

**SPECIAL WORKSHOP
DESTIN CITY COUNCIL
MAY 10, 2021
ANNEX COUNCIL CHAMBERS
5:30 PM**

*****Core Value of the Month - Integrity*****

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

WORKSHOP

A. Impacts of the Crosstown Connector at the Intersection of US Highway 98 and Stahlman Avenue

ADJOURNMENT

****** Any invocation that is offered before the official start of the City Council meeting shall be the voluntary offering of a private person, to and for the benefit of the City Council. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the City Council, or the City staff, and the City is not allowed by law to endorse the religious beliefs or views of this, or any other speaker. Persons in attendance at the City Council meeting are invited to stand during the opening invocation and Pledge of Allegiance. However, such invitation shall not be construed as a demand, order, or any other type of command. No person in attendance at the meeting shall be required to participate in any opening invocation that is offered. A person may exit the City Council Chambers and return upon completion of the opening invocation if a person does not wish to participate in or witness the opening invocation.***

Persons with disabilities who require assistance to participate in City meetings are requested to notify the City Clerk's Office at (850) 837-4242 in advance. Hearing Impaired: TTY: 711. Assistance also available through Human Resources, Title VI Coordinator, at (850) 837-4242.

Personas con discapacidades que necesitan asistencia o personas que necesiten ayuda con un idioma para participar en las reuniones de la ciudad, deberán notificar la oficina de la Secretaria Municipal al (850) 837-4242 antes de la reunión. Discapacidad auditiva: TTY: 711 (Solicitar Espanol CA). La ayuda tambien está disponible por Recursos Humanos, Coordinador del Título VI, al (850) 837-4242.

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: May 10, 2021

BOARD/COMMITTEE: City Council

TYPE OF AGENDA ITEM: Council Discussion Item

OUTLINE NUMBER: A.

TO: City Council

THRU: Lance Johnson, City Manager
Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney

FROM: Donald Smith, City Engineer

DATE: May 6, 2021

SUBJECT: Impacts of the Crosstown Connector at the Intersection of US Highway 98 and Stahlman Avenue

I. BACKGROUND:

1. At the April 5th Council Meeting, Council directed the City Manager to schedule a City Council workshop within the next 30 days to discuss issues relating to the cross-town connector, including making the cross-town connector a truly multi-modal section of the roadway. Atkins was directed to delay creating the design until after the workshop.

II. DISCUSSION:

Following the direction of the City Council:

- Staff requested Atkins (the Project Engineer of Record) to stop work.
- Staff prepared materials for evaluation by Council at the work session.

The work session will include:

- Summary of the work that has been done on the Cross Town Connector
- Summary of the design outcomes
- Timeline for completion

- Multimodal presentation
- Reevaluation of the impacts of the Cross Town Connector at Stahlman and surrounding area.
- Receive direction from Council for priorities

A. Link to Strategic Goals / Objectives: Complete 2-Lane Crosstown Connector

B. Effect on Budget (EOB): Subject to outcome of workshop.

C. Level of Service (LOS): Improvement in multi-modal in the City.

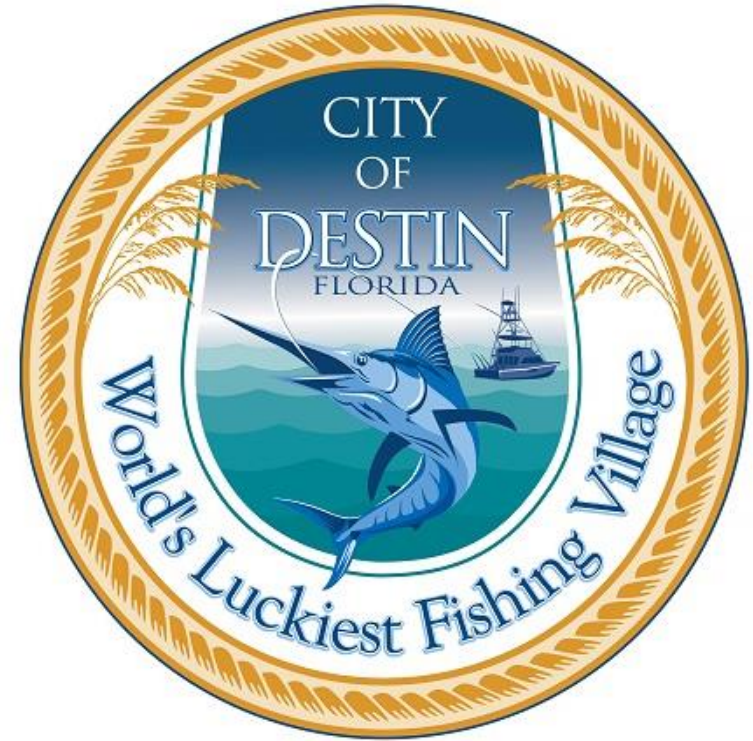
III. CONCLUSION: After the workshop, Staff will request Council's direction in identifying priorities that will assist in the development of options to mitigate concerns for consideration by council at a future Council Meeting.

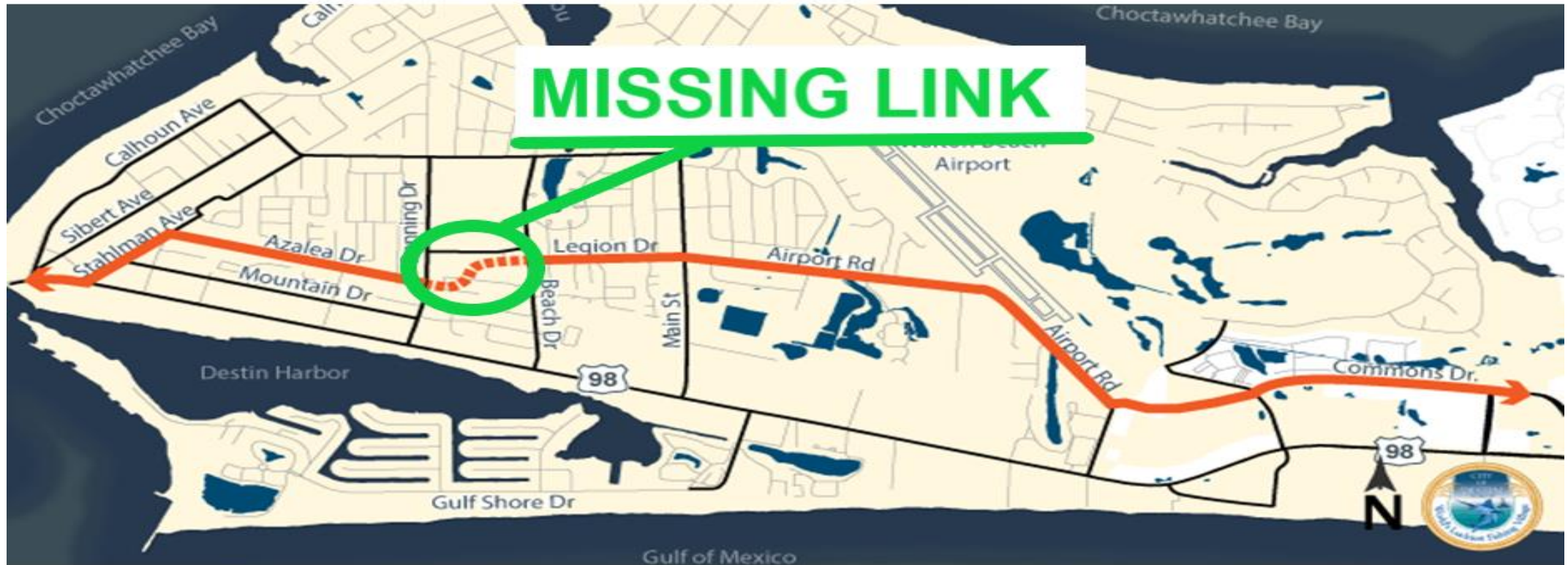
IV. RECOMMENDED MOTION: Informational

Attachments:

1. Destin CTC_Jessica Presentation
2. Stahlman Avenue Intersection DS

Cross Town Connector Redesign Update





Benning and Beach Drive
The missing link for a continuous alternative to US 98



Cross Town Connector Concept Sketch

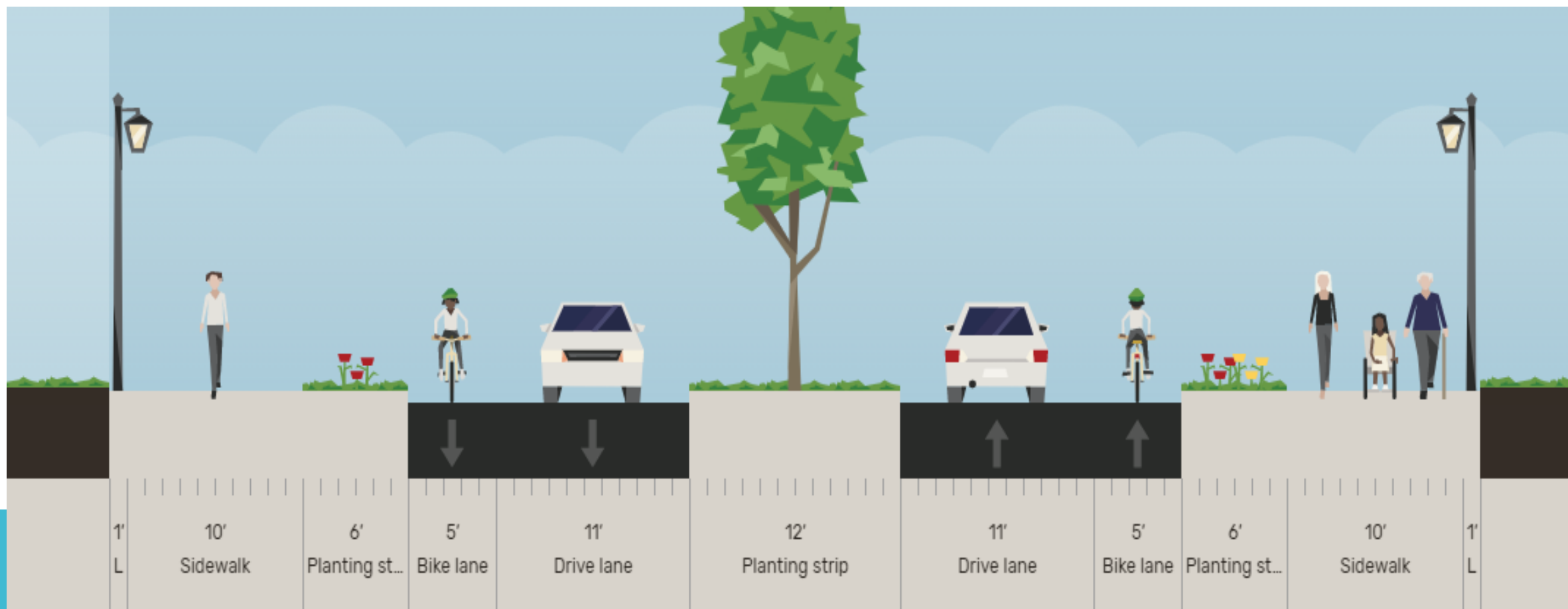
Design Criteria and Typical Section



Design Criteria



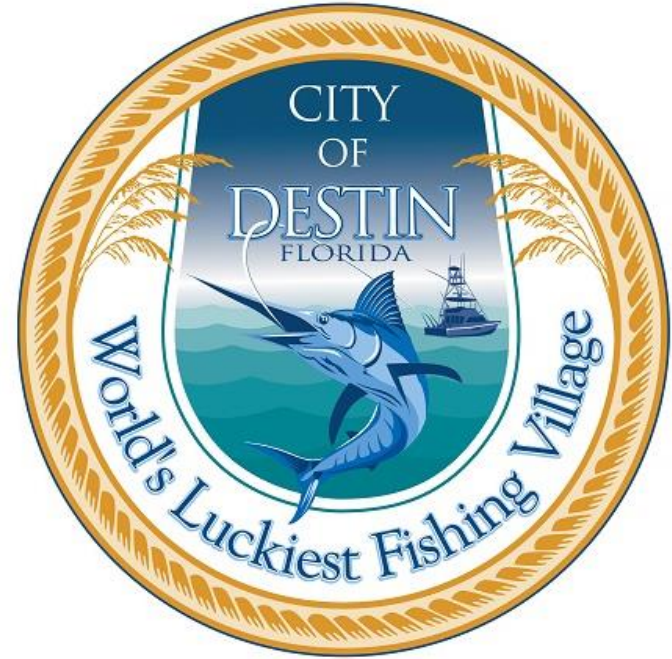
MAJOR DESIGN ELEMENTS CRITERIA	
Facility Type	Minor Collector
Design Speed	35 MPH
Posted Speed	25 MPH
Typical Section	
Lane Width	11'
Bike Lane Width	5'
Median Width	12'
Sidewalk Width	10' (6' when constrained by R/W)
Sidewalk Buffer	6' (less when constrained by R/W)



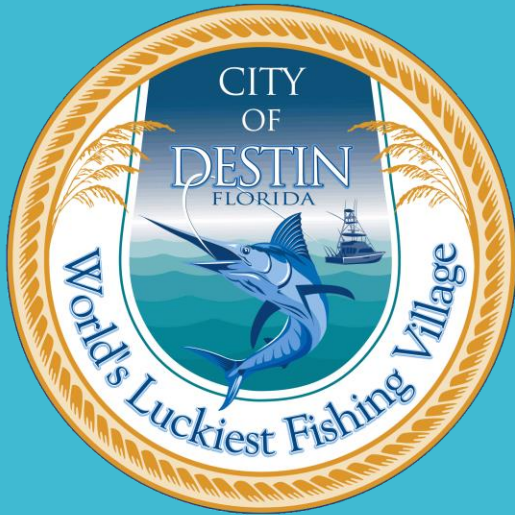
Typical Section

Intersection Analysis

Beach and Benning Drive Intersections



Intersection Analysis Benning Drive



TRAFFIC OPERATIONS RANK

Roundabout – LOS A

Signal – LOS B

All-Way Stop – LOS C

Two-Way Stop – LOS E

SAFETY RANK

1. Roundabout
2. All-Way Stop
3. Signal
4. Two-Way Stop

RECOMMENDATION: All-Way Stop

- Roundabout not recommended due to:
 - Previous Council direction
 - Additional right-of-way acquisitions
 - Additional utility relocations (overhead electric/sanitary sewer)
 - Driveway impacts
- All-way stop reduces impacts while providing for safety and still meeting an acceptable Level of Service.

Intersection Analysis Beach Drive



TRAFFIC OPERATIONS RANK

Roundabout – LOS A

Signal – LOS B

All-Way Stop – FAIL

Two-Way Stop – FAIL

SAFETY RANK

1. Roundabout
2. All-Way Stop
3. Signal
4. Two-Way Stop

RECOMMENDATION: Roundabout

- Skewed geometry at this intersection is remedied by use of a roundabout rather than 4-leg configuration.
- There are right-of-way impacts associated with this option.

Current Redesign cannot be altered to a 4-lane facility because:

- Ponds sized to 2-lane facility – would need additional pond(s) or underdrain facilities
- Drainage structures beneath curb would have to be moved
- Potential new utility relocations
- Additional right-of-way needs

ANY CHANGE WOULD REQUIRE COUNCIL APPROVAL.



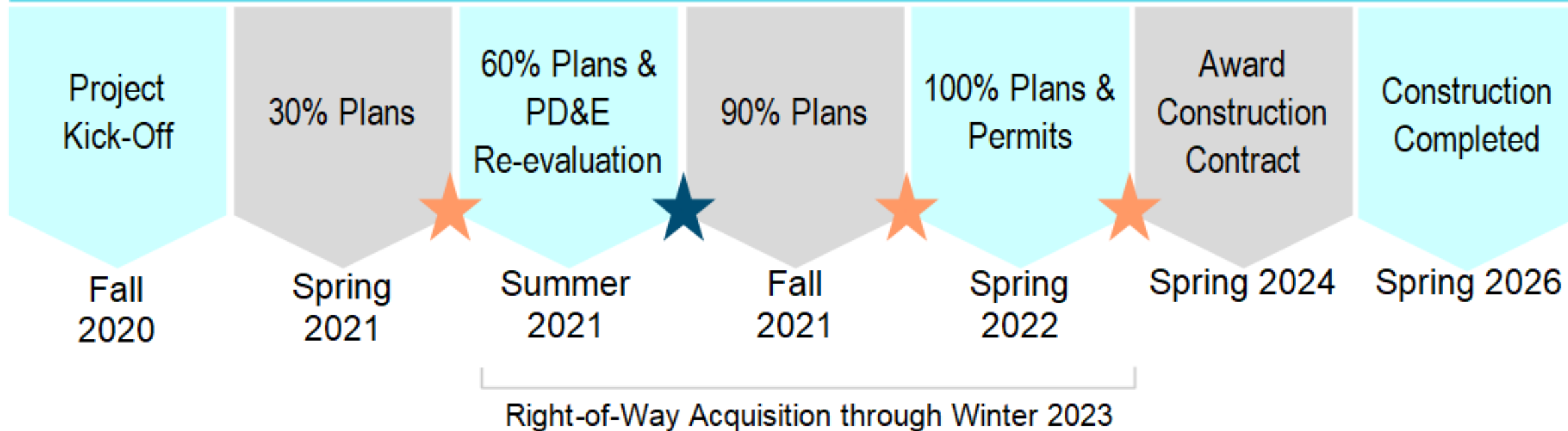
Schedule

Design through Construction



We are here

PROJECT SCHEDULE



★ Project Update

★ Public Workshop

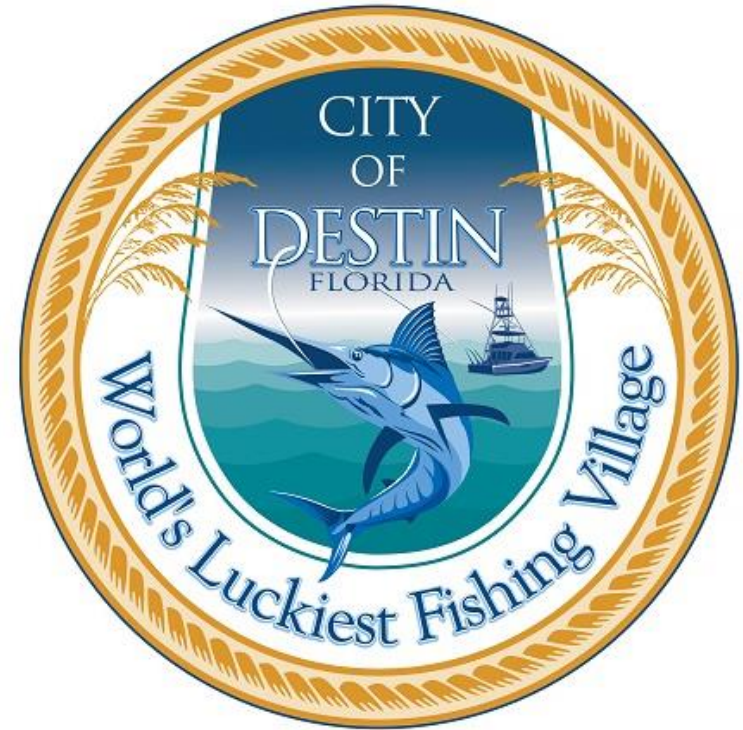
Right-of-Way Anticipated Parcels Required & Process



Anticipated Right-of-Way Acquisition



Multimodal Features



Multimodal Goals

- Provide a recreational amenity
- Beautify the area
- Provide a safer space for bicyclists and pedestrians
- Provide a more efficient transit route



Multimodal Possibilities

An Asset to the Community



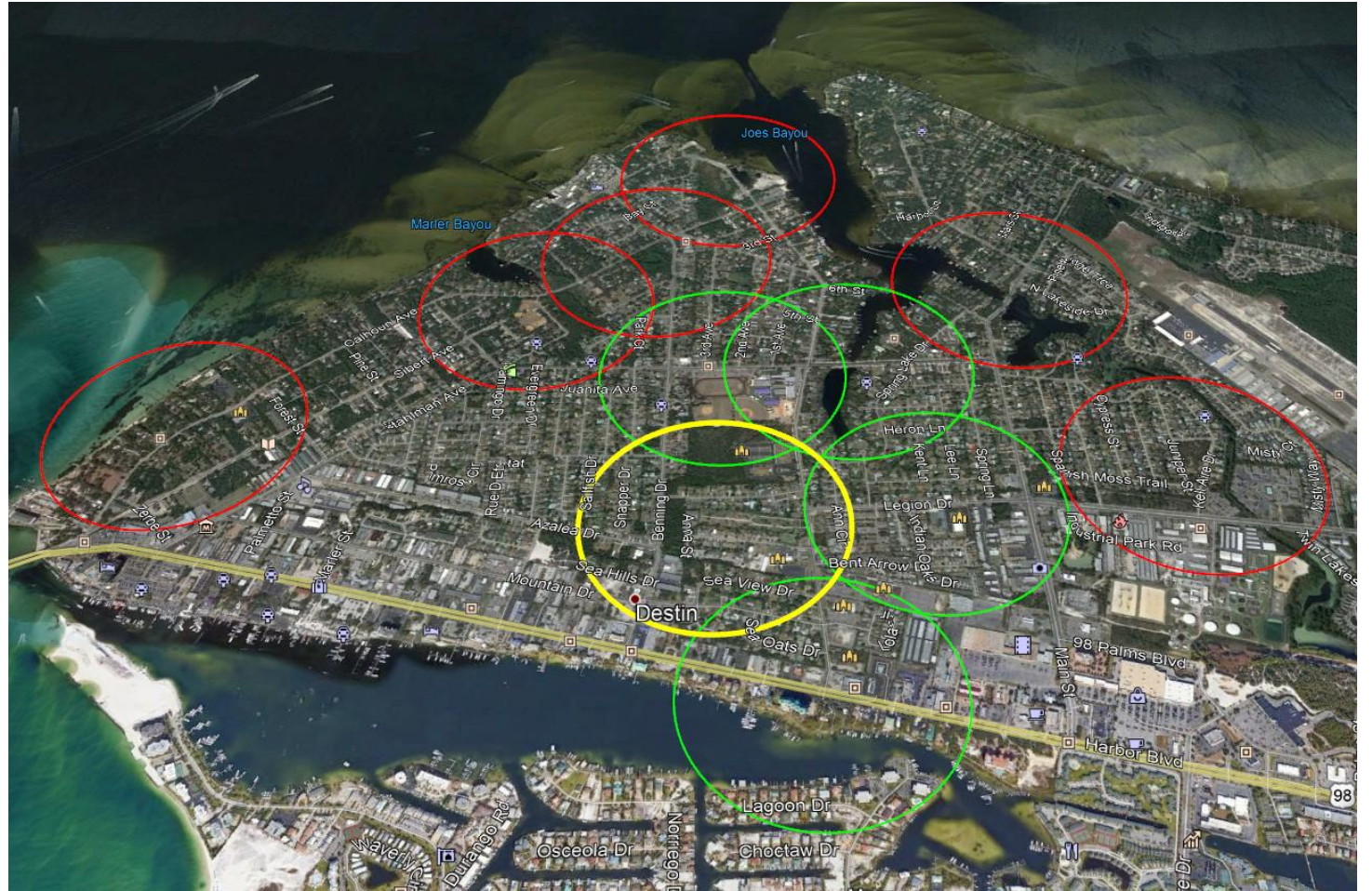


Multimodal Concept of Cross Town Connector

1. Bridge the Gap

Circles designate $\frac{1}{4}$ radius around a park

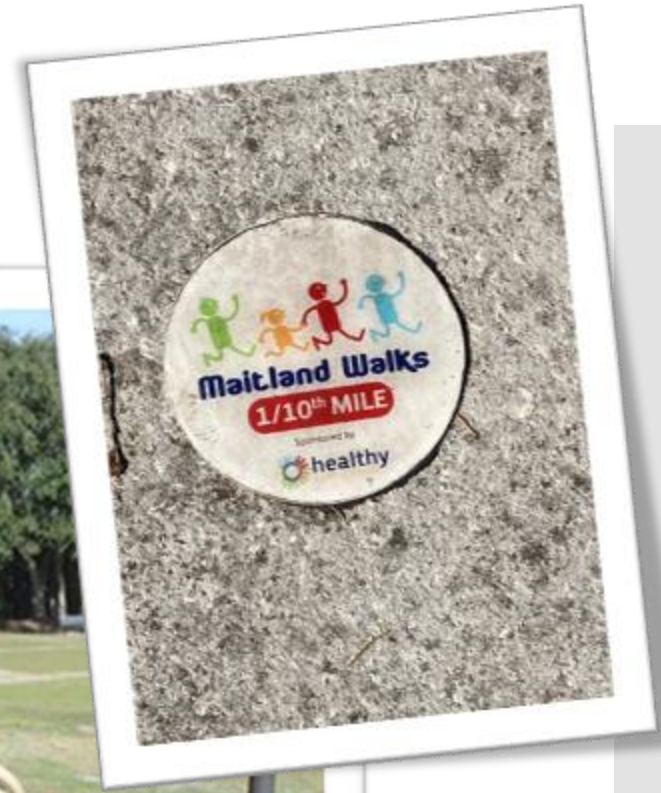
-  Project Location $\frac{1}{4}$ mile radius
-  Parks within $\frac{1}{2}$ mile
-  Parks greater than $\frac{1}{2}$ mile away



2. Fitness Loop/Area

Loop around long pond approx.
1/3 mile

Equipment can be handicap
accessible



3. Art Walk

Display large-scale artwork

Rotating exhibits

Visiting artists program?

Cooperation w/ Mattie Kelly Art Foundation?



4. Gathering Space

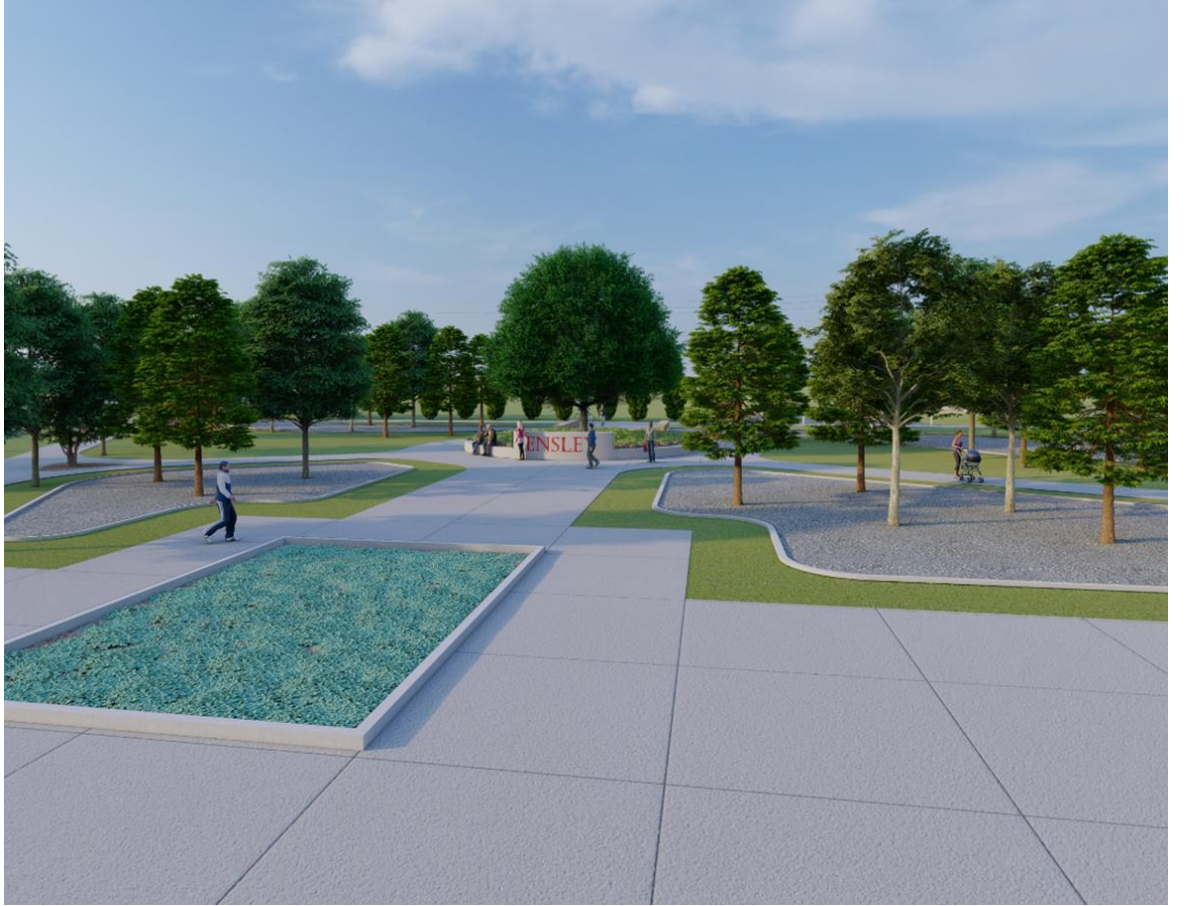




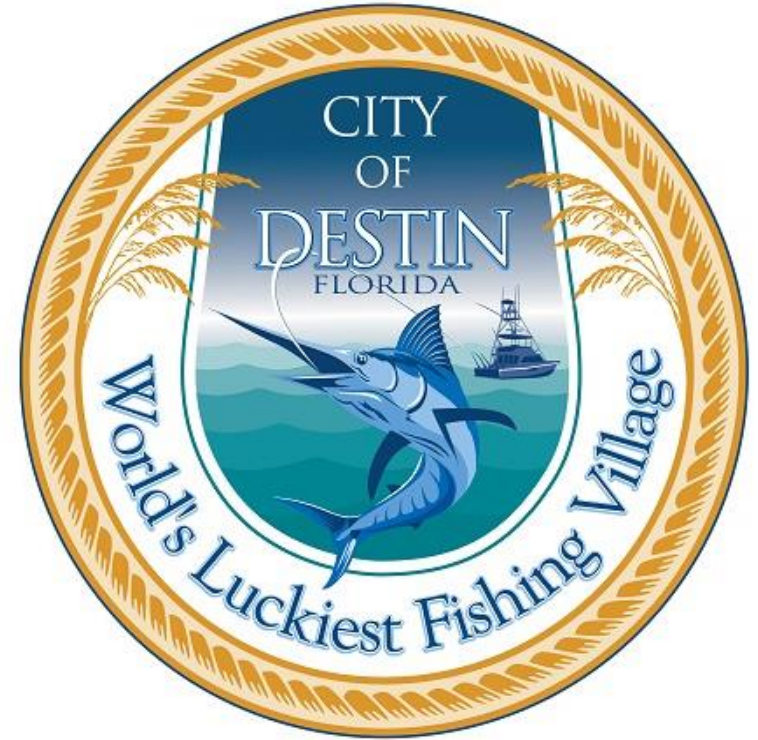
5. Ensley Park

Similar Sized Space (Escambia
County)





Questions?



STAHLMAN AVENUE INTERSECTION WORK SESSION

MAY 10, 2021



COUNCIL DIRECTION



At the March 15th City Council Meeting, Council directed staff to present Stahlman Intersection Improvements at the next City Council meeting.

Councilmember Destin also requested that the Cross Town Connector redesign project be placed on the agenda for the first meeting in May to discuss timelines for completion and to entertain ideas about multi-modal paths from several members of the community that they may be able to work into the plan.

COUNCIL DIRECTION



At the April 5th Council Meeting, Council directed the City Manager to schedule a City Council workshop within the next 30 days to discuss issues relating to the Cross Town Connector and other factors they can include making the Cross Town Connector a truly multi-modal section of the road and get the maximum use out of it; and direct Atkins to delay creating the design until after the workshop

WHAT WE KNOW

CROSS TOWN CONNECTOR



CROSS TOWN CONNECTOR

- No work has been done on the project since April 5th
 - Project Summary
 - Designed as a 2 Lane Roadway
 - Project Timeline
-
- Presentation by Jessica Golema

PARK PRESENTATION



Making the Cross Town Connector a truly multi-modal section of the road (presentation by Jessica Golema, Atkins)



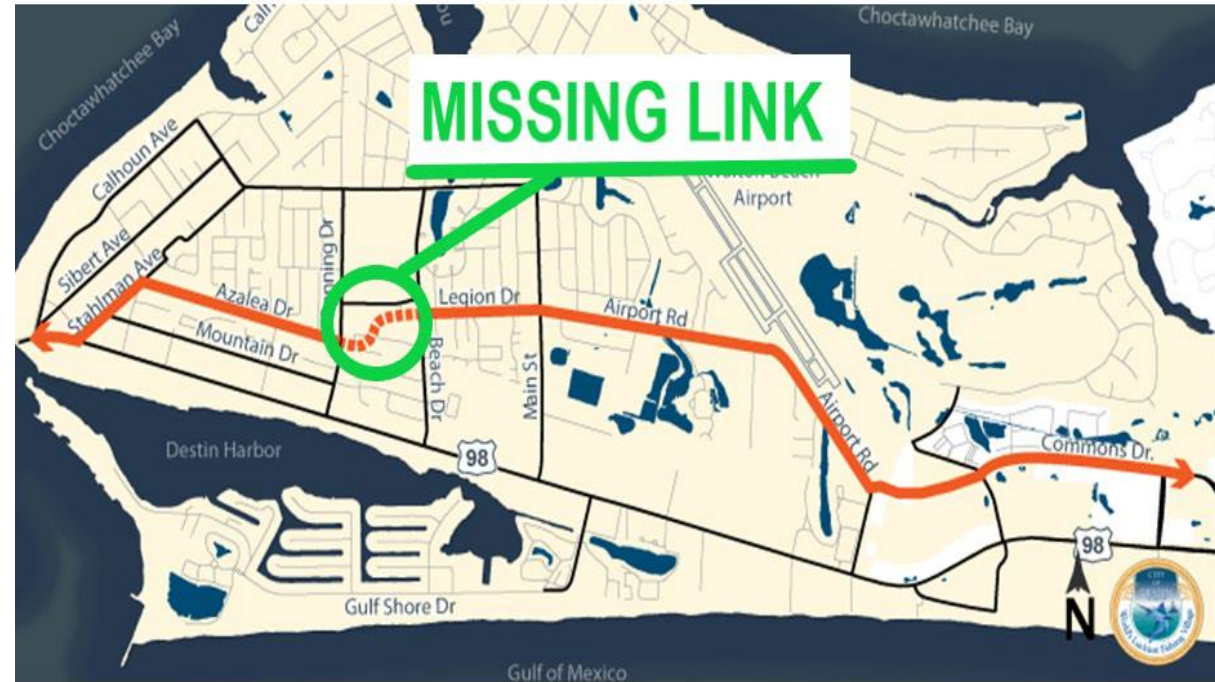
WHAT WE KNOW

CROSS TOWN CONNECTOR IMPACTS



Completed Cross Town Connector

- The final piece of the puzzle



- It will look good! (attractive)
- Straight through (convenient)
- **It will change both the upstream and downstream segments**

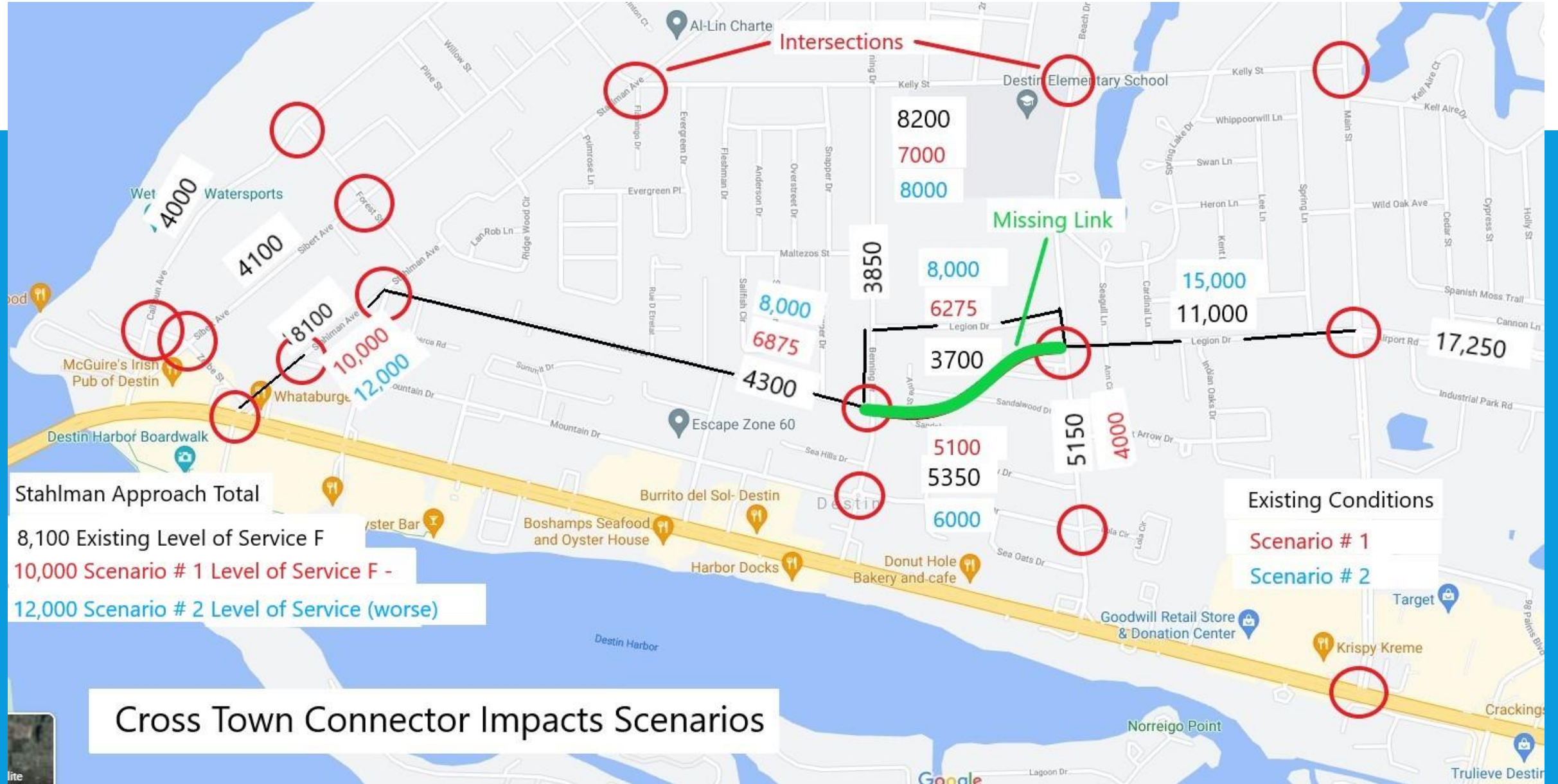
POTENTIAL IMPACTS DISCUSSION



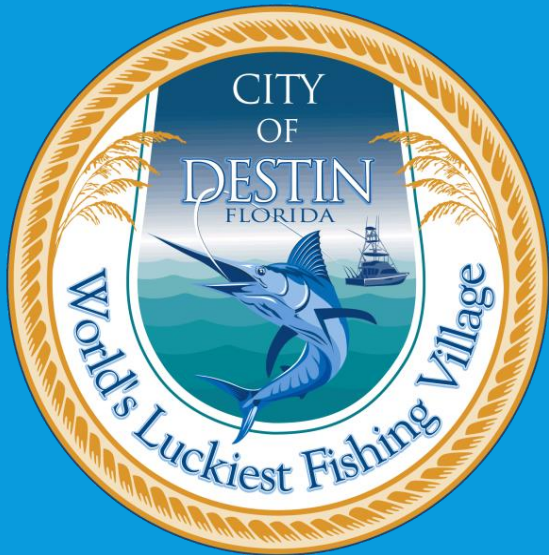
- Existing Conditions
- Existing Traffic utilizes the Cross Town Connector (Scenario # 1)
- The Cross Town Connector increases traffic (Scenario # 2)

It is very likely that traffic will impact both the upstream and downstream network once the Cross Town Connector is completed, culminating at the US Highway 98 / Stahlman Avenue Intersection

POTENTIAL IMPACTS DISCUSSION



CONCLUSIONS AND PLANNING METHDOLOGY



1. Short Term Goals (1-2 years)

- a. Usually doesn't require rights-of-way
- b. Low hanging fruit
 - i. Low Cost (normally can be done with local budget)
 - ii. May be done with in house forces
 - iii. May be done with continuing service contracts

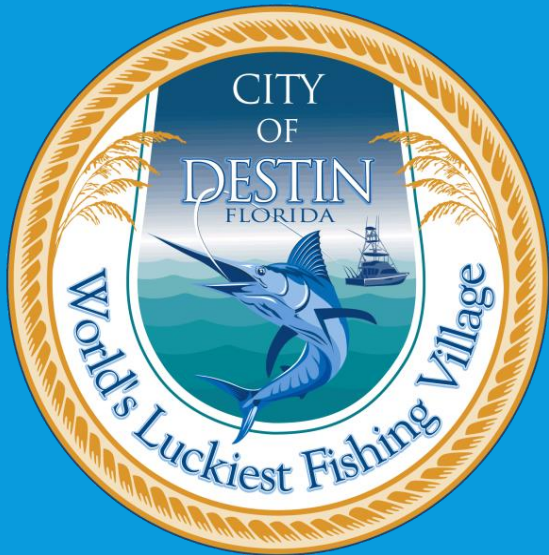
2. Mid Term Goal (less than 5 years)

- a. Rights-of-way may be required
- b. Usually requires programming in the Okaloosa-Walton Transportation Planning Organization (OWTPO)
- c. May involve Florida Department of Environmental Protection (FDEP) or other agencies
- d. Usually requires budget participation from County and/or State

3. Long Term Goal (more than 5 years)

- a. Rights-of-way usually required
- b. Will require inclusion;
 - i. OWTPO Long Range Transportation Plan,
 - ii. Transportation Improvement Program (TIP)
 - iii. State Transportation Improvement Program (STIP)
- c. Major investment, funding is usually local, state and federal
- d. Usually requires State and Federal agency participation, usually an FDOT (Florida Department of Transportation) project

WHAT WE DON'T KNOW



City Council Priorities?

- In the Short term
- In the Mid term
- In the Long term

QUESTIONS?

