

**Official Minutes of
MARION COUNTY
BOARD OF COUNTY COMMISSIONERS**

December 11, 2024

CALL TO ORDER:

The Marion County Board of County Commissioners (BCC) met in a workshop session in Commission Chambers at 11:23 a.m. on Wednesday, December 11, 2024 at the Marion County Governmental Complex located in Ocala, Florida.

INTRODUCTION OF WORKSHOP BY CHAIRMAN KATHY BRYANT

Chairman Zalak advised that the workshop was scheduled this afternoon to the intersection design for SW 80th Avenue at SW 38th Street for the SW 80th Avenue - Segment 1 Project (from SW 80th Street to 1/2 Mile North of SW 38th Street)

PLEDGE OF ALLEGIANCE

The meeting opened with the Pledge of Allegiance to the Flag of our Country.

ROLL CALL

Upon roll call the following members were present: Vice-Chairman Carl Zalak, III, District 4; Commissioner Craig Curry, District 1; and Commissioner Michelle Stone, District 5. Commissioner Matthew McClain, District 3 arrived shortly after the meeting commenced. Chairman Kathy Bryant, District 2, was absent due to a prior commitment. Also present were County Attorney Matthew G. Minter, County Administrator Mounir Bouyounes, and Assistant County Administrator (ACA) Tracy Straub.

It was noted for the record that the Deputy Clerk was in receipt of a 4 page letter dated December 10, 2024, from Stearns, Weaver, Miller Weissler, Alhadeff & Sitterson, P.A., and 9 page Agenda packet to follow along with the PowerPoint presentation.

WORKSHOP PRESENTATION

1. Workshop Regarding the Intersection Design for SW 80th Avenue at SW 38th Street for the SW 80th Avenue - Segment 1 Project (from SW 80th Street to 1/2 Mile North of SW 38th Street)

County Engineer Steven Cohoon, Office of the County Engineer (OCE) presented the following recommendation:

Description/Background: SW 80th Avenue is an existing corridor that runs between SR 200 to north of US 27. It is in various phases of design and construction to be widened from two-lanes to four-lanes. Guerra Development Corporation (GDC) is providing consultant services for the Office of the County has retained Kimley Horn and Associates, Inc. (KHA) as a sub-consultant for the SW 80th Avenue - Segment 1 Project, the portion of the corridor from SW 80th Street to 1/2 Mile North of SW 38th Street. During today's Workshop, the team will present alternatives for the intersection of SW 80th Avenue at SW 38th Street. The alternatives have been analyzed based on multiple criteria.

Upon Board direction, the SW 80th Avenue and/or SW 38th Street PERs may need to be updated and the selected alternative(s) incorporated into the design.

Budget/Impact: None.

Recommended Action: Board discussion and recommendation for presented alternatives.

County Engineer Steven Cohoon advised that as part of the SW 38th/SW 40th Street Preliminary Engineering Report (PER) the Department was asked to look at the SW 38th/SW 80th Avenue intersection, noting the project is in the design phase of Segment 1 of the 80th Avenue corridor. He stated the Department is requesting direction relating to what an appropriate intersection alternative may be in the eyes of the Board. Mr. Cohoon advised that all of the options are viable and work well with the SW 38th/SW 40th Street PER. He stated the original PER contemplated a signal at this location, which was approved in November, 2021. Based on today's feedback, the Department will come back with an update to that PER for adoption.

Paul Wildman, Guerra Development Corporation, NE 3rd Street, advised that Guerra Development serves as the primary consultant for the 80th Avenue corridor, which was previously mentioned. He stated Guerra also supports 80th Avenue drainage design as well as the SW 38th Street project from a drainage perspective. Mr. Wildman advised that this workshop would focus on the SW 80th Avenue/SW 38th Street intersection. He referred to a slide on the screen depicting the aerial view of the project location, noting Westport High School is situated in the northeast corner. Mr. Wildman advised that the PER for the SW 80th Avenue project was approved by the Board in November, 2021, the project included 10.5 miles of study from SW 90th Street north all the way to north of U.S. 27. He stated the project was divided into 3 main segments, noting this intersection falls within Segment 1 of the project. Mr. Wildman advised that the design of SW 80th Avenue, Segment 1, began in October, 2023, and during this time this intersection was evaluated with 10 to 12 different alternatives of the intersection itself, which Kimley Horn and Associates (KHA) has reduced down to 5. Those remaining alternatives will be the focus of the discussion for today. He stated the Board's guidance is being sought to continue moving the design project forward as a top priority.

Amber Gartner, KHA, SE 17th Street, provided an overview of existing conditions of the intersection. The photograph on the left shows the view looking north where there is a single lane approach. The photograph in the center shows the westbound view with 2 lanes (a left turn lane and a right turn lane) and travelling south there is a left turn lane and a through lane. She commented on the concern relating to the increased volumes on these roadways particularly during the time periods when the school is operating. Ms. Gartner stated KHA is trying to account for that traffic when looking into the 2045 design year by building the appropriate number of turn lanes and looking at the appropriate control to design into the future. She advised that it is operating as a signalized intersection today and that is what was identified in the PER as the recommendation at that time. Ms. Gartner stated there are 5 different intersection concepts to discuss as well as drainage considerations.

Daniel DaGraça, KHA, SE 17th Street, addressed Intersection Alternative 1 (modified PER), noting in the original PER, this intersection was assumed to be signalized. This concept is very similar to what was in that approved PER document. He advised of modifications that have been made to address additional concerns since the original PER was approved. Mr. DaGraça referred to the slide on the overhead screen and stated SW 80th Avenue runs north to south and SW 38th Street runs east to west. Mr. DaGraça advised that at this intersection, for this concept, there are 2 southbound left turn lanes; however, in the original PER that was a single southbound left. He

stated due to additional traffic related considerations, KHA wanted to ensure there is sufficient capacity at that southbound direction to provide for the queueing. Mr. DaGraça commented on discussions involving residents that live along SW 41st Place Road, noting the PER document contemplated a solid median that extended through that area and past their drive. He stated there were concerns about not being able to fully access SW 80th Avenue to head north or south on that roadway. Mr. DaGraça advised that KHA has provided additional modifications and alternatives, noting there is a northbound left hand turn lane that provides access to those residences in addition to an additional southbound U-turn/left hand turn lane to accommodate vehicles leaving SW 41st Place road. Additional pavement on the right-hand side has been provided to allow for larger vehicles to make that movement and head northbound along the corridor. He stated the properties that are adjacent to the intersection currently have driveways that directly plug into SW 80th Avenue, noting KHA is contemplating an access easement that runs parallel to the SW 80th Avenue corridor that would potentially allow for the construction of a driveway or some type of direct access to SW 41st Place Road, providing these residents with the same access consideration and movements.

Commissioner Curry commented on the contemplated access easement, which he feels has adequate stacking (nearly 300 feet).

In response to Commissioner Curry, Mr. DaGraça advised that KHA has looked into the movements going on currently on SW 41st Place Road from the data collected in their traffic study, noting there is a small number of vehicles, but they are larger vehicles such as horse trailers. He advised that the turn radius of the area with the additional pavement is dependent on the design vehicle. Mr. DaGraça stated KHA utilizes software that has a model version of the vehicles that KHA might anticipate using the corridor and then they design the radius to be consistent with what that movement shows. He advised that the standard that KHA utilized was very consistent with a typical horse trailer configuration and it was sufficient to ensure that movement would be able to be utilized.

Commissioner Stone commented on U.S. 27, noting there were changes made to allow traffic to come out on 464B and NW 115th Avenue, a right out was required and those motorists must then go down to make a U-turn to travel west. She stated that it may be worth looking at that radius due to it being 4 lanes and designed for larger vehicles.

Chairman Zalak directed staff to ensure it can handle vehicles the size of a Ford 350 (F-350) and a trailer anywhere from 24 to 34 feet.

Mr. DaGraça advised that the modifications shown in this alternative will require additional Right-of-way (ROW), noting several additional properties will be impacted. In response to Chairman Zalak, Mr. DaGraça stated it appears that the proposed temporary access is already being used as a route, noting there is a dirt road that runs through the area. He advised that it may just be a matter of continuing to provide that connection and ensuring the right of individuals to use the route. Mr. DaGraça stated if it is a roadway being used by a single driver and it is a driveway of some sort, being able to provide the right to have access to that connection may be sufficient to the property owners.

Commissioner McClain commented on the 3 properties to the north and questioned if their driveways will still directly access SW 80th Avenue. Mr. DaGraça advised that no easement extension beyond this point was contemplated.

Mr. DaGraça addressed Intersection Alternative 2, noting it is similar to the previous option except it contains a roundabout as opposed to a signal. He stated there is consideration for the potential access easement in addition to some potential ROW for a future slip lane or bypass lane of some sort. Mr. DaGraça advised that there are less ROW impacts north of the roundabout; however, there is an increased area of impact due to the roundabout. He stated the pros for this alternative include reduced maintenance costs and slower travel speeds.

Commissioner Curry commented on the traffic volume relating to SW 80th Avenue, noting the roundabout will slow traffic and impact accidents. He advised that he is not in favor of the roundabout due to the nature of that road.

Commissioner Stone stated because of the roundabout, traffic will continue to flow and individuals coming out on SW 41st Place Road may have to wait longer to get onto SW 80th Avenue, especially when hauling a horse trailer.

Mr. DaGraça advised that the roundabout may reduce the perceived delay for those entering it but could cause more delays on the side road. He stated the roundabout provides slower travel speeds along the corridor resulting in increased queuing and increased delays in the design year.

In response to Commissioner McClain, Ms. Gartner advised that the design speed of the corridor is 45 miles per hour (mph), noting KHA typically designs roundabouts for 20 mph circulating speed that would require a stepdown on approach. She stated as individuals approach the intersection, there will be a stepdown to 35 mph prior to further reducing the speed to 20 to 25 mph circulating speed within the roundabout. Ms. Gartner provided an overview relating to the overall intersection delays for Alternatives 1 and 2. She commented on the southbound through movement conflicting with the westbound left turn, noting during certain time periods when those volumes are higher that conflict will create a higher delay for one or both of those movements and higher queuing.

Commissioner Stone advised that there are curb cuts where individuals live along SW 80th Avenue and they will also be impacted, noting a traffic light will provide a pause for them to enter and exit their properties.

Mr. DaGraça commented on perceived delay versus (vs.) actual delay. He stated with the roundabout control option the traffic is continuously moving, and the average delay applies more across the board and is spread out more evenly as opposed to individuals waiting a long time or no time at all relating to a signal.

Chairman Zalak commented on the constant traffic flow associated with a roundabout and opined that the perceived amount of traffic is better than waiting through a signal cycle or possibly 2 cycles in the future. He stated the slip lanes work very well in The Villages and add capacity. Chairman Zalak advised that he thought the addition of a few roundabouts would help traffic continuously move and not get backed up at all the stoplights.

In response to Commissioner Curry, Chairman Zalak stated even the Villages does not have a roundabout at SR 200 and SW 60th Avenue. He advised that in this particular case there is just 1 off leg, noting there will be a lot of movement in this roundabout and it will pretty much slow down traffic while continuing the flow of vehicles.

Commissioner McClain advised that there are individuals who hate roundabouts and others who think they work very well in places where they are already located.

Commissioner Stone stated that a lot of large vehicles will traverse this location when exiting Interstate 75 (I-75) and travelling to the World Equestrian Center (WEC). She advised that some motorists may avoid travelling on I-75 entirely, and the large trucks and Class A motorhomes will utilize this intersection.

Chairman Zalak opined that the bigger the vehicle, the better a roundabout works, noting the benefit to truck drivers when they do not have to make a complete stop.

Mr. DaGraça commented on Intersection Alternative 3, noting this option provides a 4-leg signal. He stated this option brings SW 41st Place Road out and connects it to the intersection creating a 4th leg.

Chairman Zalak advised that it slows the entire intersection down.

Commissioner Stone stated a fire station is needed in this area and the County could look at acquiring property here for that purpose.

Mr. DaGraça advised that KHA originally identified this as a con due to bisecting several parcels to the west; however, if another need could be served by those remnant pieces it is a benefit to consider. He stated this configuration with the 4th leg will result in some reduced capacity at the signal and will be a significant reduction from the previous Intersection Alternatives.

In response to Chairman Zalak, Mr. DaGraça advised that there will be a significant reduction to traffic movement SW 80th Avenue with Alternative 3.

Commissioner Stone stated the County needs an Emergency Medical Services (EMS) West facility and it could be done in combination with this project.

Mr. Bouyounes opined that the location would be too far out.

Chairman Zalak advised that the whole point is to get traffic constantly moving and he is not in favor of adding another signal section.

In response to Chairman Zalak, Mr. DaGraça stated it will add 20 seconds and there are other elements to it operationally that would result in a little bit of a delay. He commented on the through movements requiring some type of green time, so the westbound right-hand turn lanes could potentially need to be waiting for a single vehicle to pass. There are some design considerations that KHA could make to help alleviate that issue. Mr. DaGraça advised that they could potentially widen out the radius and providing a little bit of a slip lane.

Mr. DaGraça addressed Intersection Alternative 4, the 4-leg roundabout option. He stated there is a similar attempt with this alternative to connect SW 41st Place Road into the control. Mr. DaGraça advised that an additional pro relates to the adjustment of the roundabout off of the SW 80th Avenue bearing, there is some potential reduction in delay associated with construction. He clarified that while the roadway is being constructed, it may be possible to construct the entire roundabout circle without impacting traffic on SW 80th Avenue. Mr. DaGraça stated the roundabout options lack controlled pedestrian facilities, noting with the addition of the shared use paths and sidewalks it is another consideration.

Commissioner Stone questioned if a flashing light can be installed. Mr. DaGraça advised that there is potential to add those elements and flashing lights can be incorporated. He commented on the additional costs and maintenance associated with this option.

Chairman Zalak stated this option is significantly more expensive than the other roundabout due to ROW acquisition.

Mr. DaGraça commented on Intersection Alternative 5, the overpass alternative. He advised that the thought with this intersection was to try to provide a way to keep

traffic continuously moving on SW 80th Avenue. Mr. DaGraça stated the left turn movement was removed from the intersection, so now there is separation and 2 ramps are being provided stacked one on top of the other. He advised that this provides a tie down and prevents any signal need or delay from occurring at the intersection. Mr. DaGraça stated the price for this option is significantly higher than the other Intersection Alternatives.

Chairman Zalak opined that this alternative is a good idea, but is too expensive.

Mr. Wildman provided an overview of drainage considerations for the various alternatives.

In response to Chairman Zalak, Mr. Wildman advised that the locations relating to Alternatives 1 and 2 have been shared with the property owner and it appears that they are in agreeance (yellow star). He stated the 2 locations would likely be consolidated once staff gets into the final configuration, noting there have been conversations with the developer to protect and keep the drainage off of that corner. He commented on Alternatives 3 and 4, which contain remnant pieces of property (red star). He advised that the remnant pieces will come with the project if it can be determined there is a need for the property. Mr. Wildman stated KHA does not have all the data relating to these locations, which would be an additional factor in the timing of those and gathering the information. He noted these areas will not be efficient because they are a lot higher at the intersection, noting the ultimate low for the area is just south where the yellow stars are located. Mr. Wildman stated the area depicted with a red star on Alternative 3 could work but additional drainage would still be needed on SW 38th Street. He advised that there are a lot of remnants relating to Alternative 4 and while KHA would want to utilize that ROW, the existing road and roadbed would have to come out, which would generate additional costs. Mr. Wildman stated Alternative 1 or 2 would be more palatable from a drainage perspective.

Ms. Gartner provided a comparison of the alternatives, noting Alternatives 1 and 2 have the lowest costs. She advised that these are all compared to the Alternative 1 modified PER.

Mr. Bouyounes questioned what the delay comparison is between Alternatives 3 and 4. Ms. Gartner stated the 4-leg signal in the AM peak hour is roughly 4 seconds higher than the 4-leg roundabout, and in the PM peak hour the signal is approximately 3 seconds higher.

Commissioner Curry requested information relating to how individuals move through a signalized intersection as opposed to a roundabout. Ms. Gartner advised that when looking at the level of service (LOS) and intersection delay, it is an average per vehicle across the hour. She stated with a signal, if an individual arrives on green, there is zero seconds of delay; however, if one arrives right when the intersection turns red they would wait 2 minutes based on the cycle length of these intersections. The average wait time is 30 seconds. Ms. Gartner stated for the roundabout, individuals will pause if there is someone in the roundabout prior to entering. She advised that if this was built as it is in the design year today, there would be more capacity than what is needed. Ms. Gartner stated when those volumes continue to increase over time, and there are individuals wanting to enter simultaneously, that is what leads to the delays. She stated they operate best when there are more balanced movements, noting that is a benefit of the 3-legged alternative. Ms. Gartner noted

when there are more balanced movements from all approaches; therefore, one direction is not monopolizing the roundabout.

Commissioner Curry advised that between Calesa Township and Westport High School, there will be a lot of foot traffic through this intersection.

Chairman Zalak stated he prefers Alternative 2, Commissioner McClain concurred.

Commissioner Stone advised that she wants to investigate whether the County would consider a fire station in this area.

Chairman Zalak stated he is aware of the need in the area; however, he is unsure if this is the best location.

Commissioner Stone advised that when she was in the field with Chief Banta, it was within a quarter of a mile from where he indicated that he needed a fire station at the location. She stated this could be a benefit.

Chairman Zalak questioned why that was not negotiated with Calesa Township.

In response to Commissioner Stone, Chairman Zalak advised that the matter should have been addressed when Calesa Township Planned Unit Development (PUD) came before the Board.

Juan Guerra, Guerra Development Corporation, NE 3rd Street, requested Ms. Gartner address what would occur if the diameter of the roundabout were increased, relating to capacity and delays. He stated a larger roundabout, or the 4-leg roundabout will require ROW with a cost that is significant compared to the intersection. Mr. Guerra advised that if the County needs extra land for a fire station, it heavily weighs toward the 4-leg roundabout if the delays can be reduced, and a high LOS can be maintained.

Chairman Zalak questioned if the 4-leg roundabout works better because it is larger. Ms. Gartner stated it does not, noting even with the 3-leg version there was valid discussion yesterday relating to larger vehicles. She advised that the roundabouts are designed for larger vehicles; however, there is a different design to look at for occasional larger vehicles and more predominant larger vehicles. Ms. Gartner stated it may be necessary to make the roundabout larger to allow for predominantly larger vehicles coming through this location. She advised that when looking at the delay between the 3-leg and 4-leg roundabouts, it is not as much a factor of a larger circle diameter. The reason there had to be a larger circle diameter is because of the SW 41st Place Road leg being introduced, there is a minimum radius to allow for certain movements, which required the larger inscribed circle diameter. Ms. Gartner stated it does not necessarily affect the overall operations or traffic flow and delay, noting the thing that impacts the delay is that there are a few more cars entering the roundabout from SW 41st Place Road.

Commissioner Stone advised that she wants a lot of consideration given to pedestrians, golf carts and bicyclists for their safety. She noted one of the cons relating to this alternative is that pedestrian crossings are not controlled.

Ms. Gartner stated there are different design considerations that can be made for pedestrians or other individuals utilizing the multi-modal path. She advised that these are traditionally designed where a pedestrian would cross in front of vehicles that are slowing through the roundabout exit or on approach to the roundabout. Ms. Gartner stated there is refuge in the median, making it a two-stage crossing. She advised that there are enhancements that can be made, noting there are roundabouts where there are full pedestrian traffic signals including a High-Intensity Activated crossWalk (HAWK) signal with a flashing operation that tells vehicles to completely stop when

there is a pedestrian crossing, or at times it could be a full yellow, red, green operation for the vehicles just like a traffic signal. Ms. Gartner stated the number of pedestrians could impact the flow of the roundabout. Another option could be a separate mid-block crossing with similar features.

Chairman Zalak advised that individuals are going to cross this road at some level no matter what, so the Board should determine where they want it to happen. He stated individuals are currently crossing this 4 lane road at all the intersections and it is all connecting today.

Commissioner Stone commented on the proximity of the school.

In response to Commissioner McClain, Commissioner Stone advised that the multi-modal path will be located on the west side.

Ms. Gartner stated one benefit of Alternative 2 is that there is no conflict or crossing for pedestrians on the west side.

Commissioner Stone addressed SW 38th Street, noting there is going to be Commercial all the way down that roadway.

Chairman Zalak stated the major crossing will be brought down to where the school entrance is and the other entrance to Calesa will be located.

In response to Chairman Zalak, Mr. Gartner stated during the Board's one-on-ones, it was discussed that rather than crossing at the roundabout, it would be better to do something controlled further to the east of the intersection. She advised that and also depends on what control is implemented at the school itself.

Chairman Zalak addressed the roadway movement as a whole, noting the roundabout will keep traffic moving up and down this road all the way from SW 60th Avenue through this intersection down SW 80th Avenue.

Commissioner Stone commented on individuals trying to cross on foot and in golf carts. She opined that a better solution is a signalized intersection.

Commissioner McClain stated there could be a pedestrian overpass constructed.

Chairman Zalak stated there could be an underground option. He stated the design is only 30% complete, noting the Board's instruction today would be to reevaluate the roundabouts and put together a pedestrian plan that the Board agrees with.

Chairman Zalak opined that for the 30,000 vehicles that will utilize this roadway in the future, the best thing is to keep them moving through this entire corridor.

Commissioner Stone commented on safety concerns. She stated she is not in favor of the consultant taking a lot more time designing and increasing the cost significantly if common sense says that will not work.

In response to Chairman Zalak, Commissioner Curry advised that he is in favor of signalization.

Chairman Zalak directed KHA to move forward with both options and bring them back for a vote.

In response to Commissioner McClain, Chairman Zalak stated his preference is for the 3-leg roundabout, noting Alternatives 1 and 2 are what he believes are the Board's options.

Commissioner Curry questioned if anyone has spoken to Marion County Public Schools (MCPA) about these options. Ms. Gartner advised that KHA has not discussed this particular location with MCPS relating to a roundabout.

Commissioner Stone reiterated her concern regarding safety for individuals utilizing the multi-modal path in all directions and requested KHA advise of what Alternative is safest and will best utilize taxpayer dollars.

Ms. Gartner stated there are different options for designing around pedestrians, noting they are not controlled in a traditional roundabout.

Commissioner Stone stated Alternative 2 (3-leg roundabout) will have to be increased due to the very large vehicles utilizing this road frequently. She commented on the increase in costs for Alternative 2.

Commissioner McClain commented on the placement of the multi-modal path on the west side.

Chairman Zalak advised that individuals could cross at the intersection where Calesa is located. He clarified that the multi-modal paths can be moved to the other side.

Mr. Bouyounes stated On Top of the World (OTOW) has a multi-modal path on the west side and the County was trying to continue it all the way down to Shalom Park. In response to Commissioner Curry, Commissioner McClain advised that the roundabout makes more sense to him in terms of moving traffic.

Mr. Cohoon commented on bringing back some pedestrian considerations in the roundabout scenario and the intersection. He advised that there are time constraints relating to agreements and getting the roadways designed and constructed. Mr. Cohoon commented on needing to get to a point where the PER is adopted for the SW 38th Street corridor, noting this is a critical piece due to being in the design phase and this needs to be moved forward towards construction and a priority. He stated if the roundabout is ultimately considered, they do work well in series; however, a standalone roundabout, while not detrimental, is not preferable. Mr. Cohoon advised that determining what options can be brought back for the PER is somewhat contingent on this intersection.

Chairman Zalak stated this discussion should take place during County Administrator Items during the next Board meeting when Chairman Bryant is present.

Commissioner Stone advised that there is Farmland Preservation Area (FPA) located to the west, noting there will not be a lot of build-out there like there will be to the east where there is a Commercial node. She stated it is in the best interest of the Board to consider where a fire station will be sited in this area and if property has to be purchased to build a road, why not see if this is the appropriate location for the fire station.

Chairman Zalak advised that the Board could direct Mr. Bouyounes to look at this possibility.

Commissioner McClain opined that it is a good idea to consider the fire station, but adding a 4th leg to accommodate the station is too much. Chairman Zalak concurred.

Mr. Bouyounes stated when the County does acquisitions, if they can buy a full parcel and it makes sense for a fire station, the County looks to include those options.

Commissioner McClain advised that the fire station can still be considered with every alternative. He stated the multi-modal paths should be moved to the east side, noting there is no reason to have them on the west.

Chairman Zalak advised that a pedestrian plan is still needed and provided direction to have that portion be brought back to the Board.

In response to Chairman Zalak, Commissioner McClain stated he is against roundabouts on the rest of SW 38th Street if one is not constructed at this intersection.

Ms. Gartner stated she thinks that the PER on SW 38th Street can be open to say a signal or roundabout to be further evaluated in design, and that can be approved. She advised that there would need to be conversations with OTOW due to the need for significantly more ROW from their property in order to shift the roundabouts south.

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Chairman Zalak stated that conversation needs to take place. He requested Mr. Bouyounes bring this back for discussion and to get a consensus at next week's Board meeting.

Mr. Bouyounes advised that 1 segment of SW 80th Avenue is already 60% designed and if the County starts making changes, it will go back to zero.

In response to Chairman Zalak, Mr. Bouyounes stated he understands changes at this intersection; however, moving the multi-modal trail is different.

ACA Tracy Straub advised that the reason the multi-modal path is on the west side is due to OTOW being on the west side as individuals go to the Calesa entrance on SW 67th Avenue, they then have a crossing there to get into Calesa. She stated staff recognized that as that non-age restricted residential component was building out they were providing internal trails and networks within their piece, noting the County had no need to provide a trail component to support them on the east side. Ms. Straub advised that staff did not see where that would be getting any of their residents to their Commercial nodes. She stated on the west side there are large acreage tracts, noting as one moves north of SW 38th Street, that is when smaller tracts come in, and as individuals continue across State Road (S.R.) 40, staff wanted to allow individuals to have that connection to WEC. Ms. Straub advised that is why the west side was chosen, noting it continues west along the WEC frontage all the way to U.S. 27.

In response to Commissioner McClain, Ms. Straub stated the entire corridor is 10 miles. She clarified that the distance from OTOW to WEC is approximately 3 to 4 miles.

Commissioner Stone advised that there should be a tunnel provided.

Chairman Zalak opined that there should be at least one tunnel on SW 38th Street.

Ms. Straub stated it is expensive.

Mr. Guerra stated originally the multi-use path was recommended to be on both sides with no bicycle lanes, but it was decided to put it all on one side and keep the bike lanes. He advised that the west side was chosen, noting the way the road centered on the ROW is not symmetrical. Mr. Guerra stated the path cannot be moved to the other side without shifting the alignment.

Mr. Bouyounes advised there are agreements in place to build that segment.

Chairman Zalak requested staff bring back recommendation, noting there must be 2 or 3 options that can be used to move pedestrians and make those trail systems work.

Mr. Bouyounes stated he needs to sit down with Chairman Bryant and brief her on the details relating to this workshop, which will take some time.

In response to Mr. Bouyounes, Commissioner Stone advised that there is a workshop this month relating to Parks and Recreation.

Chairman Zalak requested Mr. Bouyounes meet with Chairman Bryant and noted the process will move forward once there is consensus relating to the 3-leg intersection or the 3 leg roundabout option. He stated the 3-leg roundabout needs to be brought back with some pedestrian plan. Chairman Zalak advised that if the 3-leg roundabout option is chosen, there will need to be a pedestrian plan relating to the SW 38th Street segment.

BOARD DISCUSSION AND CLOSING COMMENTS: NONE

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There being no further business to come before the Board, the meeting thereupon adjourned at 12:19 p.m.

Kathy Bryant, Chairman

Attest:

Gregory C. Harrell, Clerk

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