other traffic, both vehicular and pedestrian to enter or cross
- Provide for nearly continuous movement of traffic at a desired speed along a given route by coordination
- Afford considerable economy over manual control at intersections where alternate assignment of right-of-way is required
- Promote driver confidence by assigning right-of-way
- Studies show some drivers can realize a 10% fuel savings if synchronized lights reduce the time their cars have to idle waiting for a light to change

Demonstrated Results

- Successful ASCT deployments can improve a traffic signal system in the form of improved measures of effectiveness, cost savings, and other intangibles
- The 2011 Urban Mobility Report notes that in its reporting areas, 61% of the street miles in the cities had some level of traffic signal coordination that reduced delay by 21.7 million person hours
- The US Department of Transportation Intelligent Transportation Systems Joint Program Office maintains a database that demonstrates benefit-cost ratios exceeding 40:1.3
- In 2013, Los Angeles became the first major city in the world to synchronize all of its traffic signals. Travel times in the city dropped by 12%

Demonstrated Results – Fort Collins

In the Fort Collins signal timing project:

- Vehicle travel time was reduced by 2,591 hours each weekday and 2,223 each weekend day for a total annual travel time reduction of 776,200 hours
- Weekend vehicle stops were reduced by 19.5%; weekday reductions were between 11-18%
- The annual project benefit of the signal re-timing effort is \$17.98 million when considering fuel savings and travel delay savings for motorists
- The resulting benefit-cost ratio for the project is 60:1

Is FDOT on board? Overwhelmingly – YES

- They created the Transportation Systems Management and Operations Program (TSM&O) to embrace collaborative strategies for a smart corridor system
- TSM&O provides a higher level of operational integration among the freeway, arterial, and transit systems aligned with performance measures to improve the efficiency of our multimodal transportation network in real time
- They are implementing Adaptive Signal Control Technology (ASCT) which optimizes the available signal timing and makes adjustments based on current traffic demand
- They utilize Traffic Management Systems (TMS) and Intelligent Transportation Systems (ITS) to facilitate and improve mobility

FDOT acknowledges that:

- A well-timed, coordinated system permits continuous movement throughout a network of major streets with minimal stops and delays
- When a good balance is not in place, problems at a single intersection can easily be transferred to other locations, resulting in overall diminished system performance
- Signal timing helps traffic flow through a series of signals and avoid stops
- Good progression can be achieved when signals are evenly spaced
- Good progression becomes more difficult to achieve with irregularly spaced intersections
- Creating smooth traffic flow becomes even more complex when cross streets must be also coordinated
- Signals are timed to work best when traffic follows the speed limit

FDOT Project: Miami Traffic Signal System

- New traffic signal system along SW 8 Street in Miami. The ASCT system is an advanced strategy for controlling traffic signals
- ASCT adjusts the timing of red, yellow and green lights to accommodate changing traffic patterns and ease traffic congestion
- The main benefits of adaptive signal control technology over conventional signal systems are that it can:
 - ❖ Continuously distribute green light time equitably for all traffic movements
 - ❖ Improve travel time reliability by progressively moving vehicles through green lights
 - ❖ Reduce congestion by creating smoother flow
 - ❖ Prolong the effectiveness of traffic signal timing

FDOT Project: District 4 Martin and Palm Beach County Timing:

- Conducted traffic signal retiming studies and developed optimized traffic signal progression timing plans for selected corridors in Martin County and Palm Beach County, Florida
- Increases travel speeds and reduces fuel consumption and vehicle emissions
- Reduces vehicle delays and fuel consumption; when converted into monetary savings, the project's benefit results in approximately \$17.5 million over three years, representing a 50 to 1 benefit-to-cost ratio

FDOT Project: Lee County Intelligent Transportation System

- FDOT constructed the Lee County Traffic Management System (TMS) which installed new traffic control devices at 61 intersections
- This equipment allows Lee County traffic operations center staff to better coordinate signals, promoting smoother flow of traffic along some of Lee County's busiest roadways
- Properly timed signals maximize roadway capacity, permitting conflicting streams of traffic to share the same intersection efficiently
- CCTV, traffic sensors and traffic count data collectors analyze traffic conditions in real-time
- Information gathered at each intersection is relayed to Lee County's traffic operations center where the staff monitors traffic conditions and makes adjustments to keep traffic moving
- New and expanded ITS systems have led to 50% to 60% reductions in accident-related traffic delays nationwide
- Fewer delays caused by traffic incidents and improved traffic signal systems mean fewer delays, which reduce fuel consumption, idling time, and emissions

FDOT Project: District 7 – Hillsborough County ASCT System

- District 7 has recently completed installation of an ASCT on SR 582, Fowler Avenue
- The in sync ASCT System, the first in Hillsborough County, includes all 13 signalized intersections on Fowler Avenue, connecting 1-275 to 1-75, a six-mile, six-lane divided arterial carrying 65,000 (+/-) AADT during peak periods
- Designed to decrease the overall delay motorists experience at these intersections
- In keeping with TSM&O initiatives, the decrease in congestion and delays should reduce crashes, reduce driver frustration, and reduce travel time

Interesting Facts

- St. Petersburg recently hired a dedicated Traffic Signal Coordinator for “professional traffic engineering work in the analysis of technical traffic flow data and the effective programming of a computerized traffic signal system to facilitate efficient traffic movement and improve accident prevention within the city.”
- Audi now has a traffic light information system in its Connect Prime technology suite to include a Green Light Optimization Speed Advisory. The tech communicates with the infrastructure in certain cities to let drivers know exactly when the light is about to change and tells drivers what speed they should go to hit a green light

Following the presentation, Councilmember Ramswell recommends they explore the option of traffic signal synchronization system and work with the County on having it implemented in Destin.

Councilmember Marler mentioned that 5 pedestrian-activated traffic lights have been installed on US Hwy 98, and that 2 of those lights are very near the Stahlman/US Hwy 98 Intersection which create a major traffic problem. He agrees they need to have all the traffic lights synchronized but they would need to work the pedestrian activate lights into the process. 0

It was the consensus of the Council to instruct the City Manager to obtain the County’s official position regarding this matter.

Next, Councilmember Ramswell noted that the Transportation page on the City’s website needs to be updated. It contains listings for different transportation elements, the Master Pathways Plan, Concurrency Evaluation, and so forth, that are either outdated or gives the message “file not found” when she tries to access them. There were also several references to a settlement/interlocal agreement between the City and the County. It was an agreement to form a committee that would oversee any development and its traffic concurrency. It is written as the UTCMS in the comprehensive plan. They are required to meet every 30 days and evaluate every development project and that the City is required to submit a plan on an annual basis. She stated that the City needs to evaluate this matter and either abide by this requirement or eliminate it from the comprehensive plan.

B. Councilmember Menchel

1. Discussion/Vote to place a public comments section back as the last item on the agenda

Councilmember Menchel stated this is one way of rewarding those people who have decided to stick around throughout the entire meeting by giving them a second chance to be heard.

Councilmember Menchel moved to reinstate the “Public Comments” portion as the last item on the agenda; seconded by Councilmember Ramswell. Motion passed 6-1 (Council members Morgan, Destin, Overdier, Menchel, Ramswell and Braden voted “yes”; Councilmember Marler voted “no”).

Next, Councilmember Menchel showed a photograph of trash bags piled up in the right-of-way and stated that it is becoming the norm in Crystal Beach. He continued that Waste Management does not pick up trash bags. They only empty the trash can. Also, Coyotes and other animals break into these trash bags resulting in trash being scattered all over the place. He recommends reaching out to Waste Management and asking them to place some type of notice in their invoices alerting people to place all trash in the trash can. He also recommends putting this notice on the City’s website.

According to Councilmember Marler, it was his understanding the City’s contract with Waste Management requires them to pick up trash bags as well.

Councilmember Menchel noted that the day following their previous Council meeting during which they discussed the crosstown connector, the Chamber of Commerce put out an article in their weekly publication encouraging the public to send an email to the City Council thanking those members of the Council that voted to go forward with the crosstown connector and encouraging those who voted against it to reconsider their vote. As a result, he received 6 emails addressed to the entire Council. He stated that none of these people who send the emails live in Destin. He continued that he personally respond to these emails providing a lot of information including the four-laning of the connector which is included in the PD&E. The questions that he asked and the responses he received are as follows:

- *Do you work in Destin?* 4 responded “yes”; 1 responded “no”, 1 did not respond
- *How often do you use Mountain Drive?* Nobody answered “daily”, 1 person answered “weekly”; 1 responded “twice a month”; 1 answered “multiple times each week”
- *How often to you use Airport Road?* Nobody answered “daily”. The responses were “weekly”; “once or twice a week” and “several times a week”
- *How often to you use Commons Drive?* Only 1 person answered “daily”
- *Are you a member of the Chamber of Commerce?* All 6 people answered “yes”

Councilmember Menchel also noted that not one person mentioned the 4-laning of the crosstown connector in their responses.

Councilmember Menchel announced that he attended the Hurricane Town Hall meeting which he found extremely informative; and that the group that gave the presentation had stated they would be willing to put on a similar presentation for the City of Destin.

Councilmember Menchel informed the Council that he attended the recent TPO meeting in Crestview. He learned that 3 of the TPO's top ten priorities involve traffic lights. Number 1 is area wide traffic signal for \$400,000 for salary and current equipment utilization. Number 4 is additional traffic management system for \$600,000 for future equipment for Okaloosa County. Number 8 is Intelligent Traffic Management System for \$750,000. He also noted that one of the TPO's Strategic Intermodal System (SIS) program involves the intersection of Danny Wuerffel Way and US Hwy 98. They want to do a flyover at that intersection and they are looking for input from the City of Destin.

Councilmember Ramswell suggests that either the City Manager or the Mayor contact the County to investigate the possibility of the City getting part of the money earmarked for the Intelligent Traffic Management System for traffic light synchronization.

- C. Councilmember Overdier
- E. Councilmember Marler
- F. Councilmember Destin
- G. Councilmember Morgan
- H. Mayor Gary Jarvis
- I. Land Use Attorney

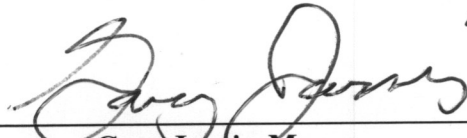
1. Discussion regarding House Bill (HB) 7103 (2019)

The Land Use Attorney noted that HB 7103 as detailed in the agenda packet provided to the Council is a bill that the Florida League of Cities opposes basically because it is a further erosion of home rule. It deals with community development issues. Some local governments have taken the initiative to send a letter to the State Governor asking him to veto the bill. She asked for a motion from the Council if they want a similar letter from the City of Destin.

Councilmember Destin moved to direct the Land Use Attorney and City Attorney to draft a letter in opposition to HB 7103, and seeking for the Governor to veto the bill; seconded by Councilmember Ramswell. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

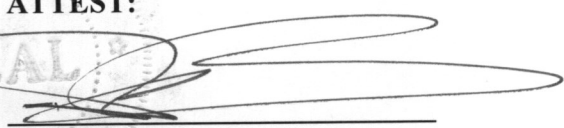
- J. City Attorney

Having no further business at this time, the meeting was adjourned at 8:25 PM.



Gary Jarvis, Mayor

ATTEST:



Rey Bailey, City Clerk