

Seminole County
Board of County Commissioners
and City of Longwood

Joint Worksession

March 25, 2008



SEMINOLE COUNTY SERVICES BUILDING



**SEMINOLE COUNTY BOARD OF COUNTY COMMISSION
AND CITY OF LONGWOOD COMMISSION**

**JOINT WORKSESSION
TUESDAY, MARCH 25, 2008 – 4:00 P.M.
COUNTY SERVICES BUILDING
1101 E. FIRST STREET
BCC CHAMBERS – ROOM 1028
SANFORD, FLORIDA**

Convene Joint Worksession

Opening Statements

- **County Commission – Chairman Brenda Carey**
- **City Commission - Mayor John Maingot**

Items for Discussion:

- 1. Design Standards SR 434 Widening Project**
 - Mayor John Maingot
 - Jerry McCollum
- 2. Other SR 434 Improvements**
 - Mayor John Maingot
 - Jerry McCollum
- 3. Partial Right of Way Acquisitions**
 - Mayor John Maingot
 - Jerry McCollum
- 4. Intermodal Transportation Facilities**
 - Mayor John Maingot
 - Jerry McCollum
- 5. Transit Village and the Historic District Connectivity**
 - Mayor John Maingot
 - Jerry McCollum

Closing Comments

Adjourn

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE HUMAN RESOURCES DEPARTMENT, ADA COORDINATOR 48 HOURS IN ADVANCE OF THE MEETING AT 407-665-7941.

FOR ADDITIONAL INFORMATION REGARDING THIS NOTICE, PLEASE CONTACT THE COUNTY MANAGER'S OFFICE, AT 407-665-7219. PERSONS ARE ADVISED THAT, IF THEY DECIDE TO APPEAL DECISIONS MADE AT THESE MEETINGS / HEARINGS, THEY WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, THEY MAY NEED TO INSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED, PER SECTION 286.0105, FLORIDA STATUTES.

Discussion Item #1
Design Standards 434 Widening Project

City of Longwood (Mayor John Maingot)

- A. No grass strips between the curb and sidewalk
- B. Install decorative street lights
- C. Install decorative traffic signals at Rangeline, Sheridan, Tollgate, and Raymond
- D. Installation of conduit between medians for sprinkler system
- E. Upgrade landscaping in medians
- F. Underground certain lateral utility lines
- G. Additional landscaping behind or around sidewalks where practical
- H. Upgrade all intersections and crosswalks on the north and south side of the road to meet current ADA standards and provide a direct pedestrian pathway across the roadway
- I. Resurface the north and south sides of the roadway
- J. Widen the sidewalk on the north side of the roadway from Rangeline to Sheridan and place sidewalk against curb
- K. Retention pond

Seminole County (Jerry McCollum)

The SR 434 widening project from I-4 to Rangeline Rd is being funded by the County's 2nd generation sales tax. The project is in Metroplan's 2025 Long Range Transportation Plan and is currently priority nine on Metroplan's Prioritized Project List. The County is managing the design and construction of the project and the Florida Department of Transportation (FDOT) is managing the ROW acquisition using the County's funds. The scope of the project is to widen the roadway from 4 to 6 lanes and the proposed typical section consists of six 11 foot lanes, a 4 foot bike lane in each direction and new 6 foot sidewalks against the curb on the south side. The existing sidewalk on the north side will stay in place. Since SR 434 is on the state roadway system, the County is designing the roadway to meet all state standards and the plans are being reviewed by FDOT for approval. This section of SR 434 was part of a FDOT managed PD&E study for SR 434 from Montgomery Rd to US 17-92 that was completed in November of 2001.

Discussion Item #2
Other 434 Improvements

City of Longwood (Mayor John Maingot)

Upgrade the intersection of SR 434 and Florida Central Parkway and the intersection of SR 434 and CR 427 prior to July 2009 to reduce already bottlenecked traffic at this intersection.

Seminole County (Jerry McCollum)

- A. The City of Longwood requested the County add new sidewalks to both the north and south side instead of just the south side of the roadway. On the north side, the County is not changing the existing curb line and therefore the existing sidewalk will remain in place. The road widening will only occur on the south side and a new 6-foot sidewalk will be constructed. The existing roadway on the north side will be resurfaced as part of the project and the curb ramps on the north side will be upgraded to current standards, which include detectable warning surfaces on all ramps. By resurfacing the north lanes and saving the sidewalk, there will be considerable savings and less permitting requirements.
- B. The City requested aesthetic improvements be added to the Stormwater pond near Rangeline Rd. Based on comments from the City, the County has changed the shape of the pond to add curvature and has reduced the grade of the slopes. The City requested no fencing around the pond the County has worked with FDOT to eliminate the fencing contingent on the City taking ownership and maintenance of the pond.
- C. The City requested the County to upgrade mast arms to meet the City Historical standards. The County has agreed to pay for upgraded traffic signals and is coordinating with the City's Planning Director to include the City's new mast arm standards in the design plans.
- D. The City requested the County provide landscaped medians per the City Standards. The County will agree to install irrigation sleeves as part of the project. The County will also contribute towards the landscaping an amount equivalent to the cost of the County's standard landscaping (which is approximately \$100,000).
- E. The City requested decorative lighting in the median. FDOT has indicated that they do not allow any lighting in medians.
- F. Bury the power lines throughout the corridor. Cost would be at least a million dollars plus additional right-of-way to bury all of the power lines in the corridor. Possibility of burying only the lateral crossings has been discussed. The County received an estimate from Progress Energy of approximately \$150,000 for this task. The estimate has been forwarded to the City of Longwood for their review.
- G. The City requested a traffic signal at the intersection of Tarrytown Trail and Roxboro Rd. FDOT did a signal warrant analysis for this intersection and a signal is not

Discussion Item # 2 continued
Other SR 434 Improvements

warranted with existing traffic volumes and with the projected redistributed volumes. Accommodation for a future signal at this location is being included in the design.

- H. There has also been discussion in regards to the intersection improvements on SR 434 at Florida Central Parkway and at Ronald Reagan Blvd. Design is funded in this fiscal year and right-of-way acquisition is funded in fiscal year 2010/2011. Construction is projected to be funded in fiscal year 2012/2013. Consultant selection is underway and design will begin this summer. For typical projects on State Roadways that require right-of-way acquisition, it usually takes two years to design the project and to develop right-of-way maps and another two years to acquire the property. Under this schedule, this project would be bid for construction in summer of 2012 and would be under construction almost three years after commuter rail will start operation. Since the above discussed project consists only of intersection improvements with fewer parcels than a typical widening project, the County is working with the Florida Department of Transportation (FDOT) to try to reduce the length of the schedule for this project.
- I. Concerns received regarding potential conflicts with existing programmed FDOT repaving projects on SR 434. County engineering staff contacted David Jackson at FDOT District Maintenance to discuss the potential repaving projects on SR 434. Mr. Jackson indicated there will be minor repaving projects between Rangeline Rd and Grant St. However, there will not be any repaving in the section between I-4 and Rangeline Rd where the major widening project will be constructed.

Discussion Item #3
Partial Right of Way Acquisitions

City of Longwood (Mayor John Maingot)

Properties undergoing partial takings may face nonconformities as they relate to City development standards. These property owners may be burdened with reduced economic viability resulting from reduced parking and/or substandard access. In these cases, the entire property should be taken rather than only a portion.

Seminole County (Jerry McCollum)

The City requested total takings of parcels along this corridor instead of leaving a non-conforming remainder parcel. However, eminent domain law does not allow a total taking of a site unless there is justification for the entire parcel.

Discussion Item #4
Intermodal Transportation Facilities

City of Longwood (Mayor John Maingot)

- A. Funding for the LYNX bus line on 434 should take effect with the startup of commuter rail.
- B. Buses used during the hours of operation for commuter rail could be redirected to other locations during off hours to supplement and lengthen the funding period for BRT.
- C. Bus turnouts should be installed on SR 434 from Interstate 4 to CR 427. They should be located adjacent to major residential communities and commercial developments to direct ridership to commuter rail. Potential locations include 434 and the Woodlands, 434 and Palm Springs, 434 and Rangeline, 434 and South Seminole Hospital, 434 and Wayman.
- D. Bus turnouts to be clearly marked with “Longwood Station/Commuter Rail” and times of service.
- E. BCC to support LYNX to have specific Commuter Rail signage on the buses dedicated to the new SR 434 route, i.e. “Longwood Commuter Rail Shuttle- Oviedo to Forest City.”

Seminole County (Jerry McCollum)

The City indicated interest in adding an intermodal transportation facility at the intersection of SR 434 and Rangeline Rd at the existing Township Plaza. The County had discussions with LYNX regarding a potential intermodal transportation facility in this corridor. LYNX indicated that the new SR 434 proposed route will be considered experimental since it will be part of a 2 year Service Development Grant. Since this is the case, they have not looked at any intermodal facilities in this area. Typically, there needs to be multiple transit routes in the area before a potential intermodal center would be studied.

Discussion Item #5
Transit Village and the Historic District Connectivity

City of Longwood (Mayor John Maingot)

Place North Ronald Reagan Blvd. between SR 434 and Palmetto Avenue on a “road diet.” Reason: to slow traffic to provide for a safer pedestrian environment and encourage people to walk between the two areas.

Seminole County (Jerry McCollum)

The Longwood Design Handbook (dated May 21, 2007) depicts the future transit village for Longwood as the area on the east side of CR 427 and north of SR 434 in the vicinity of the proposed commuter rail station. The Historic District is the existing established area across the street from the proposed future transit village on the west side of CR 427. In regards to pedestrian connectivity, the County recently upgraded the sidewalk on the west side of CR 427 in this area from a 5-foot sidewalk to an 8-foot sidewalk. Other connectivity can be discussed and explored.

Capital Improvement Projects along SR 434

