



Multi-Modal Path Discussion Group

Paul Sykes, District 1
John Blum, District 2
Steffan Franklin, District 3
Jim Murphy, District 4
Ann Forrester, AAC
Chuck Wildzunas, District 5 (PWAC)
Peter Moeller, District 6 (PWAC)
Jerry Vicenti, District 7 Alternate (PWAC)
Dennis Hayes, District 8 Alternate (PWAC)
Diane Spencer, District 9 Alternate (PWAC)
Don Wiley, District 10 (PWAC)

Monday
September 21, 2015
9:00 a.m.

Savannah Regional Recreation Center
1545 Buena Vista Boulevard
The Villages, Florida 32162

Please note: Audience Comments are not to exceed 2 minutes per speaker and should not duplicate prior comments received.

AGENDA

1. Call to Order – Multi-Modal Path Discussion Group
 - a. Roll Call
 - b. Pledge of Allegiance
2. Approval of the Minutes for the Workshops and Meetings held on May 5, 2015, May 18, 2015, July 6, 2015 and July 20, 2015
3. Review of Median/Obstruction Striping and Marking Recommendations
4. Overview of Project Wide Advisory Committee action taken at August 31, 2015 Meeting
5. Comments and input from Districts 1, 2, 3, 4 and AAC Representative
6. Audience Comment
7. Discussion and Direction regarding Multi-Modal Path Issues
 - A. District 8 PWAC Representative: Supervisor Hayes
 - A. District 6 Chairman Sally Moss
 - B. District 6 Supervisor John Calandro
 - C. District 6 Supervisor Joyce Edmonds
8. Staff Reports
9. Supervisor Comments
10. Adjourn – Multi-Modal Path Discussion Group

MULTI-MODAL PATH DISCUSSION GROUP

Agenda Item No. 2

**MINUTES OF MEETING
MULTI-MODAL PATH DISCUSSION GROUP**

A Workshop of the Multi-Modal Path Discussion Group was held on Monday, May 5, 2015 at 9:00 a.m. at the Eisenhower Regional Recreation Center, 3560 Buena Vista Boulevard, The Villages Florida, 32163.

Paul Sykes	Representative (District 1)
John Blum	Representative (District 2)
Steffan Franklin	Representative (District 3)
Jim Murphy	Representative (District 4)
Ann Forrester	Representative (Amenity Authority Committee)
Chuck Wildzunas	PWAC Representative (District 5)
Peter Moeller	PWAC Representative (District 6)
Ron Ruggeri	PWAC Representative (District 7)
Dennis Hayes	PWAC Representative (District 8)
Steve Printz	PWAC Representative (District 9)
Don Wiley	PWAC Representative (District 10)

Staff Present:

Janet Tutt	District Manager
Valerie Fuchs	District Counsel
Diane Tucker	Administrative Operations Manager
Sam Wartinbee	District Property Management Director
Jennifer McQueary	District Clerk
Brittany Wilson	Assistant to the District Manager
Candice Lovett	Deputy District Clerk

FIRST ORDER OF BUSINESS:

Call to Order - Multi Modal Path Discussion Group

A. Roll Call

Project Wide Advisory Committee (PWAC) Chairman Moeller called the meeting of the Multi-Modal Path Discussion Group to order at 9:00 a.m. and stated for the record that all Committee Members were present representing a quorum.

B. Pledge of Allegiance

Chairman Moeller led the Pledge of Allegiance and led the Committee and residents in a moment of silence to honor those who serve our Country and community.

SECOND ORDER OF BUSINESS: Introduction of Discussion Group

Each District Representative introduced themselves to the Group.

THIRD ORDER OF BUSINESS: Engineer Presentation

Richard Busche of Kimley-Horn & Associates, advised the PWAC requested he attend the meeting and present information to the Multi-Modal Path Discussion Group (MMPDG) pertaining to signing and markings on the multi-modal paths. Mr. Busche provided background information about Kimley-Horn & Associates and advised that Kimley-Horn & Associates has served as the Districts' Traffic Engineers for 20 years and has designed and engineered the multi-modal paths. Mr. Busche advised he serves as the Districts' engineering consultants and analyzes traffic issues on a very technical basis and provides guidance as to how a responsible governmental entity would proceed. As Engineers the main issue reviewed is the users of the paths as the paths were designed for golf carts, pedestrians, bicyclists, in addition to any other types of recreation exercise that the paths are used for. Mr. Busche advised the multi-modal paths are 15½ feet wide in addition to six (6) inch ribbon curbing on both sides and all signing and marking is intentional. Engineers utilize guidance from several sources, including the Manual of Uniform Traffic Control Devices (MUTCD). The MUTCD provides guidance for professional engineers and in order to implement items within the manual an Engineer must provide recommendations based on an Engineering Study or an Engineering judgment.

Mr. Busche stated the Engineers have been asked to examine the warrants and regulations pertaining to three (3) areas relative to signing and marking on the multi-modal paths and reviewed a PowerPoint presentation with the MMPDG: 1) The addition of a dashed yellow center line along the multi-modal paths; 2) The addition of pavement markings at the center landscape medians within the existing multi-modal paths 3) The addition of an edge line pavement marking on the outside edges of the existing multi-modal paths. To respond to these questions crash data provided by The Villages Public Safety Department (VPSD) was obtained which identified there were 65 crashes on the multi-modal paths between 2011 and 2014 of which 44 of the crashes required first-aid to be administered.

Mr. Busche stated as it pertains to the installation of a center dashed stripe he has previously advised that he does not support the installation of a center line stripe on the multi-modal paths. The

center line stripe is not warranted or required by the MUTCD and the center line stripe is not recommended by the Engineer who designed the paths. Mr. Busche stated he believes the installation of a center line stripe changes the multi-modal path to a golf cart roadway and will adversely affect other users of the path. The only utilization of a center line stripe would be in those areas where it is necessary to confine the golf cart so enough room is available for golf carts to pass each other and has been placed in those areas where necessary.

Mr. Busche stated in review of the medians the MUTCD recommends that the curb be marked with yellow pavement striping and provides the ability for the Engineer to identify if a Reflective Pavement Marker (RPM) should be utilized in lieu of striping and the recommendation to the Districts is to utilize the RPM's.

Mr. Busche stated the third issue is the installation of edge line striping and advised there are no warrants for the installation of an edge line stripe on a multi-modal paths but there are warrants for the use of an edge line stripe on a roadway which is typically utilized when the roadway is wider and has a large amount of traffic. The remainder of the guidance pertaining to edge line striping in the MUTCD pertains to the placement of the edge line striping to ensure that it is not disruptive for bicyclists. If striping would be installed on the multi-modal paths either paint or thermoplastic could be installed. The paint would not rise and could be painted over and there is some degree of reflectivity. Thermoplastic is a material that is utilized by Engineers and roadway designers because it is a permanent and durable application and has the highest degree of reflectivity; however, thermoplastic is raised, it cracks and is slippery. Mr. Busche stated inquiries have been made about the installation of thermoplastic on the ribbon curbing but stated thermoplastic is only installed on concrete as the last option because thermoplastic is made to fuse to asphalt. If the District chose to pressure wash the ribbon curbing it would provide the visual delineation between the black asphalt and the green grass. Mr. Busche stated it is the recommendation of the Engineers that the multi-modal paths must be consistent throughout The Villages; the installation of a center line is not supported; modification of median treatments to be consistent with the use of RPM's in lieu of striping and an edge line is not warranted or recommended. Where specific geometric conditions warrant an RPM should be installed.

FOURTH ORDER OF BUSINESS: Group Discussion

Mr. Franklin inquired if the RPM's would be installed on the curbing. Mr. Busche stated ideally the RPM's would be installed on the asphalt, although the MUTCD does allow the installation on the curbing. Mr. Franklin stated the MUTCD provides that RPM's are for lane markings only and should not substitute for the right edge striping and believe the installation of the RPM's on the ribbon curbing is an unconventional traffic operation. Mr. Busche stated the MUTCD does allow the utilization of RPM's instead of striping but does not recommend the utilization of RPM's as an edge line marking because of bicyclists. If an Engineer is going to follow the MUTCD completely it would provide that an edge line stripe is not warranted; however, as transportation Engineers striping and markings can be installed as long as there is no violation of an item that the MUTCD provides that the Engineer's shall do. Mr. Busche stated the MMPDG has requested that guidance be provided on the installation of an edge line stripe, which has never been the recommendation of the Engineer.

Mr. Franklin stated there is an epoxy that allows the installation of thermoplastic on ribbon curbing which would eliminate the reduction of the path width and reduces the slip hazard for bicyclists and pedestrians. Mr. Busche stated thermoplastic will crack and bubble no matter what surface it is applied to and if it is applied to concrete it is applied differently than what occurs on asphalt.

Jim Murphy stated in preparation for the meeting he reviewed documents that addressed designing roadways for the aging population, a memo produced by Valerie Fuchs, District Counsel, and other documents, in addition to the input received from the residents which are in favor of the edge line striping to assist with visibility. The State of Florida has taken many proactive actions to address aging drivers and believe the Districts need to identify the best way to assist the residents of The Villages.

Ron Ruggeri inquired how the center line stripe has functioned for the residents since the installation occurred.

Mr. Murphy stated through the surveys and communication received by the residents has all been positive.

Dennis Hayes requested clarification of the golf cart speed the multi-modal paths were designed for. Mr. Busche stated generally the Engineers are assuming that the golf carts are not travelling no faster than 18-20 miles per hour (mph). The rate of speed is the highest factor as it pertains to

accidents. Mr. Busche stated he has driven the multi-modal paths in the day, at night and in inclement weather and found the rate of speed of many golf carts to be the greatest concern. Mr. Hayes stated he has received more e-mails and phone calls on this particular issue than any other issue since he came into office in 2012, and the comments have been from those people who walk or bicycle on the paths and their concern for safety.

Steve Printz stated The Villages is unique and many of the residents who purchased here did so because of the lifestyle and the aesthetics, which are consistent throughout The Villages and wants to ensure that consistency is retained. Mr. Printz stated at night it can be difficult to see the edges of the multi-modal paths but in those instances the driver should reduce their speed. In review of the crash data the accidents have been occurring during the daytime hours on the roadways, then on the multi-modal paths which equates to people needing to take personal responsibility for their actions. Mr. Printz stated he would be a proponent of addressing those areas on the paths which have been identified as safety concerns, maintaining consistency and encourage residents to take personal responsibility.

FIFTH ORDER OF BUSINESS: Audience Comments

Audience comments began at 10:04 a.m. and ended at 11:00 a.m. Comments received were predominantly in favor of the installation of edge line striping to address residents' concerns of traversing the path at night and during inclement weather; however, comments were received from pedestrians and bicyclists who voiced safety concerns about the edge line striping being slippery.

SIXTH ORDER OF BUSINESS: Group Discussion

Ann Forrester stated she has made notes of the comments received and will go back to the Amenity Authority Committee (AAC) for further discussion/direction and suggested a follow-up meeting of the MMPDG be held.

Chairman Moeller advised the PWAC has the ability to proceed on behalf of its Districts.

Mr. Franklin stated it is responsible for individuals to remember that when travelling on the multi-modal paths if there is inclement weather or issues with seeing that the driver adjust their speed accordingly and be responsible for their actions. Mr. Franklin suggested posting the speed limit along

the paths and request law enforcement address those golf carts exceeding the speed limit when they are travelling on the roadway.

Mr. Murphy stated there are portable speed monitors that can be placed along the multi-modal paths that can provide a reminder to golf cart operators of their speed.

Mr. Ruggeri suggested that rumble strips could be installed on the multi-modal paths to help slow down golf carts and recommend that golf cart operators do not tint their windshields.

Chairman Moeller suggested that the MMPDG proceed with a request to the Engineer to complete a design study to address the medians and edge line striping.

Mr. Printz suggested that the AAC and Districts 1-4 representatives go back to their Boards to identify if there is a consensus of those Boards to proceed with the median striping and markings and/or edge line striping.

Mr. Murphy requested the Engineer's PowerPoint be provided to each of the Boards. Ms. Tutt stated Staff will provide the presentation to the Board via e-mail. Mr. Murphy also requested a CD of the audio of today's meeting be provided.

Mr. Hayes stated it would be beneficial to identify if all Districts will adhere to the consistency of markings and striping on the multi-modal paths.

Chairman Moeller advised the PWAC will meet on May 7, 2015 and to inquire if there is a cooperative effort to proceed with the installation of median markings and striping and to inquire if the Districts are interested in proceeding with some type of edge line marking on the asphalt or ribbon curbing, subject to the Engineer's analysis.

SEVENTH ORDER OF BUSINESS: Informational Items Only

These items were provided as informational items only.

- A. District 6 Chairman Sally Moss
- B. District 6 Supervisor John Calandro
- C. District 6 Supervisor Joyce Edmonds
- D. Resident Paul Emberger, Jr.

EIGHTH ORDER OF BUSINESS: Staff Reports

There were no Staff Reports.

NINTH ORDER OF BUSINESS: Adjourn

The meeting was adjourned at 11:25 a.m.

On MOTION by Steve Printz, seconded by Dennis Wiley, with all in favor, the Committee adjourned the meeting.

Janet Y. Tutt
Secretary

Peter Moeller
Chairman

**MINUTES OF MEETING
MULTI-MODAL PATH DISCUSSION GROUP**

A Workshop of the Multi-Modal Path Discussion Group was held on Monday, May 18, 2015 at 9:00 a.m. at the Eisenhower Regional Recreation Center, 3560 Buena Vista Boulevard, The Villages Florida, 32163.

Paul Sykes	Representative (District 1)
John Blum	Representative (District 2)
Gail Lazenby	Representative (District 3)
Jim Brockman	Representative (District 4)
Ann Forrester	Representative (Amenity Authority Committee)
Chuck Wildzunus	PWAC Representative (District 5)
Peter Moeller	PWAC Representative (District 6)
Ron Ruggeri	PWAC Representative (District 7)
Dennis Hayes	PWAC Representative (District 8)
Steve Printz	PWAC Representative (District 9)
Don Wiley	PWAC Representative (District 10)

Staff Present:

Janet Tutt	District Manager
Valerie Fuchs	District Counsel
Diane Tucker	Administrative Operations Manager
Sam Wartinbee	District Property Management Director
Jennifer McQueary	District Clerk
Brittany Wilson	Assistant to the District Manager
Candice Lovett	Deputy District Clerk

FIRST ORDER OF BUSINESS:

Call to Order - Multi Modal Path Discussion Group

A. Roll Call

Project Wide Advisory Committee (PWAC) Chairman Moeller called the meeting of the Multi-Modal Path Discussion Group to order at 9:00 a.m. and stated for the record that all Committee Members were present representing a quorum.

B. Pledge of Allegiance

Chairman Moeller led the Pledge of Allegiance and led the Committee and residents in a moment of silence to honor those who serve our Country and community.

SECOND ORDER OF BUSINESS: Approval of Kimley-Horn & Associates, Inc. Individual Project Order No. 17

Chairman Moeller advised that Individual Project Order (IPO) No. 17 was presented by Kimley-Horn & Associates and requested comments.

Ron Ruggeri stated included within the IPO is a review of the utilization of Reflective Pavement Markers (RPM's) but there is no mention as to a review of recessed RPM's to address concerns raised about possible tripping hazards. Ms. Tutt stated the IPO provides the evaluation of the incorporation of RPM's as part of the review of the suitability of the pavement marking concept. Ms. Tutt advised the Engineer's review is going to complete an overall review of the multi-modal paths and has been in attendance at the meetings and has heard all of the input made by the Boards and the public.

Gail Lazenby stated the District 3 Board wants to ensure that any striping being reviewed is reflective but it is important to provide the Engineer's the ability to complete a broad overview to ensure all aspects are reviewed.

Dennis Hayes stated that there is no mention within the IPO that associated costs will be provided for installation and maintenance of the markings. Ms. Tutt stated Staff does not anticipate that the costs associated with the markings will require a bid or Request for Proposal (RFP), as each District is responsible for its specific costs, except for south of CR 466 which would be funded through the Project Wide Fund. Once the Engineering Design Study is received Staff will provide an estimated cost for the recommendation. Ms. Tutt stated it will be necessary for an Engineering review to be completed for the median markings to determine how to proceed. The Design Study will provide the Engineer's recommendation of how to proceed as it pertains to median, obstruction and edge line striping.

Chairman Moeller requested public comments at this time.

Public comments were received from 9:13 a.m. until 9:47 a.m.

Don Deakin District 4, expressed concern that the IPO was not provided to all Board Members and to the public prior to this meeting occurring. Ms. Tutt clarified that the IPO was provided to the Multi-Modal Path Discussion Group (MMPDG) on Thursday, May 14, 2015. Mr. Deakin stated the issue of edge line striping is one of visibility and not aesthetics and reiterated that each District Board has the ability to choose how they are going to proceed as it pertains to the installation of edge line

striping. Mr. Deakin stated he believes it is the responsibility of the Engineer to listen to the Boards and identify a way than the edge line striping complies with the necessary regulations.

Ms. Tutt stated it is unfortunate that Mr. Deakin views the activities of this work group differently than what was previously proposed and discussed by each Board. Staff did present a request to each District to identify if each District was interested in having the District's Engineer evaluate and recommend alternatives pertaining to median/obstruction markings and edge line markings. Each of the Districts directed that they were in favor of having the District's Engineer proceed and request that a scope of services be presented to the MMPDG to proceed. Ms. Tutt stated once the Design Study is completed it will be presented to Districts 1-4 and the Amenity Authority Committee (AAC) and the Project Wide Advisory Committee (PWAC) for Districts 5 – 10.

Mr. Lazenby clarified that the IPO being reviewed is only the specifications for the design study requested and provides no recommendations.

Mr. Deakin stated he agrees with the synopsis provided by Ms. Tutt but does not understand why the scope of work was not presented to the public prior to the meeting. Ms. Tutt stated the specifications included on the IPO are exactly what were reviewed with the District Boards which included; review of the edge markings, median/obstruction markings and the utilization of Reflective Pavement Markers (RPM's).

Valerie Fuchs, District Counsel for the numbered Districts, stated as legal counsel she needs to respond to the implication made that information was not properly provided to the public. Ms. Fuchs reiterated the MMPDG is a Committee that adheres to Sunshine Law which requires public notice of the meetings, that the meeting location is accessible and that minutes are taken. There is a public participation rule that provides that prior to an action is taken that public comment is received; however, there is no law or requirement that states the public has a right to receive the documents prior to a meeting. Once a document is submitted to a Board or a Committee it is a public record, and as provided for by Florida's Public Records Law, any individual can request a copy of a public record. Ms. Fuchs stated she is concerned that comments implying that the District did not adhere to Sunshine Law and did something in the "shade" could be perceived incorrectly by the public.

Chairman Moeller stated the MMPDG has met and decided what to present to their respective Boards to ensure the same topics and issues are being addressed to each District.

George Bennett, Village of Woodbury, inquired if the design study will review those areas along the paths that are raised. Chairman Moeller stated those types of geometric areas will be reviewed. Ms. Tutt encouraged residents to notify the District Office when specific areas are identified. South of CR 466 as these areas have been identified the Traffic Engineer will complete a review and suggest what improvements can be made.

Bryan Lifsey, District 2 Supervisor, suggested that the Districts consider hiring a separate Traffic Engineer to receive a second opinion about the installation of striping on the multi-modal paths.

Chairman Moeller stated that Kimley-Horn & Associates is an engineering firm with a great amount of experience pertaining to the construction and functionality of the multi-modal paths and suggested that the Design Study be completed prior to investigating second opinions.

Mr. Blum stated that Richard Busche of Kimley-Horn & Associates designed and engineered the multi-modal paths south of CR 466 and the reconstruction of the multi-modal paths north of CR 466 and another engineer would not have the experience to complete an overall study of the paths.

<p>On MOTION by Steve Printz, seconded by Ron Ruggeri, with all in favor, the Multi-Modal Path Discussion Group approved proceeding with Kimley-Horn & Associates Individual Project Order No. 18.</p>

Chairman Moeller stated he believes there are additional items pertaining to the multi-modal paths that can be addressed by the MMPDG and suggested each representative consider other items that should be addressed consistently on the paths.

Mr. Hayes suggested that each representative prepare a list of items such as speed bumps, signage, etc. that might be worthwhile for this group to consider and provide to Staff prior to the next meeting and during the meeting the group can review the items, prioritize that and decide how to proceed.

Ms. Tutt stated that Mr. Busche indicated that the design study would be completed expeditiously but does not have a definite date for completion.

THIRD ORDER OF BUSINESS: **Staff Reports**

There were no Staff Reports.

FOURTH ORDER OF BUSINESS: Supervisor Comments

There were no additional Supervisor Comments.

FIFTH ORDER OF BUSINESS: Adjourn

The meeting was adjourned at 9:57 a.m.

On MOTION by Gail Lazenby, seconded by Chuck Wildzunas, with all in favor, the Multi-Modal Path Discussion Group adjourned the meeting.
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Janet Y. Tutt
Secretary

Peter Moeller
Chairman

**MINUTES OF MEETING
PROJECT WIDE ADVISORY COMMITTEE**

A Joint Meeting of the Project Wide Advisory Committee and the Multi-Modal Path Discussion Group was held on Monday, July 6, 2015 at 9:00 a.m. at the Savannah Regional Recreation Center, 1545 Buena Vista Boulevard, The Villages Florida, 32162.

Project Wide Advisory Committee Members present and constituting a quorum:

Peter Moeller	Chairman (District 6)
Ron Ruggeri	Committee Member (District 7)
Chuck Wildzunas	Committee Member (District 5)
Dennis Hayes	Committee Member (District 8)
Diane Spencer	Committee Member (District 9)
Don Wiley	Committee Member (District 10)

Multi-Modal Path Discussion Group Members present and constituting a quorum:

Paul Sykes	Member (District 1)
John Blum	Member (District 2)
Steffan Franklin	Member (District 3)
Jim Murphy	Member (District 4)
Ann Forrester	Member (Amenity Authority Committee)

Staff Present:

Janet Tutt	District Manager
Valerie Fuchs	District Counsel
Diane Tucker	Administrative Operations Manager
Sam Wartinbee	District Property Management Director
Jennifer McQueary	District Clerk
Brittany Wilson	Assistant to the District Manager
Candice Lovett	Deputy District Clerk

FIRST ORDER OF BUSINESS: Call to Order - Multi Modal Path Discussion Group

Chairman Moeller called the meeting of the Multi-Modal Path Discussion Group to order at 9:00 a.m. and stated for the record that all Committee Members were present representing a quorum.

SECOND ORDER OF BUSINESS: Call to Order – Project Wide Advisory Committee

Chairman Moeller called the meeting of the Project Wide Advisory Committee (PWAC) to order at 9:00 a.m. and stated for the record that all Committee Members were present representing a quorum.

A. Pledge of Allegiance

Chairman Moeller led the Pledge of Allegiance and led the Committee and residents in a moment of silence to honor those who serve our Country and community.

THIRD ORDER OF BUSINESS: Engineer Review of Design Study submitted by Kimley-Horn & Associates, Inc.

Richard Busche of Kimley-Horn & Associates, stated that Kimley-Horn & Associates was retained to examine the warrants and regulations pertaining to three (3) areas relative to signing and marking on the multi-modal paths: 1) The addition of pavement markings at the center landscape medians within the existing Multi-use Trails; 2) The addition of an edge line pavement marking on the outside edges of the existing Multi-use Trails and 3) The incorporation of reflective pavement markings (RPM's) in either of the above two concepts.

Mr. Busche stated an Engineer reviews the factual issues that are provided through regulatory documents, to ensure the systems are consistent with other locations within the State of Florida and nationwide and available crash data. In review of the center landscape medians inconsistent methods have been utilized to address night time visibility, and in review of the guidance provided in the Manual of Uniform Traffic Control Devices (MUTCD), a recommendation is being made that the markings be standardized to ensure the markings are consistent throughout The Villages and advised an example of the recommended median marking has been provided as information. The MUTCD does not require the installation of the median markings but does recommend the median markings.

Mr. Busche stated as it pertains to the request to review the installation of edge line markings, the MUTCD provides that an edge line marking is a solid longitudinal line used to delineate the outside edge of a paved travel way. The MUTCD provides warrants and guidance for the use of edge line markings on roadways applications; however, following a review it has been identified that an edge line marking is not required by the warrant criteria. In addition, crash data obtained from The Villages Public Safety Department (VPSD) shows a very low crash frequency during the nighttime hours and

does not indicate a crash trend that would be corrected by the installation of edge line pavement markings. Mr. Busche stated over a four (4) year period there have been 12 crashes, which averages three (3) per year and the location and causes for the crashes vary widely. In review of the technical issues: the edge line striping does not meet any warrants provided within the MUTCD, there is no crash data to support the striping and because there has never been an edge line marking on a multi-modal path, historical experience provides there is no requirement for the edge line striping. Mr. Busche stated there is a statement included within the MUTCD and was included in the design study which states "Edge line markings are not warranted or recommended by this study. However, if they are installed they would not decrease safety and may serve to provide additional visual guidance during adverse weather and visibility conditions." Mr. Busche stated if the Boards chose to proceed with the edge line striping, a diagram was provided which identifies the installation of the stripe on the asphalt with a 2" gap between the edge of the stripe and the outside edge of the path. It is not recommended that the stripe be applied on the ribbon curbing or directly abutting the ribbon curbing. As it pertains to the types of material that can be applied to the pavement there is paint or thermoplastic. The thermoplastic will be the most reflective and will last the longest. Paint is typically utilized in parking lots for striping or on low volume roadways.

Mr. Busche advised that in review of the utilization of RPM's the Florida Highway Administration (FHWA) provides that RPM's increase retro-reflectivity under wet weather conditions, are more durable than painted lines, provide vehicle vibration and an audible tone when vehicles cross over RPM's and are capable of reflecting color. The MUTCD provides that Traffic Engineers have the flexibility to utilize their judgement whether to use RPM's to support pavement markings or totally replace pavement markings. Mr. Busche stated the guidance provides that bicyclists and pedestrians have issues with RPM's as trip hazards if they are installed on the right side and the recommendation include with the design study is to not install RPM's on the outside edge line. There is no issue with RPM's being installed on the center line or to address medians.

Mr. Busche stated the District has approximately 42 miles of trails or 84 miles if both sides are striped and to identify the cost for the installation of the markings would require an estimate provided by an experienced contractor.

Mr. Busche stated he has continually recommended that signage and markings should remain consistent throughout The Villages and residents should not encounter different marking patterns on the same multi-modal paths system just because there is a difference in the District boundaries.

FOURTH ORDER OF BUSINESS: Group Discussion

Supervisor Wiley stated he reviewed the Individual Project Order (IPO) that was issued for the design study but did not see where comments or directives pertaining to nighttime visibility from public meetings conducted by the District had been considered, which he believes is a huge shortcoming. Mr. Busche advised he has attended several meetings where striping on the multi-modal paths was addressed and clarified that the recommendations provided were specifically made on the basis of nighttime visibility.

Mr. Busche stated when the Engineers designed the multi-modal paths it was determined that a visible delineation along the edge of the trail was necessary, which is why the ribbon curbing was installed, and adheres to the MUTCD which provides that curbs are allowed to fulfill that delineation along a roadway or multi-modal path. Mr. Busche stated it is recognized that golf carts are the primary user of the trail; however, as an Engineer, just as much emphasis must be placed on a pedestrian or a bicyclist utilizing the multi-modal paths.

Supervisor Ruggeri inquired if a review of recessed RPM's was completed. Mr. Busche stated recessed RPM's are typically utilized for crosswalks, are not as reflective and would not be an item that an Engineer would like to see installed along the multi-modal paths.

Supervisor Spencer inquired if a cost estimate to complete the median markings is available. Mr. Busche stated the installation of a white edge is estimated at \$3,500 per mile and RPM's cost approximately \$2 - \$4 installed. Supervisor Spencer inquired how often the thermoplastic striping would need to be installed. Mr. Busche stated thermoplastic striping on busy roadways lasts 4-6 years. When thermoplastic needs to be replaced, the original striping must be ground off of the pavement before it is reapplied. Mr. Busche stated thermoplastic applied to concrete requires a mechanical bond.

Supervisor Sykes inquired about the reflectivity between thermoplastic and paint with glass beads. Mr. Busche stated the Texas Department of Transportation completed a study which provides

that paint has lower initial retro-reflectivity and degrades at a much faster rate than other marking materials. On low volume road ways paint provides the reflectivity for approximately 6-12 months.

Supervisor Sykes inquired how preventative maintenance applications would affect the striping. Sam Wartinbee, District Property Management (DPM) Director, advised very little patching occurs on the multi-modal paths; however, the rejuvenator that is applied is a thin coat and does not require restriping.

Supervisor Blum stated he is concerned that striping the edges of the path narrows the overall width of the path.

Supervisor Franklin stated the FHWA published a handbook addressing the design of roadways for the aging population and inquired if the aging population was considered during the design study. Supervisor Franklin stated residents have voiced concerns about visibility for night driving and the Boards should ensure the necessary markings are provided. Mr. Busche stated as Engineers who have worked in The Villages for many years all of the roadway facilities are typically designed for individuals travelling too fast, in the rain, during nighttime hours with bad eyesight. The design study that was completed for the multi-modal paths was reviewed for the residents and drivers who utilize the paths. Mr. Busche stated the crashes data shows that crashes have occurred during the day time hours and on the roadways, not the multi-modal paths. There is not a crash data trend that would support the installation of edge line markings.

Supervisor Murphy concurred with the Engineer's recommendation to address the medians but would question the cost to utilize thermoplastic versus paint. Supervisor Murphy stated he has mixed emotions about the recommendation pertaining to the edge line markings, but if the Districts are in favor of proceeding he would recommend to District 4 to proceed.

Supervisor Wildzunas stated he concurs with the Engineer's recommendation to proceed with the median markings but that there is no warrant present to proceed with the edge line striping and there is no indication that the installation of the edge line striping would increase the safety of the multi-modal paths. However, if the installation of the edge line striping makes residents feel more comfortable with traversing the paths Supervisor Wildzunas stated he would be in favor of proceeding.

Supervisor Ruggeri stated the residents have requested the Supervisors take action to improve safety and visibility and recommended that the median markings be completed and the edge line striping

installed to support increased visual reference to guide users during adverse weather and visibility conditions.

Supervisor Hayes inquired if any consideration was given to removal of the median curbing. Mr. Busche stated removal of the curbing was not considered and would be problematic. Supervisor Hayes inquired if the thermoplastic is more slippery when it's wet. Mr. Busche stated the thermoplastic is more slippery when it is wet. Supervisor Hayes stated District 8 would be supportive of proceeding with the recommended median markings and would consider the cost differential between paint and thermoplastic for edge line markings.

Supervisor Spencer advised the Board has discussed the markings and has received resident input and would be in favor of the installation of median and edge line markings utilizing thermoplastic to provide better visibility.

Supervisor Wiley advised he rides a motorcycle and compared to the asphalt, both the paint and thermoplastic are slippery, which could be a minor issue. Supervisor Wiley stated he does not believe the installation of the RPM's on the ribbon curbing would have provided any additional concerns then the turf or landscaping would cause.

Ms. Forrester stated she will go back to the Amenity Authority Committee (AAC) and present the recommendations made and stated the main concern remains consistency of markings and striping along the multi-modal paths.

FIFTH ORDER OF BUSINESS: Audience Comments

Audience comments were received in favor of proceeding with the installation of the median markings. Audience comments were received both in favor and against the need for edge line striping to address safety and visibility, the utilization of reflective paint versus thermoplastic, the associated cost considerations and the need for individuals to address their personal behaviors.

Chairman Moeller requested each Representative provide their thoughts and the direction and/or recommendation that will be made to the AAC and District 1 – 4 Boards. Because the PWAC chose to hold a meeting concurrently with the Multi-Modal Path Discussion Group the Committee can choose to take formal action.

Chairman Moeller advised he considers The Villages to be a first-class community and concurred with the Engineer's recommendation for the median markings.

Ms. Tutt advised the only District north of CR 466 which would incur costs for median markings is District 3 and the cost would be less than \$500 to complete. South of CR 466 the cost to address the median markings would be \$40,000. Ms. Tutt advised the estimated cost to complete the edge line striping utilizing thermoplastic striping is as follows:

District 1: \$5,400 - \$10,000

District 2: \$16,000 - \$24,000

District 3: \$16,000 - \$25,000

District 4: \$21,000 - \$32,000

AAC for Lady Lake/Lake County: \$20,000 - \$31,000

Project Wide for South of CR 466: \$174,000 - \$270,000

Ms. Tutt advised to complete the edge line striping utilizing paint would be approximately half of the first cost estimate provided.

Mr. Busche stated consideration needs to be given to ongoing maintenance costs and the longevity of the striping products.

SIXTH ORDER OF BUSINESS: District 1 Representative Comments

Supervisor Sykes stated he will advise the District 1 Board that he concurs with the Engineer's recommendation to address the median markings and is in favor of edge line markings utilizing thermoplastic to provide a perception of safety for the residents.

SEVENTH ORDER OF BUSINESS: District 2 Representative Comments

Supervisor Blum stated he will advise the District 2 Board that he concurs with the Engineer's recommendation to address the median markings. Consideration could be given to pressure wash the ribbon curbing which might provide added visibility. Supervisor Blum stated District 2's infrastructure is at the point where maintenance is necessary and consideration of the cost for edge line striping is important.

EIGHTH ORDER OF BUSINESS: District 3 Representative Comments

Supervisor Franklin stated the District 3 Board previously provided a consensus to proceed with the installation of edge line striping. The District 3 Board has included an increase to its maintenance assessments for Fiscal Year 2015/2016 and the cost for thermoplastic and believes consideration needs to be given for costs related to installing the striping on the asphalt or installing the paint on the ribbon curbing.

NINTH ORDER OF BUSINESS: District 4 Representative Comments

Supervisor Murphy stated the District 4 Board has had a great amount of discussion pertaining to striping and concurs with the Engineer's recommendation pertaining to the median markings. As it pertains to the edge line markings he would request support from the District 4 Board to proceed with the installation of edge line striping, but believes further discussion needs to occur prior to a definite resolution being identified pertaining to paint versus thermoplastic.

TENTH ORDER OF BUSINESS: Amenity Authority Committee Representative Comments

Ms. Forrester stated she will present the Engineer's recommendations to the AAC and reiterated the Committee's commitment to consistency of striping throughout The Villages.

ELEVENTH ORDER OF BUSINESS: District 5 Representative Comments

Supervisor Wildzunas stated he concurs with the suggestions to install edge line striping and would suggest utilizing reflective paint to address concerns of cost.

TWELFTH ORDER OF BUSINESS: District 6 Representative Comments

Chairman Moeller made no comments at this time.

THIRTEENTH ORDER OF BUSINESS: District 7 Representative Comments

Supervisor Ruggeri stated he would recommend to the District 7 Board that the recommendations for the median markings be adopted and consideration be given for the installation of edge line markings, maintenance costs and visibility of reflective paint and thermoplastic.

FOURTEENTH ORDER OF BUSINESS: District 8 Representative Comments

Supervisor Hayes stated he would recommend District 8 support the Engineer's recommendations for the median markings and although not formally recommended by the Engineer, Supervisor Hayes would suggest proceeding with the installation of the edge line striping and consideration is given to the costs of reflective paint.

FIFTEENTH ORDER OF BUSINESS: District 9 Representative Comments

Supervisor Spencer stated she would recommend District 9 support the Engineer's recommendation for the median markings and for geometric or safety challenges identified to Staff. Supervisor Spencer stated she would recommend support of the edge line markings but would defer a recommendation for reflective paint or thermoplastic until a differential between the two is received.

SIXTEENTH ORDER OF BUSINESS: District 10 Representative Comments

Supervisor Wiley stated he would recommend District 10 support the Engineer's recommendation for the median markings and proceeding with the installation of edge line markings. Supervisor Wiley stated he believes a cost analysis by most states has been completed and would suggest proceeding utilizing thermoplastic which appears to be the best overall product and will provide the wanted impact.

SEVENTEENTH ORDER OF BUSINESS: PWAC Direction to Staff

Mr. Wartinbee advised that if the consensus was to proceed with utilizing reflective paint there would be no way for the District to guarantee the two (2) coats of paint that would be necessary would be able to be applied directly on top of the other along the entire length of the paths. Following a brief discussion, the PWAC took the subsequent action:

On MOTION by Diane Spencer, seconded by Ron Ruggeri, with all in favor, the Project Wide Advisory Committee directed Staff to take the necessary steps to issue a bid or Request for Proposal (RFP) for the costs and engineering associated with the median markings and edge line markings including the mileage for Districts 1 – 4 and the Lady Lake/Lake County portion of The Villages pending the District 1 - 4 and Amenity Authority Committee meetings to be held.

At this time the Multi-Modal Path Discussion Group recessed its meeting from 11:18 a.m. until 11:28 a.m.

EIGHTEENTH ORDER OF BUSINESS: Multi-Modal Path Issues for Discussion

A. Supervisor Hayes: Follow-up Discussion Topics

Chairman Moeller stated the Committee received a comprehensive document submitted by Supervisor Hayes which provides several areas for the Committee to discuss and consider. However, due to the length of the meeting that has occurred the Discussion Group requested this item be addressed at a future meeting. Additionally, the Discussion Group requested quarterly meetings be held going forward. Ms. Tutt advised that Staff will schedule the next meeting in mid to late September.

NINETEENTH ORDER OF BUSINESS: Staff Reports

There were no Staff Reports.

TWENTIETH ORDER OF BUSINESS: Supervisor Comments

There were no Supervisor Comments

TWENTY-FIRST ORDER OF BUSINESS: Adjourn – Multi-Modal Path Discussion Group

The meeting was adjourned at 11:37 a.m.

On MOTION by Chuck Wildzunas, seconded by John Blum, with all in favor, the Committee adjourned the meeting.

TWENTY-SECOND ORDER OF BUSINESS: Adjourn – Project Wide Advisory Committee

The meeting was adjourned at 11:37 a.m.

On MOTION by Chuck Wildzunas, seconded by Don Wiley, with all in favor, the Committee adjourned the meeting.

Janet Y. Tutt
Secretary

Peter Moeller
Chairman

**MINUTES OF MEETING
PROJECT WIDE ADVISORY COMMITTEE**

A Joint Meeting of the Project Wide Advisory Committee and the Multi-Modal Path Discussion Group was held on Monday, July 20, 2015 at 9:00 a.m. at the Savannah Regional Recreation Center, 1545 Buena Vista Boulevard, The Villages Florida, 32162.

Project Wide Advisory Committee Members present and constituting a quorum:

Peter Moeller	Chairman (District 6)
Ron Ruggeri	Committee Member (District 7)
Chuck Wildzunas	Committee Member (District 5)
Joe Elliott	Committee Member (District 8)
Diane Spencer	Committee Member (District 9)
Don Wiley	Committee Member (District 10)

Multi-Modal Path Discussion Group Members present and constituting a quorum:

Paul Sykes	Member (District 1)
John Blum	Member (District 2)
Steffan Franklin	Member (District 3)
Jim Murphy	Member (District 4)
Ann Forrester	Member (Amenity Authority Committee)

Staff Present:

Janet Tutt	District Manager
Kevin Stone	District Counsel
Diane Tucker	Administrative Operations Manager
Sam Wartinbee	District Property Management Director
Jennifer McQueary	District Clerk
Brittany Wilson	Assistant to the District Manager
Candice Lovett	Deputy District Clerk

FIRST ORDER OF BUSINESS: Call to Order - Multi Modal Path Discussion Group

Chairman Moeller called the meeting of the Multi-Modal Path Discussion Group to order at 9:00 a.m. and stated for the record that all Committee Members were present representing a quorum.

SECOND ORDER OF BUSINESS: Call to Order – Project Wide Advisory Committee

Chairman Moeller called the meeting of the Project Wide Advisory Committee (PWAC) to order at 9:00 a.m. and stated for the record that all Committee Members were present representing a quorum.

A. Pledge of Allegiance

Chairman Moeller led the Pledge of Allegiance and led the Committee and residents in a moment of silence to honor those who serve our Country and community.

Chairman Moeller provided an opening statement to the work group and residents in attendance stating that following the July 6th meeting of the Multi-Modal Path Discussion Group (MMPDG) there was an initial consensus that thermoplastic edge line striping could improve visibility and the residents that were in attendance encouraged the MMPDG to move forward. The PWAC requested Staff proceed with investigating the costs associated with the installation of edge line striping utilizing thermoplastic striping with consideration for the utilization of reflective paint depending on its initial cost and longevity. Chairman Moeller stated the results of the July 6th meeting received media attention and resulted in a large number of comments being received by District Supervisors and District Staff. As the escalating projected costs became known the need to reconvene to consider the MMPDG's prior direction became evident and from the comments received, it appears that there is no consensus, among the community, as to the benefits of edge line striping. Any decision pertaining to edge line striping needs to be based on sound engineering principles and reasonable cost estimates. Chairman Moeller stated the action of residents on the multi-modal paths is a personal responsibility and the expending of hundreds of thousands of dollars of the residents' maintenance assessment funds, with little hard data, provides the necessity for careful consideration, which is the reason for requesting Staff to reconvene this meeting to consider their constituents input.

THIRD ORDER OF BUSINESS: Group Discussion: Discussion of action to proceed with side line striping

Supervisor Sykes, District 1, stated he finds it disappointing that the issue of edge line striping has become polarized throughout The Villages and the Districts should come together to assist those residents with visual disabilities who utilize the paths at night and in inclement weather.

John Blum, District 2, stated he concurs with Chairman Moeller's opening statement.

Steffan Franklin, District 3, stated there has been no Engineering warrant identified to support the edge line striping but understands wanting to assist residents' with vision concerns; however, the Supervisors have to adhere to the recommendations provided by the Engineer.

Jim Murphy, District 4, stated the surveys that have been taken have been predominately in favor of the installation of edge line striping and no matter what decision is made there will be people in favor and against that decision. Supervisor Murphy stated the District 4 Board did indicate that if the consensus of all of the Districts was to proceed with edge line striping, District 4 would proceed.

Chuck Wildzunas, District 5, stated at the direction of the District 5 Board he is supporting the prior action taken by the PWAC to proceed with edge line striping, although the District is open to different types of products to achieve the striping.

Ron Ruggeri, District 7, stated the PWAC has been meeting on the issue of striping on the multi-modal paths since February of 2014 and has been discussed by numbered District Boards and by this group. At the July 6th meeting two (2) motions were taken to proceed with the installation of edge line striping and inquired if the PWAC took a motion to proceed where the Committee stands. Kevin Stone, District Counsel, stated if the motion was made and seconded it was approved to proceed. Supervisor Ruggeri stated the second motion pertained to the utilization of thermoplastic striping. The cost to install the striping is approximately \$1.06 per resident, per year for Districts 5-10. The installation of the striping is being completed to address visibility at night or in inclement weather which thermoplastic provides approximately 200 feet of guidance and side line striping is suggested to assist aging drivers utilizing roadways. Supervisor Ruggeri stated if the MMPDG does not want to proceed, it will require a poll of the representatives to identify how to proceed.

Jennifer McQueary, District Clerk, clarified that one motion was made by the PWAC and read the following action into the record. "On MOTION by Diane Spencer, seconded by Ron Ruggeri, with all in favor, the Project Wide Advisory Committee directed Staff to take the necessary steps to issue a bid or Request for Proposal (RFP) for the costs and engineering associated with the median markings and edge line markings including the mileage for Districts 1 – 4 and the Lady Lake/Lake County portion of The Villages pending the District 1 - 4 and Amenity Authority Committee meetings to be held."

Supervisor Ruggeri stated several public meetings have been held where public comments were received and believes that the PWAC needs to stand by their decision and proceed with the edge line

striping. From the e-mail comments he has received 70% are in favor of the striping and 30% are against striping.

Joe Elliott, District 8, thanked the residents for attending to provide their input and stated it is up to the MMPDG to respond in an appropriate manner. The resident input received following the July 6th meeting caused Chairman Moeller to request the group reconvene to listen to comments made by the residents. Supervisor Elliott stated there is a large amount of confusion around the issue of edge line striping and believes the PWAC and Districts north of CR 466 should not expend a single dollar without understanding the magnitude of the problem, what the problem is about, what the proposed solution is, how that solution effects the problem and the associated costs. Supervisor Elliott stated statistics were provided about the number of accidents, but the reason for the accidents is not available. If the accidents were caused by operator impairment, excessive speed, etc. the edge line striping may not solve those issues. Until all information is available the Supervisors cannot be good stewards of public funds and should take the opportunity to spend additional time reviewing and considering all data.

Diane Spencer, District 9, stated she reported back to the District 9 Board about the PWAC's action and the Supervisors in attendance were split 50/50 whether to install edge line striping. The consensus of the District 9 Board was to get an estimate of the costs for the project and return to the Board with additional information.

Don Wiley, District 10, stated he finds it interesting that so many people are jumping to conclusions about the cost of the project, when the actual cost of the project would be secured through a Request for Proposal (RFP). There is a perceived problem of many residents about visibility on the multi-modal paths at night and during inclement weather, but this Committee cannot legislate people's behavior. Supervisor Wiley stated he agrees the accident data is incomplete but inquired what number of accidents would need to occur at night to define the need for edge line striping. The MMPDG needs to continue acting responsibly with the information and data that it has available.

Ann Forrester, Amenity Authority Committee (AAC), stated it is her roll to gather information and report back to the AAC at their next meeting; however, a main concern of the AAC is to ensure consistency throughout The Villages.

Supervisor Franklin advised during the July 10, 2015 District 3 Meeting, the Board unanimously voted not to proceed with edge line striping.

Chairman Moeller stated the comments and input received from the residents are not predominate for or against the edge line striping and believes the additional input received following the July 6th meeting was important to consider.

FOURTH ORDER OF BUSINESS: Audience Comments

Audience comments addressed to the MMPDG were both in favor and against the installation of edge line striping to address safety and visibility, the utilization of reflective paint versus thermoplastic and the associated cost considerations and the need for individuals to address their personal behaviors.

Chairman Moeller thanked the residents for providing their comments and believes there is a great amount of diversity of opinion both in favor and against edge line striping. The recommendations provided by the District's Professional Engineer need to be closely considered because those opinions carry an enormous amount of weight.

FIFTH ORDER OF BUSINESS: District 1 Representative Comments

Supervisor Sykes stated it was unanimous among the District 1 Board to proceed with the installation of edge line striping; however, following the input received from the residents he would recommend going back to the Board with all of the information received.

SIXTH ORDER OF BUSINESS: District 2 Representative Comments

Supervisor Blum stated it is his responsibility to listen to the Engineer's recommendations, residents' input and information received during this meeting and go back to the District 2 Board. Richard Busche's, Kimley-Horn & Associates, credentials are outstanding and his knowledge of the multi-modal paths most likely exceeds the knowledge of any one person. Supervisor Blum stated it is the Supervisors' responsibility that when an Engineering Report is presented that the recommendations be adhered to, to ensure no unnecessary liability is assumed by the District. Each of the residents of The Villages need to look at themselves and adjust personal behaviors, address personal golf cart safety and reduce the speed on the multi-modal paths and work toward revising Florida Chapter 190 to provide enforcement power on the multi-modal paths.

SEVENTH ORDER OF BUSINESS: District 3 Representative Comments

Supervisor Franklin stated the more he considers the installation of edge line striping the more he believes addressing safety as it pertains to the reduction of speed, installation of seat belts, adjustment of headlights would provide a true benefit. As previously stated, the District 3 Board has reviewed and discussed the edge line striping and voted unanimously not to install edge line striping. Supervisor Franklin stated he would not take any further input back to the District 3 Board.

EIGHTH ORDER OF BUSINESS: District 4 Representative Comments

Supervisor Murphy stated the conversation of the District 4 Board was not about the need of edge line striping but to enhance the safety for the residents. The District 4 Board has indicated that if all of the other Boards concur to proceed, the District 4 Board will proceed with the installation of edge line striping. Supervisor Murphy stated when residents first move to The Villages they do not realize the number of governmental entities or understand each Board's authority. Consistency is important but each District has the ability to proceed in the manner they choose. Supervisor Murphy stated he will not readdress the subject with the Board.

NINTH ORDER OF BUSINESS:	Amenity Comments	Authority	Committee	Representative
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Ms. Forrester stated she will take the input received back to the AAC for review and consideration.

Chairman Moeller stated the PWAC did provide direction to Staff via a motion but has been advised by Counsel that the Committee could reconsider its July 6th motion.

Supervisor Ruggeri stated that there have been two (2) other public meetings where residents had the ability to provide feedback. The feedback received during those public meetings indicated that the residents wanted edge line striping and believes the PWAC should not reconsider the July 6th motion.

Supervisor Spencer clarified that the motion she made was to receive cost estimates pertaining to the installation of edge line striping and that the motion made did not approve direction to proceed with the installation of edge line striping. Supervisor Spencer stated she believes the motion she made at the July 6th meeting was misinterpreted.

Supervisor Spencer requested clarification of what a motion to reconsider would entail.

Chairman Moeller stated he believes a motion to reconsider would be direction to the PWAC to go back to the individual numbered District Boards for additional discussion and direction.

Supervisor Ruggeri stated the PWAC has the authority to vote on behalf of the individual numbered District Boards.

Chairman Moeller stated there was an agreement among the PWAC that when there was a significant issue that those issues would be brought back to the individual numbered Districts. As a result of the additional information received, there was no consensus of the District 6 Board to proceed.

Mr. Stone addressed a point of order and stated a motion has been made but believes the motion may require additional clarification

<p>On MOTION by Joe Elliott, seconded by Diane Spencer, with four Supervisors voting "Aye" and two Supervisors voting "Nay" the PWAC will reconsider the motion passed at its July 6, 2015 meeting and hold a discussion.</p>
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Ms. Tutt stated the motion for reconsideration provides the PWAC the ability to discuss the issue further.

Supervisor Ruggeri voiced his frustration that the PWAC has chosen to reconsider the Committee's action which was taken based on public comments received from two (2) public meetings. Supervisor Ruggeri stated that included on page 7 of the Design Study is the statement that edge line markings are not warranted or recommended, but if the striping is installed they would not decrease safety.

Richard Busche of Kimley-Horn & Associates clarified that as a Professional Engineer, his final recommendation included within the design study is that edge line markings are not warranted and are not recommended and it is his recommendation that the edge lines striping not be installed. Mr. Busche stated the reference on page 7 is stated in response to a specific option included for in the Manual of Uniform of Traffic Devices (MUTCD) but is not the final conclusion.

Chairman Moeller stated the PWAC can choose to take the information obtained back to the respective individual Boards or make a motion to either proceed or discontinue the effort.

During discussion of the motion, Supervisor Ruggeri stated if the PWAC chooses not to proceed with the installation of edge line striping the issue goes back to the individual numbered District Board and the individual numbered Districts can choose how to proceed.

Supervisor Wildzunas stated he would be comfortable going back to the District 5 Board at the August 21, 2015 meeting and receive direction.

Supervisor Spencer made a motion, which was seconded by Supervisor Elliott, to direct Staff to cease any further action pertaining to the installation of edge line striping, which was subsequently withdrawn.

On MOTION by Diane Spencer, seconded by Chuck Wildzunas, with five Supervisors voting "Aye" and Ron Ruggeri voting "Nay", the Project Wide Advisory Committee Representatives will go back to the numbered District Boards at the August 2015 meeting to obtain a consensus of whether to proceed with edge line striping.

Mr. Stone stated this action will direct each member of the PWAC to return to their individual Board and receive input.

Supervisor Ruggeri stated he believes the PWAC is abdicating its authority.

Chairman Moeller stated the representatives of PWAC are doing what was agreed upon and going back to the numbered District Board when significant issues are brought before this Committee and those issues would be brought back to the numbered District Boards for input.

Chairman Moeller stated the District Boards will meet in August and suggested that the MMPDG schedule its next meeting after the September Board meetings, because the meeting schedules have been moved up to address the Districts' budgets.

Supervisor Franklin advised that because the District 3 Board has decided not to proceed with edge line striping he would not be attending the September MMPDG meeting.

Chairman Moeller requested Supervisor Franklin attend so that an overall consensus of all Boards is available.

Supervisor Wiley stated it appears the PWAC took a step backwards and the direction provided to Staff to obtain pricing through a bid or Request for Proposal (RFP) will not be completed and less

information will be brought to the Boards. Ms. Tutt stated direction can be provided to Staff to proceed.

Supervisor Elliott stated the District has the ability to issue a bid or RFP to receive the information requested and then choose not to proceed with the project, but it seems presumptive on the District's part that there are companies who would like to provide bids and costs without confirmation that the project will proceed and inquired if similar information could be obtained without issuing a bid or RFP.

Chairman Moeller stated the initial estimate received for the edge line striping was approximately \$38,000, that number has increased, which has made cost more of an issue. Ms. Tutt stated Staff will want to secure the assistance of Mr. Busche to produce the scope of services for an RFP.

Mr. Busche stated any type of striping or markings on the multi-modal paths will need to be completed by a qualified roadway contractor and would require a qualified bid. When governmental entities are considering road work projects, they are provided with the 12 month rolling state-wide average pricing, as provided for by FDOT, which has been provided to District Staff. Those costs should be sufficient for this Committee to make a decision, if the decision is based on cost.

Supervisor Ruggeri inquired if there are alternate materials that can be considered. Mr. Busche stated if the multi-modal paths were to be striped or marked they would be done so no different than the marking and striping completed on Morse or Buena Vista Boulevards and would recommend only utilizing products that are on the DOT approved products list. Mr. Busche stated he would not recommend that the Committee utilize some type of experimental product.

Ms. Tutt stated the estimated cost of the reflective paint was 2/3 of the cost of the thermoplastic.

Supervisor Elliott stated the cost estimate provided by Mr. Busche seems to eliminate the request to initiate an RFP and recommended the PWAC not proceed in that manner.

In response to Supervisors Wiley and Ruggeri indicating they believe the RFP process should proceed Mr. Busche stated that direction would initiate Engineer's preparation of plans and specifications for issuance of an RFP to an active group of contractors, who would complete the lengthy process necessary to submit a sealed bid for work, that this Committee has not provided formal direction to proceed with.

Supervisor Wiley questioned the cost estimate provided within the design study and Mr. Busche stated that each stripe is priced individually for that specific type of striping. The planning level costs have been provided the product cost of \$3,500 per net mile for thermoplastic and \$2,500 per net mile for reflective paint. Additional costs will be incurred for management of traffic, mobilization, etc.

Supervisor Wiley made a motion to proceed with a bid or RFP to obtain pricing related to the installation of edge line striping and include a request for alternate striping products within the Scope of Services, which was seconded by Supervisor Ruggeri; however, following discussion and clarification provided by Mr. Busche, Supervisor Wiley withdrew his motion.

On MOTION by Ron Ruggeri, seconded by Joe Elliott, with all in favor, the PWAC directed Staff to proceed with the necessary steps to accomplish the landscape median markings as delineated in the Design Study submitted by Kimley-Horn & Associates, Inc.

Following discussion, the Tenth through Fifteenth Orders of Business were not addressed individually.

SIXTEENTH ORDER OF BUSINESS: PWAC Direction to Staff

Supervisor Ruggeri inquired if the PWAC's request to representatives is to go back to the Boards and request a consensus could the numbered District Boards choose to proceed with edge line striping individually.

Chairman Moeller stated the PWAC does not have the authority to tell a District Board what they should or should not do; however, this Committee is meeting to obtain a consensus of the Boards south of CR 466 to ensure consistency.

Mr. Busche stated each time he has spoken to the PWAC or this group he has indicated how important it is to maintain consistency of markings of the multi-modal paths throughout The Villages, it is not appropriate to have markings or striping different from one District to another.

Chairman Moeller stated he believes the discussion before the individual District Boards would be what the consensus of the Board is as it pertains to edge line striping, but additionally, that there is agreement that each District will abide by the majority decision.

A poll of the numbered District Boards Representatives of PWAC was taken as to whether the Representatives were in favor of going back to their numbered District Boards to obtain a consensus pertaining to edge line striping and the vote was four (4) Districts in favor: Districts 5, 6, 9 and 10 in favor of going back to the numbered District Boards and two (2) Districts against: Districts 7 and 8.

SEVENTEENTH ORDER OF BUSINESS: Staff Reports

There were no Staff Reports.

EIGHTEENTH ORDER OF BUSINESS: Supervisor Comments

There were no further Supervisor Comments

NINETEENTH ORDER OF BUSINESS: Adjourn – Multi-Modal Path Discussion Group.

TWENTIETH ORDER OF BUSINESS: Adjourn – Project Wide Advisory Committee

The meeting was adjourned at 11:32 a.m.

On MOTION by Diane Spencer, seconded by Chuck Wildzunas, with all in favor, the meeting was adjourned.

Janet Y. Tutt
Secretary

Peter Moeller
Chairman

MULTI-MODAL PATH DISCUSSION GROUP

Agenda Item No. 3

McQueary, Jennifer

From: McQueary, Jennifer
Sent: Thursday, September 17, 2015 10:16 AM
To: Cora, Ellen (District Board); Ellen Cora pers.; Long, Clyde (District Board); Paul Sykes personal; Porter, Kathy; Sykes, Paul; Bart Zoellner pers (bartsdsl@embarqmail.com); Barton Zoellner; Blum, John (District Board); Bryan Lifsey Pers; Lifsey, Bryan; Nick Jones (nick.jones@districtgov.org); Nick Jones pers; Rothbard, Marty; Bill Ray; Charlie Cook (charlie.cook@districtgov.org); Charlie Cook pers; Franklin, Steffan; Gail Lazenby; Tilman Dean (tilman.dean@districtgov.org); Brockman, Jim; Chuck Kazlo; Chuck Kazlo pers; Deakin, Don (District Board); Don Deakin pers.; James Murphy; Jim Brockman pers.; Jim Murphy pers; Paul Kelly (paul.kelly@districtgov.org); Ferlisi, Jerry; Jerry Ferlisi pers; Jerry Knoll pers; Kadow, Gary (District Board); Knoll, Jerry; Walter Martin (walter.martin@districtgov.org); Walter Martin pers; Wildzunas, Chuck; Calandro, John (District Board); Donna Kempa pers; Edmonds, Joyce; John Calandro pers; Joyce Edmonds pers; Kempa, Donna; Peter Moeller (peter.moeller@districtgov.org); Peter Moeller pers.; Sally Moss (sally.moss@districtgov.org); Sally Moss pers; Broedlin, Dennis; Dennis Broedlin; McMahon, Ron (District Board); Ruggeri, Ron (District Board); Vicenti, Jerry; VonDohlen, William; William VonDohlen pers; Banks, Ray; Dennis Hayes pers; Elliott, Joe; Hayes, Dennis; Ray, Victor; Tornante, Sal; Brown, Steve; Diane Spencer; Diane Spencer pers.; Don Hickman pers; Hickman, Don (District Board); Jack Reimer; Printz, Steve; Reimer, Jack (District Board); Steve Brown pers.; Steve Printz; Brad Brown; Brown, Brad; Don Wiley Personal (don@disneygoldwing.com); Harris, Roz; Stradinger, Dennis; Stradinger, Dennis (District Board); Wiley, Donald; Barker, Lowell; Bell, Carl (District Board); Forrester, Ann (District Board); Moyer, Gary (District Board); Wilcox, John (District Board)
Cc: Tutt, Janet; Wartinbee, Sam; Wilson, Brittany; Lovett, Candice; Art Rowe Jr. Pers; Brooks, Tom; Brooks, Tom (District Board); Gary Moyer; Kurtz, Steve (District Board); Michelle Crawford; Rowe, Art; Steve Drake; Steve Drake pers; Steve Kurtz; Al Schmid pers. (al.schmid0922@gmail.com); Berning, Mike; Gerry Lachnicht pers; Joe Nisbett; Lachnicht, Gerry; McDaniel, Randy
Subject: Multi-Modal Path Trail Assessment
Attachments: Mjt150915rvb_Multi-Use Trail Assessment.pdf

The following is being forwarded to you at the request of Janet Tutt.....

Good Morning Supervisors and Committee Members,

Attached is the Kimley-Horn (KH) Multi-Use Trail Assessment.

As you will note there is a fairly significant amount of marking improvements recommended along the trails.

As directed by the CDD Boards and the AAC, staff has already begun working with Rick Busche to move forward with the improvements (written specifications regarding the DOT paint, RPMs, larger detailed maps, some distance requirements, etc). Due to Sam's estimate that the cost south of CR466 may be in excess of \$25,000, I feel it is best to prepare the work plan (in concert with KH) and request a bid for the Project Wide portion. The documents will be prepared in a manner that allows Districts 1-4 and the AAC to piggy back on the pricing/work to allow for economy of scale.

As each of the district boards and the AAC had previously indicated, you are in concurrence with the need to move forward in a consistent manner to address medians, geometrically constrained locations, trail-side obstructions and roundabouts with the engineered striping and RPMs based on the field assessment and standards and guidelines outlined in their assessment.

Should any of the information I have provided raise questions or if you need additional information please do not hesitate to contact me.

Thank you,

Janet

Janet Y. Tutt

District Manager
Village Community Development Districts
984 Old Mill Run
The Villages, Florida 32162
352.751.3939
Cell 352.267.4523

"Hospitality, Stewardship, Innovation & Creativity, Hard Work"

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From: Richard.Busche@kimley-horn.com [<mailto:Richard.Busche@kimley-horn.com>]
Sent: Tuesday, September 15, 2015 5:31 PM
To: Tutt, Janet; Wartinbee, Sam
Cc: Amber.Gartner@kimley-horn.com; Mike.Cangialosi@kimley-horn.com
Subject: Mjt150915rvb_Multi-Use Trail Assessment.pdf

Janet:

We reviewed the draft memo with Sam earlier today and have addressed his comments. There are a couple of items that need to be addressed when the project moves forward still, such as printing larger maps and providing the exact paint product so that there is no chance of not meeting the specification.

The attached document is final and ready for use and distribution.

Rick


Kimley»Horn

Richard V. Busche, P.E., CFM
Kimley-Horn | 1823 Southeast Fort King Street, Suite 200, Ocala, FL 34471
Direct: 352 438 3028 | Mobile: 352 427 4428
richard.busche@kimley-horn.com



Technical Memorandum

To: Janet Tutt, District Manager
Village Community Development Districts

From: Richard V. Busche, P.E., CFM 

Date: September 11, 2015
Revised September 15, 2015

RE: **Multi-Use Trail Assessment – The Villages, Florida**
Kimley-Horn Project No: 142202004

Kimley-Horn was retained by the Village Community Development Districts (VCDD) to conduct an assessment of the multi-use trails within The Villages. The purpose of the assessment was to provide recommendations for striping and reflective pavement markings (RPM's) for median treatments and locations with specific geometric constraints as recommended in our June 22, 2015 Villages Multi-Use Trail Edge Line Marking and Median Treatment Evaluation. Below is a summary of our field assessment and recommendations.

Field Assessment

Over the course of three days, Kimley-Horn staff traveled the full length of the multi-use trails, which covers approximately forty-two linear miles. The purpose of the field assessment was two-fold: identify existing locations where RPM's are currently being utilized and identify locations where additional markings are recommended to enhance traveler safety. During the evaluation, locations were identified where the application of striping and RPM's are recommended and can be categorized as one of the following:

- Medians – A landscaped median fully encompassed by a raised concrete curb, which acts as a separator between the two directions of travel on the multi-use trail;
- Geometrically Constrained Locations – Locations of significant horizontal curvature, which reduce the available sight distance for travelers, including tunnel approach ramps and the tunnels themselves;
- Trail-Side Obstructions – Obstructions or obstacles located directly adjacent to the edge of the multi-use trail;
- Roundabouts – Roundabouts within the multi-use trails that contain one or more of the above features.

A GPS-enabled device was used in the field to record both locations of existing enhancements and locations where additional improvements are recommended. All locations which were recorded in the field are depicted on **Exhibits 1-3**. The data points have been coded by shape and color to distinguish between the categories identified above. Roundabouts and other unique and uncommon situations

have been included in the 'OTHER' category. Some of these locations are discussed below with an accompanying detail. The few remaining locations will require additional coordination between VCDD and Kimley-Horn staff.

Recommendations

Kimley-Horn has evaluated the need for additional striping and RPM's based on our field assessment and the standards and guidelines contained in the latest version of the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD). In order to enhance traveler safety along the multi-use trails, Kimley-Horn has compiled the recommendations listed below. Enhancements should be installed consistently throughout the multi-use trail system to provide for orderly and uniform traffic control and messaging.

Medians

Medians located in the center of the multi-use trails should be enhanced with striping and RPM's, in accordance with the attached **Figure 1**. Any existing reflective markers installed on the face of the median curb should be removed at the time of installation. The reflective paint and RPM's used must be consistent with the Florida Department of Transportation's Approved Product List. A variation of this treatment is also recommended at areas in Districts 9 and 10 where channelizing medians exist at some road crossings. At these locations, RPM's only are recommended as outlined on **Figure 4**.

Geometrically Constrained Locations

A geometrically constrained location is an area of sharp curvature where sight distance is reduced for multi-use trail travelers in golf carts. These areas are primarily located where the multi-use trail curves quickly to pass behind entrance gates at main road crossings and at tunnel approach ramps and in the tunnels themselves. These areas are recommended to be marked with RPM's only as outlined on **Figure 2**. As shown in Figure 2, it is recommended that the RPM's be spaced at twenty foot (20 foot) intervals through the geometrically constrained locations. In unique situations where the radius of curvature is unusually small RPM's may be placed at ten foot (10 foot) intervals.

Trail Side Obstruction

The location of existing trail side obstructions were documented. It is important to note that there are numerous locations along the multi-use trail system where landscaping and other improvements exist near the edge of the trail; these are not obstructions. An obstruction is a physical object that directly protrudes into the trail itself. For example, on the section of trail running parallel to C-466, Kimley-Horn documented a location where the multi-use trail warps around the base of an oak tree. At these locations it is recommended to construct a raised curb section and RPM's as outlined in **Figure 3**. Any existing locations of raised curb sections with RPM's were also documented, so that the RPM's can be replaced in accordance with **Figure 3**.

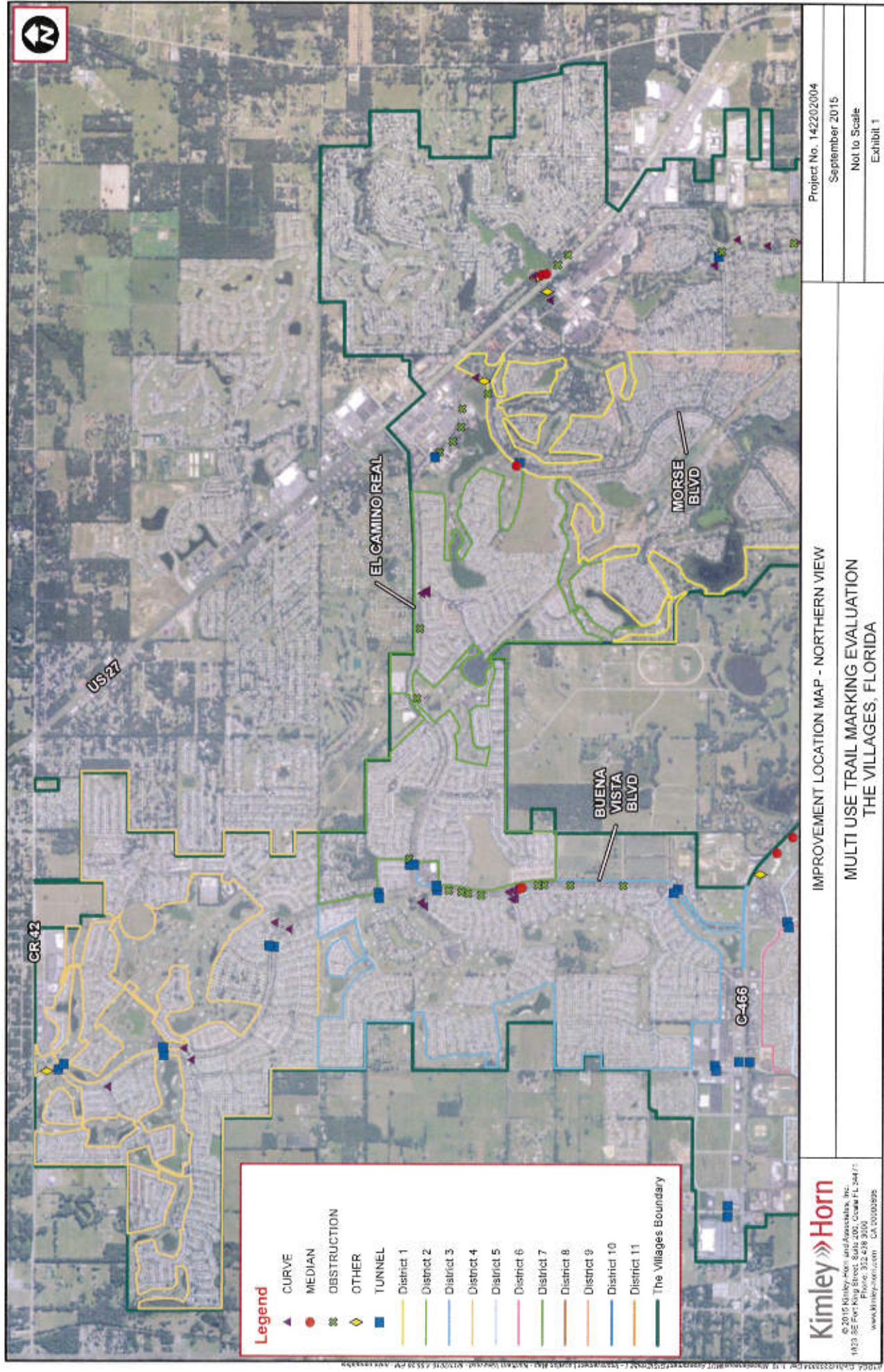
Roundabouts

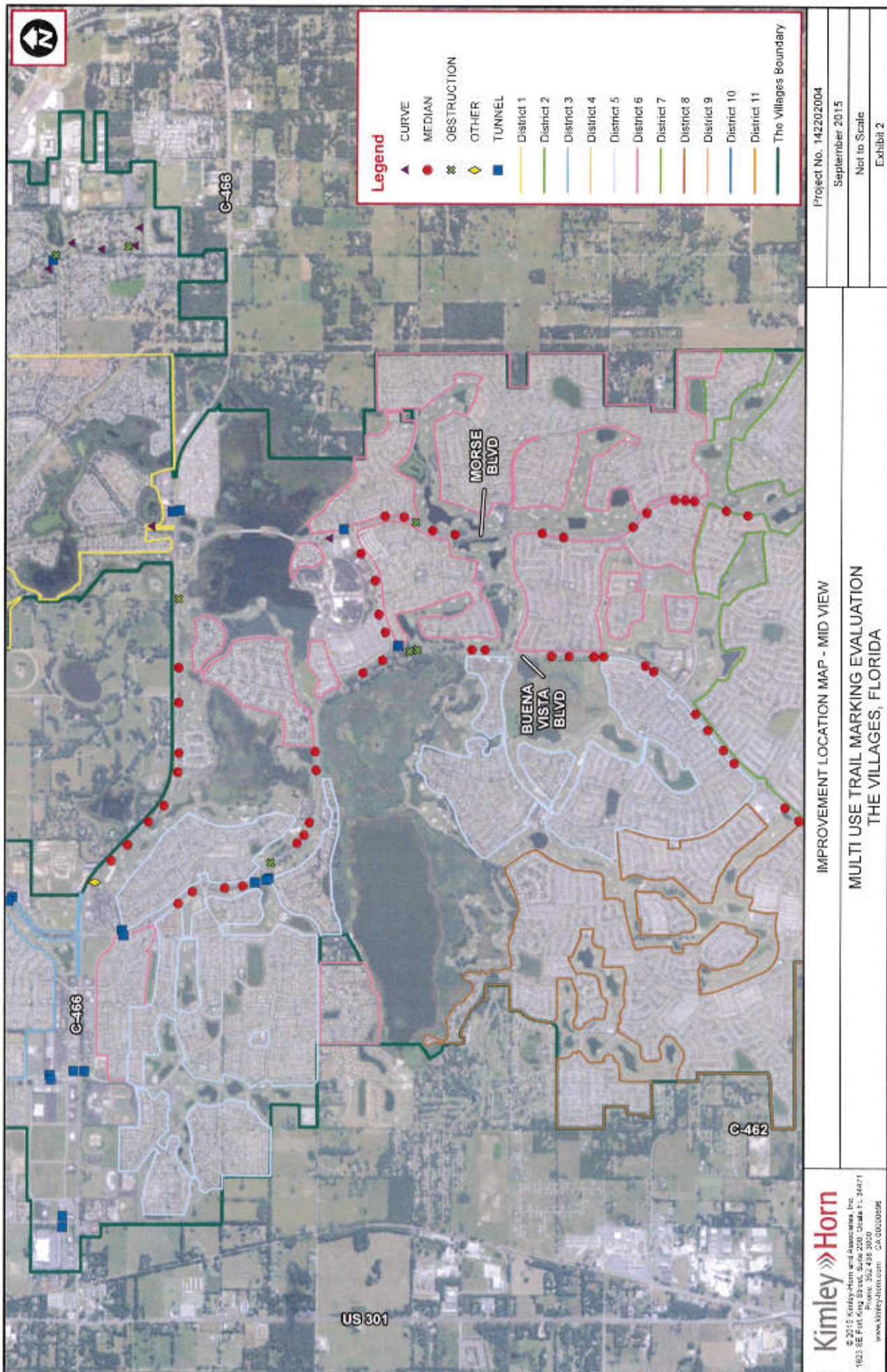
Kimley-Horn documented two existing roundabouts on the multi-use trails where striping and RPM's are recommended. At these two locations these enhancements should be installed in accordance with **Figure 5** and **Figure 6**.

Summary

Kimley-Horn has completed a field assessment of the multi-use trail system within the numbered Districts in the Villages. Our findings and recommendations are summarized above. Locations where improvements are recommended are depicted on **Exhibit 1** through **Exhibit 3**. Construction details for the recommended improvements are included in **Figure 1** through **Figure 6**.

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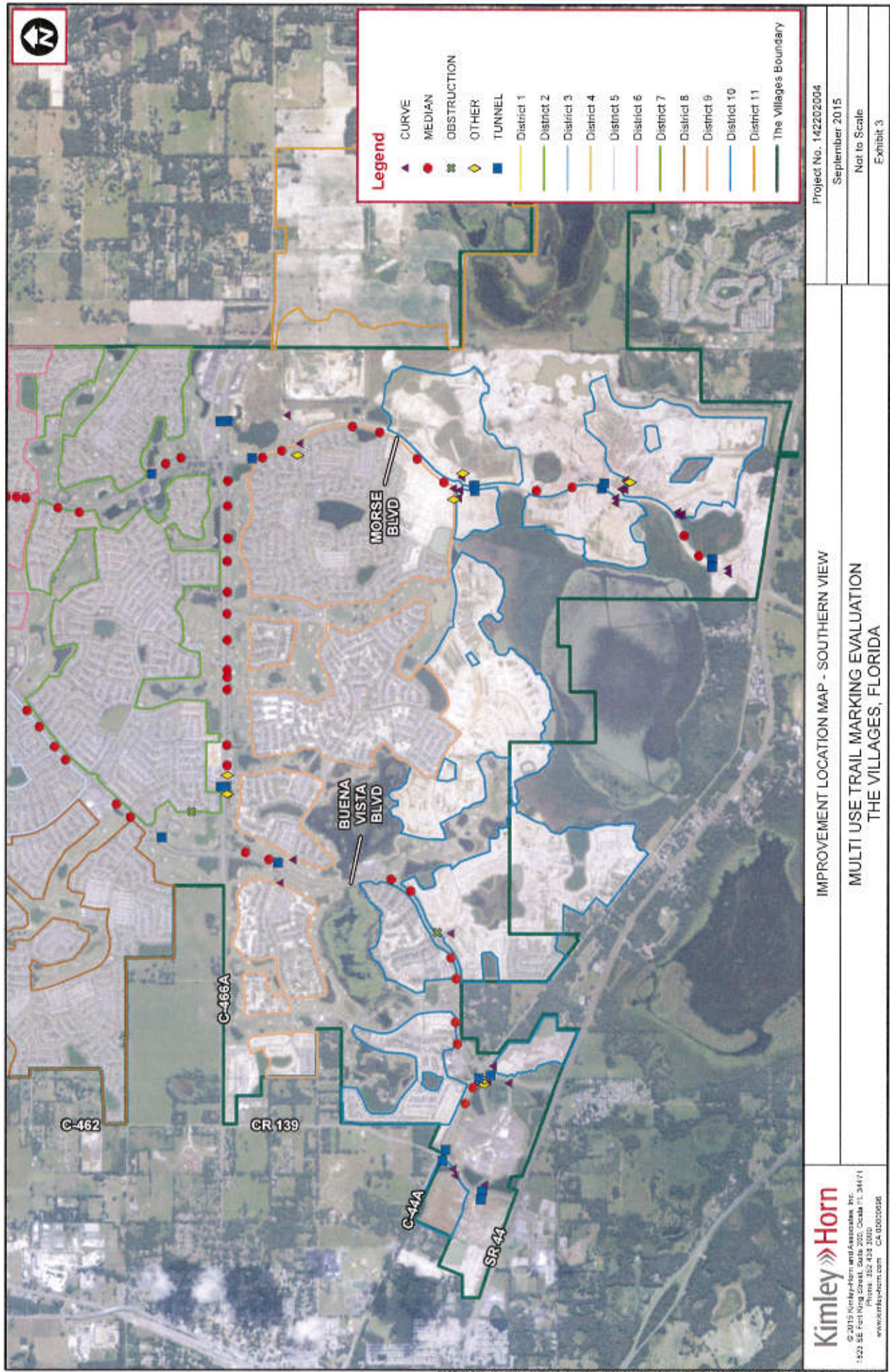
Legend

- CURVE
- MEDIAN
- OBSTRUCTION
- OTHER
- TUNNEL
- District 1
- District 2
- District 3
- District 4
- District 5
- District 6
- District 7
- District 8
- District 9
- District 10
- District 11
- The Villages Boundary

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IMPROVEMENT LOCATION MAP - MID VIEW
MULTI USE TRAIL MARKING EVALUATION
THE VILLAGES, FLORIDA

Project No. 142202004
 September 2015
 Not to Scale
 Exhibit 2



IMPROVEMENT LOCATION MAP - SOUTHERN VIEW

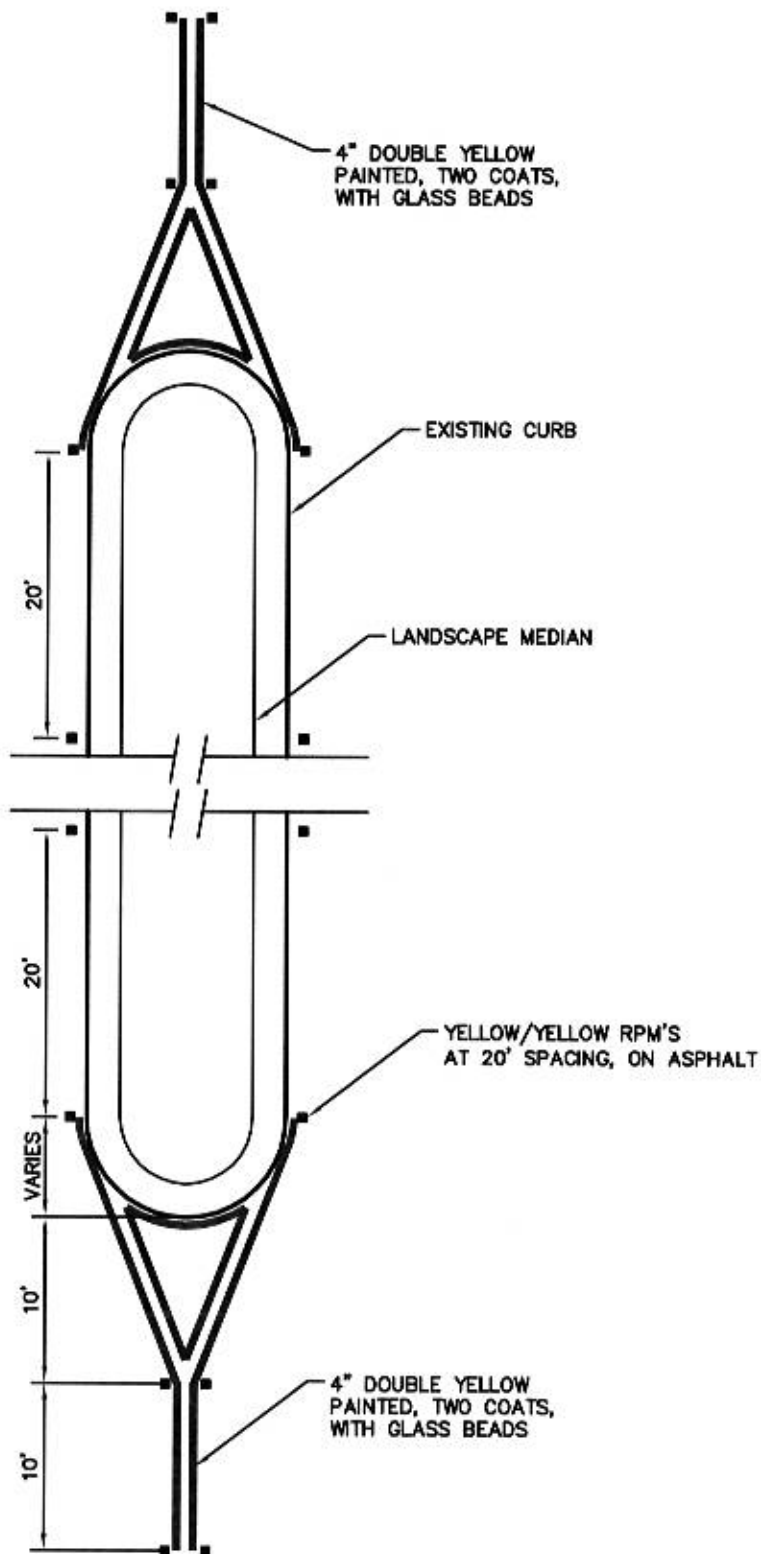
MULTI USE TRAIL MARKING EVALUATION
THE VILLAGES, FLORIDA

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Project No. 142202004
September 2015
Not to Scale
Exhibit 3

This document, together with the concepts and designs presented herein, is an instrument of service, is intended only for the specific purpose and client for which it was prepared, and no other person or entity shall rely on this document without the written authorization and approval of Kimley-Horn and Associates, Inc. and its direct liability to Kimley-Horn and Associates, Inc.

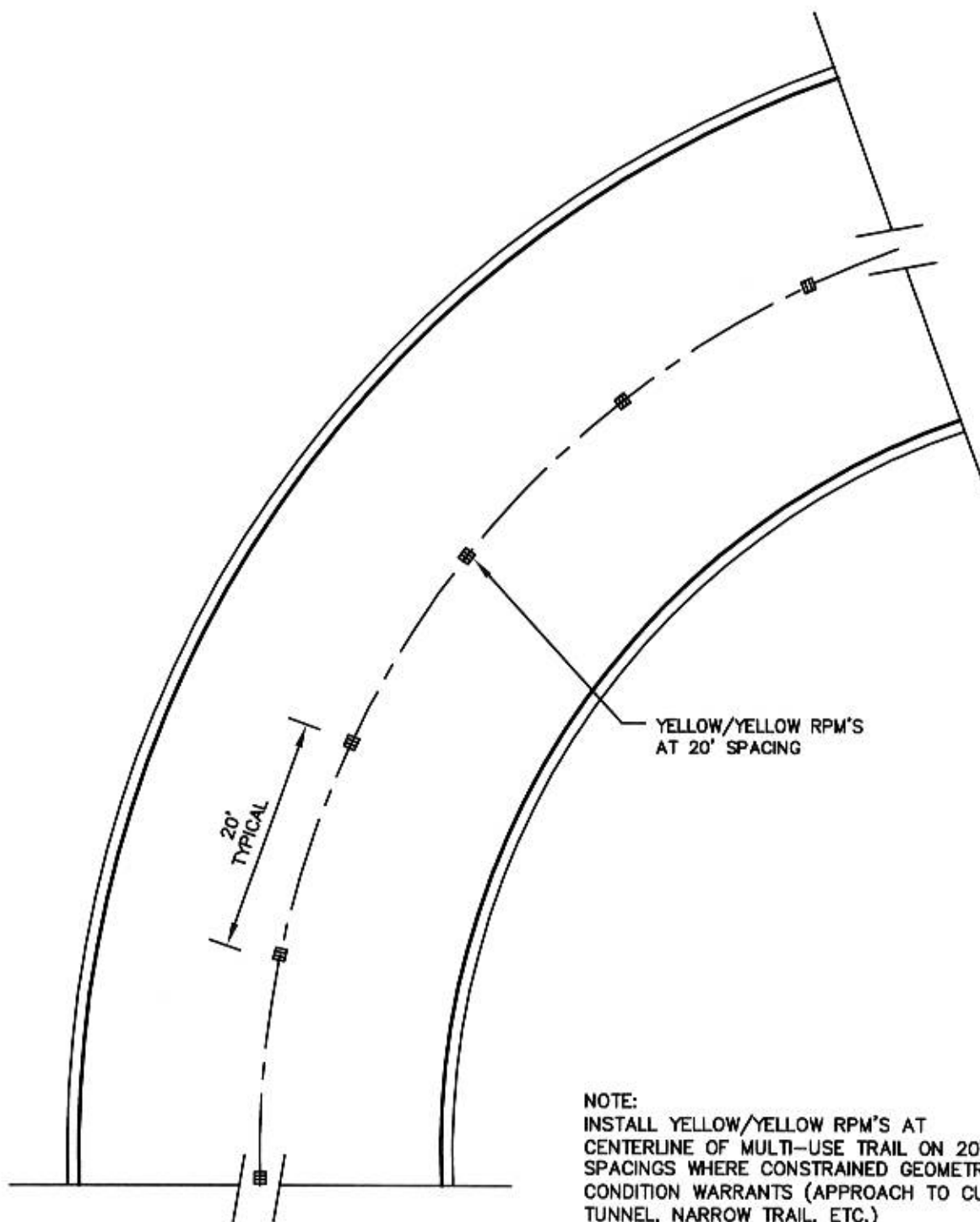
FIGURE 1
MEDIAN TREATMENT



NOTE:
PAINTED PAVEMENT MARKINGS SHALL
BE INSTALLED USING PRODUCTS
APPEARING ON THE FDOT APPROVED
PRODUCTS LIST (APL), MEETING THE
REQUIREMENTS OF THE 2015 FDOT
STANDARD SPECIFICATIONS SECTIONS
710 AND 971.

DATE SEPTEMBER 2015	MULTI USE TRAIL MARKING EVALUATION	SCALE N.T.S.	DESIGN ENGINEER: RICHARD V. BUSCHE, P.E.	Kimley»Horn © 2015 KIMLEY-HORN AND ASSOCIATES, INC. 1823 SE FORT KING STREET, SUITE 200, OCALA, FL 34471 PHONE: 352-436-3000 WWW.KIMLEY-HORN.COM CA 00000896
PROJECT NO. 142202004		DESIGNED BY KHA	FLORIDA P.E. LICENSE NUMBER: 58568	
SHEET NUMBER 01		DRAWN BY DSC	DATE:	
		CHECKED BY RVB		

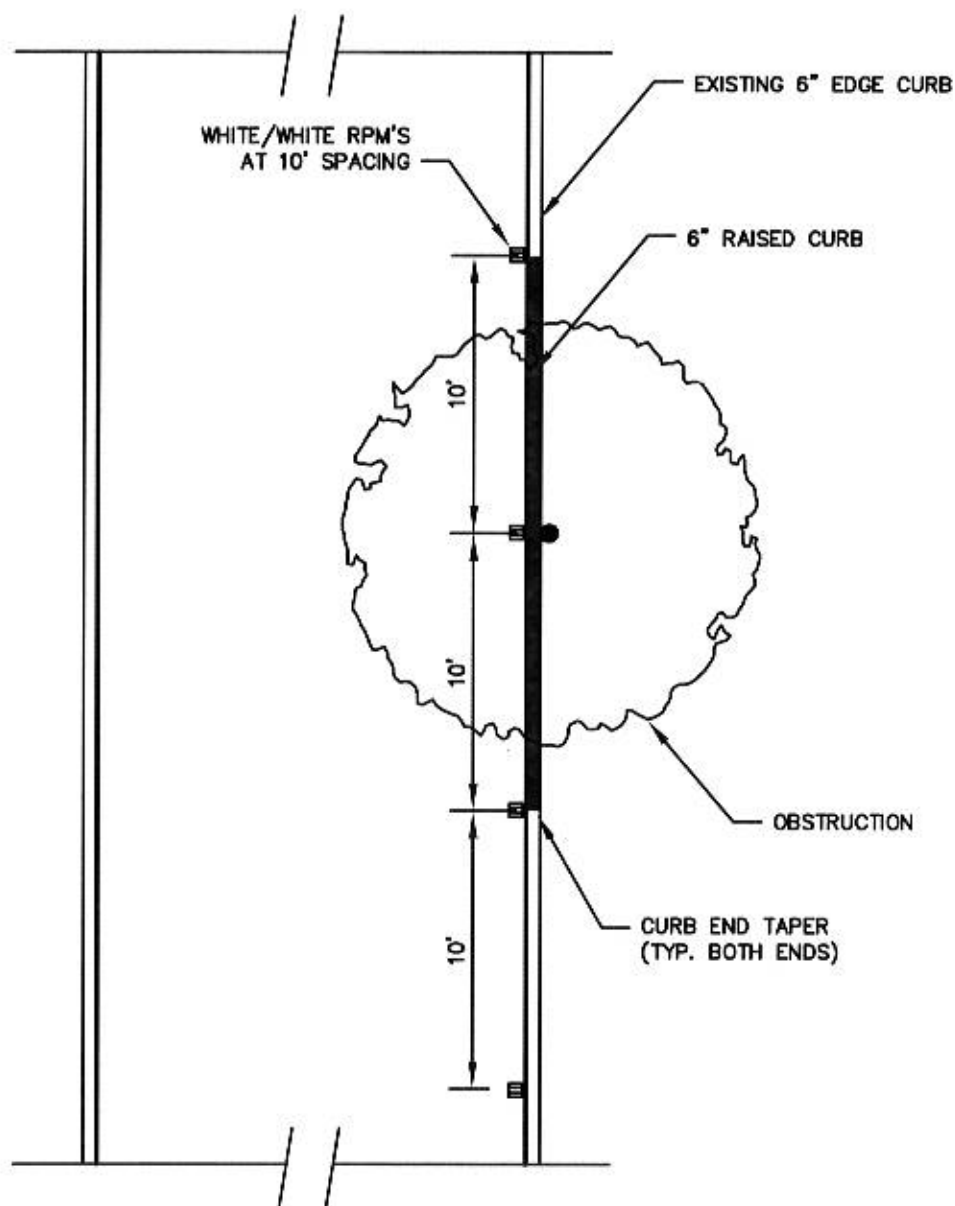
FIGURE 2
GEOMETRICALLY
CONSTRAINED LOCATIONS



NOTE:
INSTALL YELLOW/YELLOW RPM'S AT
CENTERLINE OF MULTI-USE TRAIL ON 20'
SPACINGS WHERE CONSTRAINED GEOMETRIC
CONDITION WARRANTS (APPROACH TO CURVE,
TUNNEL, NARROW TRAIL, ETC.)

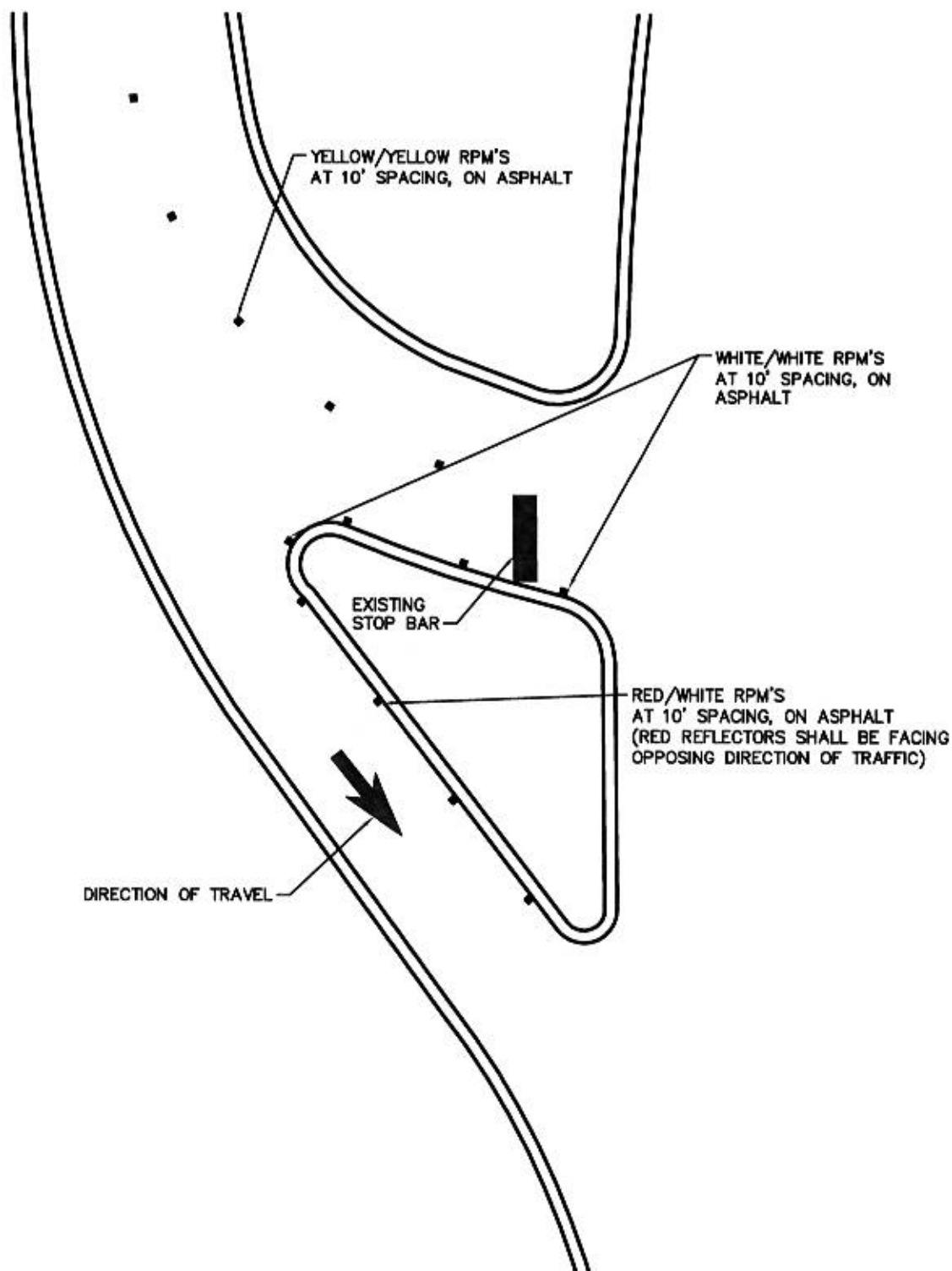
DATE SEPTEMBER 2015	MULTI USE TRAIL MARKING EVALUATION	SCALE N.T.S.	DESIGN ENGINEER RICHARD V. BUSCHE, P.E.	Kimley»Horn © 2015 KIMLEY-HORN AND ASSOCIATES, INC. 1823 SE FORT KING STREET, SUITE 200, OCALA, FL 34471 PHONE: 352-438-3000 WWW.KIMLEY-HORN.COM CA 0000899
PROJECT NO. 142202004		DESIGNED BY KHA	FLORIDA P.E. LICENSE NUMBER: 58568	
SHEET NUMBER 02		DRAWN BY DSC	DATE:	
		CHECKED BY RVB		

FIGURE 3
TRAIL SIDE OBSTRUCTION



DATE SEPTEMBER 2015	MULTI USE TRAIL MARKING EVALUATION	SCALE N.T.S.	DESIGN ENGINEER: RICHARD V. BUSCHE, P.E.	Kimley»Horn <small>© 2015 KIMLEY-HORN AND ASSOCIATES, INC. 1823 SE FORT KING STREET, SUITE 200, OCALA, FL 34471 PHONE: 352-438-3000 WWW.KIMLEY-HORN.COM CA 0000098</small>
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SHEET NUMBER 03		DRAWN BY DSC	DATE:	
		CHECKED BY RVB		

FIGURE 4
CHANNELIZING MEDIAN



DATE
SEPTEMBER 2015
PROJECT NO.
142202004
SHEET NUMBER
04

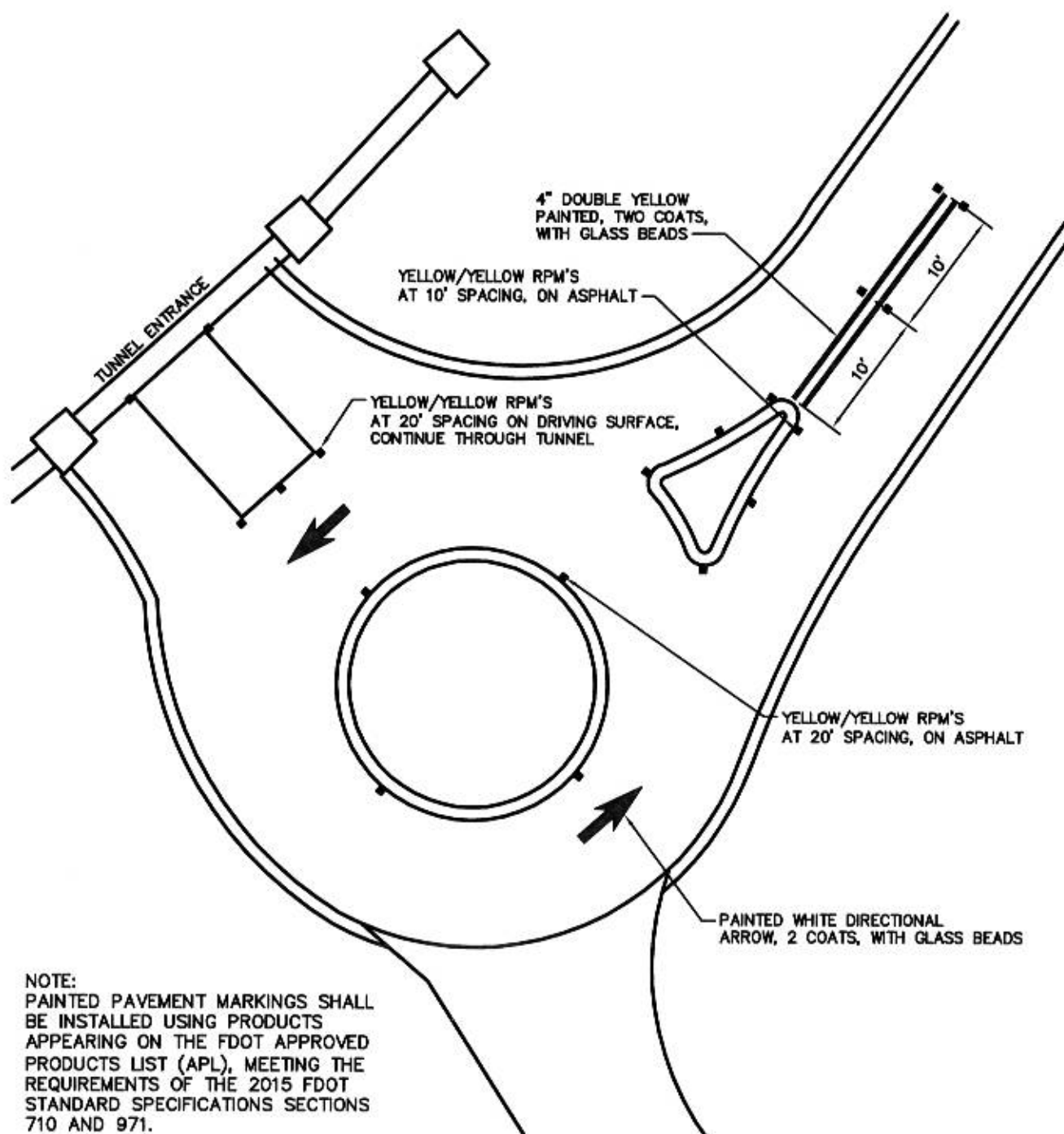
**MULTI USE TRAIL
MARKING EVALUATION**

SCALE	N.T.S.	DESIGN ENGINEER:
DESIGNED BY	KHA	RICHARD V. BUSCHE, P.E.
DRAWN BY	DSC	FLORIDA P.E. LICENSE NUMBER:
CHECKED BY	RVB	58568
		DATE:

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FIGURE 5
DISTRICT 4 MULTI USE TRAIL ROUNDABOUT



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SEPTEMBER 2015
PROJECT NO.
142202004
SHEET NUMBER
05

**MULTI USE TRAIL
MARKING EVALUATION**

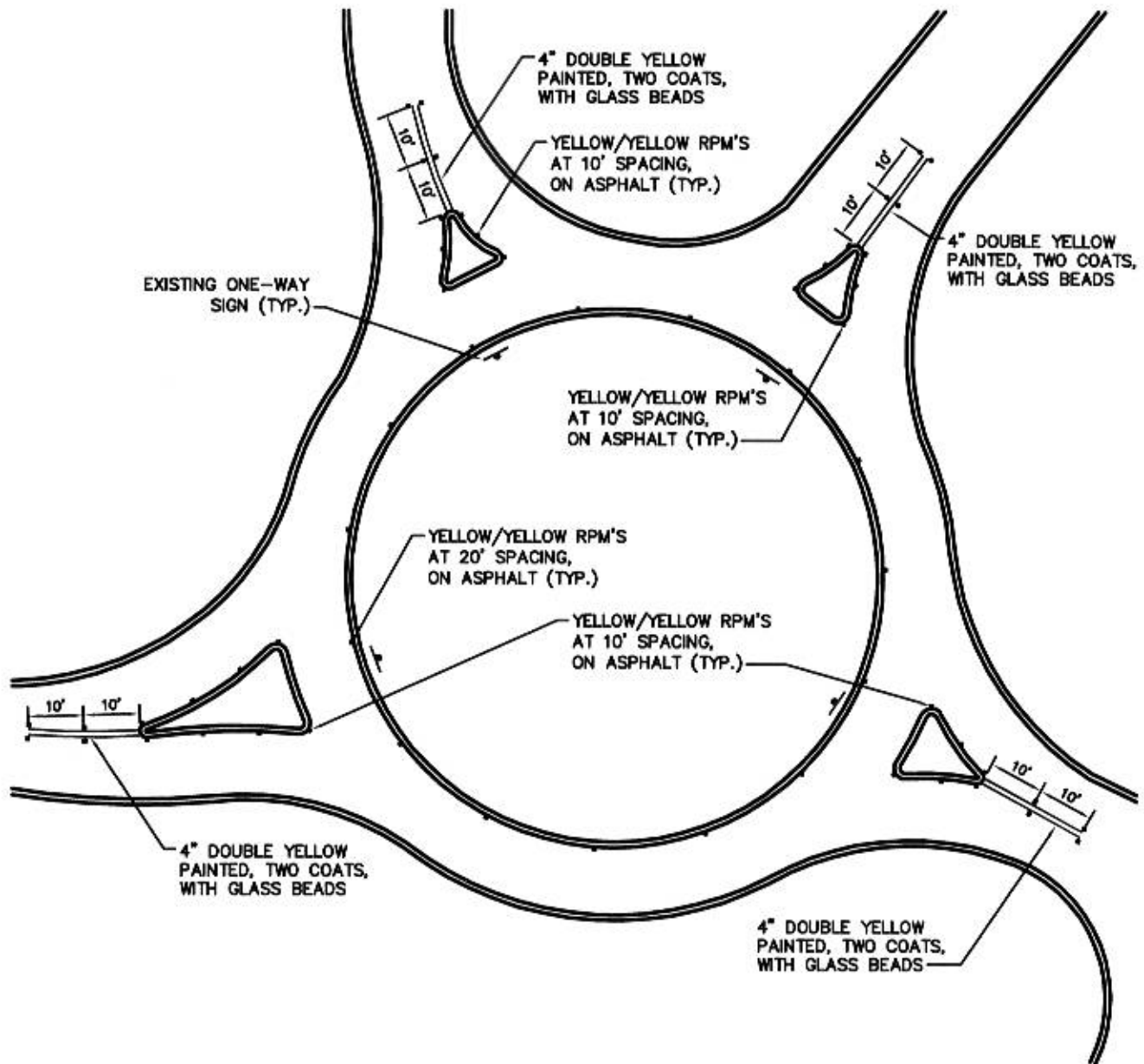
SCALE	N.T.S.
DESIGNED BY	KHA
DRAWN BY	DSC
CHECKED BY	RVB
DATE:	

DESIGN ENGINEER:
RICHARD V. BUSCHE, P.E.
FLORIDA P.E. LICENSE NUMBER:
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FIGURE 6
BROWNWOOD MULTI USE TRAIL ROUNDABOUT



NOTE:
PAINTED PAVEMENT MARKINGS SHALL
BE INSTALLED USING PRODUCTS
APPEARING ON THE FDOT APPROVED
PRODUCTS LIST (APL), MEETING THE
REQUIREMENTS OF THE 2015 FDOT
STANDARD SPECIFICATIONS SECTIONS
710 AND 971.

DATE
SEPTEMBER 2015
PROJECT NO.
142202004
SHEET NUMBER
06

**MULTI USE TRAIL
MARKING EVALUATION**

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DESIGNED BY	KHA	RICHARD V. BUSCHE, P.E.
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CHECKED BY	RVB	58568
		DATE:

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MULTI-MODAL PATH DISCUSSION GROUP

Agenda Item No. 4

MULTI-MODAL PATH DISCUSSION GROUP

Agenda Item No. 5

MULTI-MODAL PATH DISCUSSION GROUP

Agenda Item No. 6

MULTI-MODAL PATH DISCUSSION GROUP

Agenda Item No. 7

MULTI-MODAL PATH DISCUSSION GROUP

Agenda Item 18

- A. Supervisor Hayes: Follow-up Discussion Topics

Follow-up Discussion Topics for Multi-modal Path Discussion Group

(Respectfully submitted by Dennis Hayes, PWAC Representative for District #8)

As has been previously stated by Supervisor Elliott (District #8), we have the opportunity to focus our attention regarding safety on our multi-modal paths in a 3-pronged approach. In addition to looking at changes to the paths, we should also address factors specific to the cart drivers and to the carts themselves.

Speed Enforcement - Most would agree that excessive cart speed is probably a major factor in the cause of accidents. Neither the District nor the county law enforcement agencies currently have the jurisdictional authority to enforce a speed limit on our paths. To address this limitation, we should investigate what procedures or inter-local agreements could be put in place that would give our sheriff's departments the ability to enforce a speed limit on the paths located within all Districts, as they now have on county roads

Speed Control – Speed bumps have been placed at several locations throughout The Villages on multi-modal paths, most notably at the exits from certain tunnels. Since new STOP SIGNS have been installed by Property Management at all tunnel exits, the intent of the "bumps" is to force cart drivers to SLOW DOWN if not STOP before exiting a tunnel. This is all well intended. However, the presence or location of these bumps has, on occasion, created a dangerous situation. Cart drivers have been observed crossing over into the on-coming traffic lane to avoid the bump. Also, it has been reported, that some drivers complain that going over the bump hurts their back and or does damage to their cart. To address this concern, we should first determine if the speed bumps are beneficial, and then address how to be consistent with their placement across The Villages, if actually necessary.

Control of Accessories Supplied by Cart Vendors - Another detriment to safety is the larger wheels being installed on carts and the tinted windshields. It has been stated by others that the larger wheels can produce increased cart speed. The tinted windshields certainly can have a negative impact on driver's visibility, especially at dusk or nighttime. We should investigate what approach could be taken to "educate" all cart vendors and repair facilities that service the Villages as to our joint concern for safety.

Education – The vast majority of visitors and renters are not familiar with our multi-modal path use and system. We should develop an educational program involving a campaign that would place and run an article on safety that would appear weekly in The Daily Sun, especially during the months of January, February and March. Additionally each vendor that rents carts should be contacted and provided with a safety information sheet advising renters of appropriate cart use on our multi-modal paths.

Signage - Signage can play an important part in "educating" or otherwise helping users of our multi-modal paths to best address safety issues. Placement of a sign along our paths advising cart drivers that our paths are used by pedestrians, joggers, bikers as well as by golf carts would be most beneficial in reminding all that the paths are for everybody, not just carts. The signs would be placed at an appropriate spacing. It is recognized that placing of signs intermittently along paths will have an impact on grass mowing operations, a fact which should be manageable.

Additionally, signage at entrances and exits to the many tunnels along our multi-modal paths should be standardized, that is, made more legible (size of text and letter color on an appropriate background color). The signs could advise cart drivers of the possible presence of pedestrians within the tunnel. Clear directions to nearby locations (golf course, recreation center, etc.) or other facilities could be included as appropriate.

Courtesy – Many of the residents that have contacted me since our multi-modal path discussion group meetings were first announced are pedestrians, joggers or bikers. All expressed a genuine concern for their own personal safety while using the paths. I was shocked to hear how many had personally experienced rude and/or obnoxious behavior exhibited by cart drivers telling these walkers to get off the paths. This is not appropriate behavior in our community and, as such, we should develop a courtesy awareness aspect as part of any education program.

Submitted by:
Sally Moss, Supervisor
District 6

Safety on our Multi-Modal Paths in The Villages:

We are all aware there is a major problem with the use of our Multi-Modal paths. It seems that everyone has their own idea on what the real problem is, as it pertains to them. It also seems that the Residents are requesting the problems all be solved by The Districts and are willing to put in their suggestions, but are not willing to show any responsibility for being the cause of the problem and making appropriate changes. The Residents are shifting the blame for all that is wrong to The Districts and the Engineers and I haven't heard anyone say, "Hey, you have a responsibility too. Whatever you think the problems are, maybe you should look at yourself and figure out what changes you can make".

Some say the problem is not being able to see the edges of the path safely after dark; some say it is the drift of carts from one side to the other due to distraction or lack of attention; some say when it rains their sight of the pathway is hindered.... Others are concerned about modified golf carts that go at a higher speed and seem to weave in and out of the slower traffic.

There could be stripes down the center of the multi-modal path with or without reflectors, there could be stand alone reflectors and there could be side-striping the multi-modal path; But, will these solutions really fix the problem? The Districts can not do anything about the distracted driver, but the driver can. The Districts can not do anything about the rainy weather or eyesight when driving after dark and we sure can't do anything about consumption of alcohol, but the Residents can modify his or her behavior behind the wheel. Some Residents have a different mentality driving a Golf Cart then they do an automobile. As long as the Residents feel they are not part of the problem, there isn't a solution that The Districts can come up with that will solve the problems. If the Residents aren't going to modify their behavior, there is only one solution to the problems perceived on the Multi-Modal Paths that The Districts can make and that is to set a speed limit on the Multi-Modal Paths.

It is a proven fact that the lower the speed, the fewer accidents and the less severity of the injuries. It is a proven fact that lowering your speed at night or in rainy or bad weather, lessens your chance of an accident. It is also a proven fact that at a lower speed there is more control of the vehicle and less time is needed to stop or correct the possibility of a hazardous situation.

A driver has to lower their speed in a school zone for 'safety reasons'. The speed was lowered on the Multi-Modal Path across Morse Bridge to Lake Sumter Landing for 'safety reasons'. The speed limit was lowered on Canal Street for 'safety reasons'.

We do not have any 'law-enforcement' available on the Multi-modal paths but we do have peer pressure. Maybe one day we will have some kind of law-enforcement on these paths but it is peer pressure going across the Morse Bridge that enforces the 10 mph speed limit. It can be peer pressure that enforces a reduction of speed on the Multi-Modal Paths also.

The speed limit can be painted on the multi-modal path in strategic locations. There can be speed limit signs just like on the roadway. There can be law-enforcement on the cart paths that are part of a vehicular roadway to deter weaving in and out of cart traffic in the cart lane and speeding of golf carts. It can become 'uncool' to travel at a 'faster than others' speed to get someplace a few minutes faster than if you slowed down by a few miles per hour. Street-legal carts can be required to ride in the street and not in the cart path part of the roadway for "safety reasons".

If you are traveling at 15 mph and going three miles, it will take you 12 minutes to get to your destination. If you are traveling at 25 mph and going the same three miles, it will take you approximately 7 1/2 minutes BUT, as the attached chart from the Synthesis of Safety Research related to Speed and Speed Management shows, moderate injury increases from 10.6 per hundred to 29.2 with increasing your speed from 11-20 mph to 20-30 mph; serious injuries increase from 2.6 per hundred to 11.1 with this same increase of speed. This chart shows a direct correlation to speed and accidents without taking weather, time of day or age into the equation.

The Districts can not do anything about the weather. The Districts can not do anything about the time of day people travel and we sure can't do anything about people getting older, being distracted or their consumption of alcohol. The Districts can not do anything about residents thinking their cart is more like a toy and driving it that way. The Districts can not do anything about residents buying carts with high-speed motors. The Districts definitely can not do anything about companies offering high-speed carts with bigger tires, that raise the cart and it's center of gravity which makes it more susceptible to tilting and turning over when traveling at a faster speed. But The Districts can do something that has been proven to reduce accidents and make driving safer for all drivers, passengers and anyone else that is on the Multi-Modal Path with them and that is reduce the speed on the Multi-Modal Paths to 15 mph which is the top speed of golf cart models off the assembly line. (See attached Club Car and Yamaha Performance Chart.) Make it 'un-cool' to go fast on our Multi-Modal paths ... Make it 'hip' to slow-down and be safe.

Bottom line though is the Residents have to participate in solving the problem of safer Multi-Modal Paths. We have proof slowing down is the best 'road to take' for a safer ride

on the Multi-Modal Paths. It's a 'two-way street' and working together The Districts and the Residents can make The Villages a much safer place to drive golf carts and automobiles.

Please Note: The carts that are rented by The Villages Golf Carts all have 8" tires and operate with factory recommended speed which is 15 mph.

Attachments:

1. Speed & Severity of Crashes - Synthesis of Safety Research Related to Speed & Speed Management.
2. AARP Public Policy Institute: Figure 4 - Safety Issues and Programs
3. Club Car and Yamaha Golf Carts Performance Chart

April 8, 2015

Speed And The Severity Of Crashes

The relationship between vehicle speed and crash severity is unequivocal and based on the laws of physics. The kinetic energy of a moving vehicle is a function of its mass and velocity squared. Kinetic energy is dissipated in a collision by friction, heat, and the deformation of mass. Generally, the more kinetic energy to be dissipated in a collision, the greater the potential for injury to vehicle occupants. Because kinetic energy is determined by the square of the vehicle's speed, rather than by speed alone, the probability of injury, and the severity of injuries that occur in a crash, increase exponentially with vehicle speed. For example, a 30-percent increase in speed (e.g., from 50 to 65 mi/h [80 to 105 km/h]) results in a 69-percent increase in the kinetic energy of a vehicle.

The relationship between travel speed and the severity of injuries sustained in a crash was examined by Solomon (1964), who reported an increase in crash severity with increasing vehicle speeds on rural roads. From an analysis of 10,000 crashes, Solomon concluded that crash severity increased rapidly at speeds in excess of 60 mi/h (96 km/h), and the probability of fatal injuries increased sharply above 70 mi/h (112 km/h).

Bowie and Waltz (1994), in an analysis of tow-away crashes reported in the National Accident Sampling System over a 7-year period, found that the chance of being injured in a crash depended on the change in speed at impact (delta V). As shown in table 1, the risk of a moderate or more serious injury was less than 5 percent when delta V was less than 10 mi/h (16 km/h) and increased to more than 50 percent when delta V exceeds 30 mi/h (48 km/h).

Table 1. Injuries per 100 Occupants by Change in Speed (deltaV) at Impact

delta V mi/h	Moderate Injury AIS 2+	Serious Injury AIS 3+	delta V km/h
1-10	4.5	1.0	1-16
11-20	10.6	2.6	17-32
21-30	29.2	11.1	33-48
31-40	53.4	27.9	49-64
41-50	67.2	40.6	65-80
50+	69.3	54.3	80+

Figure 4
Golf Carts are Used as Everyday Functional Vehicles in The Villages, Florida



Photos by Jana Lynott.

daily trips within the community, largely because of its extensive accessibility for golf carts and LSVs.

Facilities

The Villages features an 87-mile network of concrete golf cart trails that connect all of its golf courses and communities. In addition, golf carts and NEVs can use designated on-road facilities and shared traffic lanes.

Tunnels have been built into most of the locations where a path intersects with a highway, except across US 27/US 441, where an overpass was built. The tunnels and bridges were designed specifically to fit golf carts, but the size of golf carts is steadily increasing—a recent model available from Sam's Club is six inches wider than previous models. Not all of the tunnels and bridges can now properly accommodate two of the larger vehicles at the same time.

The wide variety of routes reflects the evolution of the network over time. When the community was built in the 1970s, carts and cars shared the same lanes. As development progressed, golf carts were separated from traffic within the roadway, and now there are separate pathways for LSVs.

LSVs are allowed on the golf cart paths, as are pedestrians and cyclists. The community has not reported significant conflicts among different path users. Perhaps because the paths were designed from the beginning for golf carts, residents are accustomed to accommodating a variety of travelers throughout the network. They expect to encounter one another, so they may operate with a bit more awareness than they would on a path designed primarily for pedestrians and bicyclists.

Safety Issues and Programs

Many, if not most, of the people who live in The Villages had been driving

Figure 5
A Golf Cart Trail Underpass in The Villages



Photo by Jana Lynott.

★ carts on golf courses for years before they moved there. Some have difficulty realizing that driving golf carts on paths and roads requires greater alertness and caution. Believing, mistakenly, that golf carts are nothing like cars makes it easier for people to operate them in ways they would never consider when behind the wheel of an automobile, including driving while intoxicated, maneuvering one-handed or with a leg dangling over the door, not using seat belts, and parking on sidewalks.

Perhaps the most challenging safety problem with cart drivers is the propensity to try to make their vehicles go faster than their design permits. Owners will "soup up" their carts to go faster than 20 mph, but the brake, suspension, and restraint systems on golf carts are not designed to handle those speeds—especially when it comes to turns, stops, and collisions. This practice has led to some significant injuries. Public safety officials report the number is not statistically large, but it is still a troubling issue.

Florida law does not require that golf carts be equipped with seat belts, and vehicle owners receive no insurance benefit from installing them.

People of all ages drive or ride in golf carts, including a fair number of young people and children from the many family visitors in the community on any given day. Children under the age of 14 are not permitted to drive carts on public roads or streets, and it is the responsibility of the residents to ensure that younger drivers understand the "rules of the road." But the propensity of teen drivers to drive any vehicle too fast is an ongoing safety issue, especially given the relative instability of golf carts operating at high speeds.

Drivers of golf carts are not required to be licensed. On the one hand, this

affords those who have given up driving cars continued independence and mobility; on the other hand, it raises safety concerns. The same physical and cognitive declines that affect driving skill (e.g., reduced vision and reaction time) are likely applicable to the on-road and on-trail golf cart environments. While their speed is lower, the vehicles are less protective in a crash.

Another challenge faced by The Villages is the issue of golf cart parking. Within each village there are central areas with shopping, restaurants, gazebos, and a center square with nightly entertainment. Thousands of people come in by golf cart, parking on the sidewalk so they can get closer to the venue rather than having to walk from the parking lot. Florida regulations state that motorized vehicles are not allowed to run or park on sidewalks, but the rules are enforced and interpreted somewhat differently from county to county.

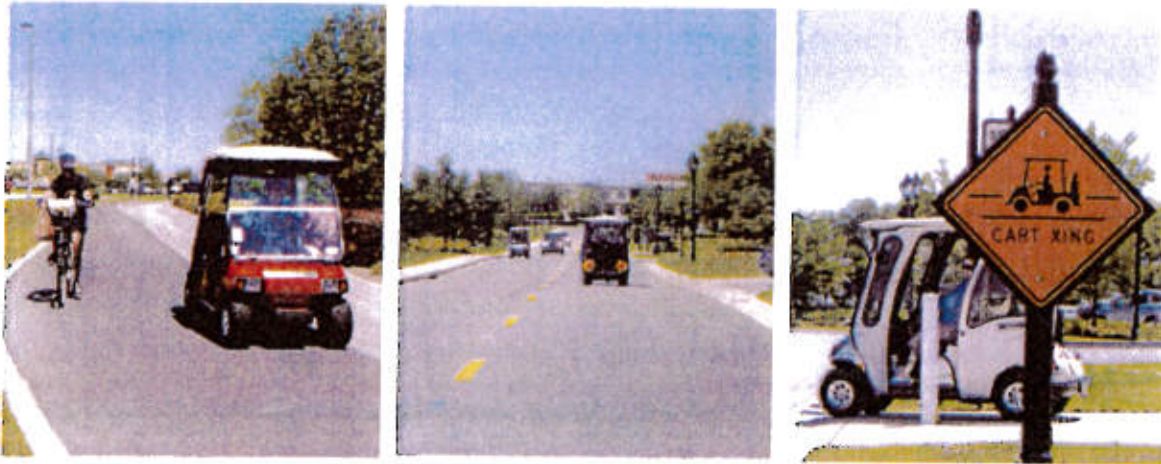
Safety Enforcement and Education

A number of separate entities work to ensure that golf cart use is safe and enjoyable. The roads and golf cart paths within The Villages are developed and maintained by 12 Community Development Districts (CDDs), a form of special-purpose local government available under Florida law. Because of the CDD's limited powers, and because the roadways are public, the CDD has no law enforcement jurisdiction. All roadway laws are enforced by the three county sheriff's departments and one municipal police department. However, the sheriffs may not go onto the paths to enforce safe driving and prevent problems unless they observe reckless or intoxicated driving.

★

The CDD and The Villages Homeowners Association (VHA) are working hard with public safety officials to increase awareness of the safety issues of golf cart use and to educate people about making

Figure 6
Examples of Golf Cart Accommodations in The Villages



Photos by Jana Lynott.

wise choices. An educational blitz in late 2010 served as a wake-up call to golf cart users that speeding will not be tolerated. Over a two-month period, the Sumter County sheriff's department issued about 70 golf cart speeding violations, technically categorized as operating a vehicle without a license, because they exceeded 19 mph. In some cases, that resulted in a \$1,500 fine and court costs. The project heightened awareness of the seriousness of the issue.

In addition, the VHA works to inform and educate residents about safe golf cart use. Since 1998, the VHA has sponsored a Golf Cart Safety Clinic taught by local law enforcement officers. It is a vital tool for promoting traffic safety in The Villages. In January 2011, the VHA and CDDs launched a joint communication and education campaign related to golf cart safety.

Peachtree City, Georgia, Golf Cart Network

Overview

Peachtree City, Georgia, is a master-planned community located 29 miles southwest of Atlanta. Founded in 1959, the development was envisioned as a community that would offer residents

a better way of life through careful planning and design. The city consists of a series of linked villages, each containing its own shopping areas, recreational areas, and schools, with approximately 20 percent of the land dedicated as open space.²³

While paths were not part of the plan when the city was incorporated in 1959, the developers built a golf course in the 1960s, and paths were added for residents who wanted a way to take their own carts to the course. More paths were added as more neighborhoods were built, and the city adopted an ordinance requiring that new development include a connection to the system. In 1974, Georgia adopted legislation allowing local communities to permit golf carts on public streets specifically to accommodate Peachtree City.

Usage Patterns

Today, many of Peachtree City's roughly 34,000 residents (about 13,600 households) use golf carts. More than 10,000 golf carts are registered within the city, and residents use them as an extra vehicle for local transportation.²⁴ Many students at McIntosh High School drive their golf

CLUB COR

Vehicle Specifications

SPECIFICATIONS	IQ SYSTEM ELECTRIC	GASOLINE
Overall height (at steering wheel)	48 in. (122 cm)	
Wheelbase	65.5 in. (168 cm)	
Ground clearance	4.5 in. (11 cm)	
Front wheel tread	34.5 in. (88 cm)	
Rear wheel tread	36.5 in. (93 cm)	
Weight (vehicle with canopy, without batteries)	494 lb (224 kg)	
Weight (dry, without battery)		819 lb (371 kg)
Forward speed	12-15 mph (19-24 km/h)	
Curb clearance circle (diameter)	17 ft.-6 in. (533 cm)	
Braking distance (at 12 mph (19 km/h))	14 ft. (427 cm)	
Standard seating capacity	2	
LIQUID CAPACITIES		
Transaxle	22 oz. (0.67 L)	
Engine crankcase (without filter)		32 oz. (0.95 L)
Engine crankcase (with filter)		38 oz. (1.12 L)

TRANSMAXLE	Mechanical, 2 rear wheel
BATTERIES	STANDARD: Six 8-volt Trojan T875 Batteries, OPTIONAL: Eight 6-volt Trojan T105 Batteries
CHARGER	Yamaha-built automatic microprocessor based high frequency switching regulated charger with I.E.T. type charging profile, an in at 15 volts, 3.5 amp 120 volt AC. Underwriters Laboratories (U.L.) listed, C.S.A. Certified

CHASSIS	HybridCare™ Chassis features a robotically welded automotive ladder style frame mated to a polypropylene structural floor. Frame is multi-step phosphate treatment, electro-deposition epoxy-based coating, and an electrostatically applied polyester/urethane powder. Custom-formulated thermoplastic olefin painted with a two-part top coat of high-luster automotive grade polyurethane. Self-compensating single reduction helical neck-and-pinion, permanently lubricated with sealant, greaseless tie-rod ends for Trak 11" fully independent automotive style strut suspension.
FRAME	Monop-linkage
BODY	Self adjusting rear drum
STEERING	Seamless, fabric-backed vinyl bonded to pure, virgin foam contoured seat cushions and mated to a warp and moisture-resistant polyurethane with plated steel inserts.
FRONT SUSPENSION	Front and rear 5 mph energy absorbing bumpers
REAR SUSPENSION	
BRAKES	
SEATING	
BUMPERS	

PERFORMANCE	
MAX FORWARD SPEED (Gas)	24 km/h (15 mph)
MAX FORWARD SPEED (Electric)	STANDARD: 24 km/h (15 mph) OPTIONAL: 31 km/h (19 mph) with speed kit
MAX REVERSE SPEED (Gas)	16 km/h (10 mph)
MAX REVERSE SPEED (Electric)	8.1 km/h (5 mph)
TURNING RADIUS	2.8 m (9.2 ft)

Submitted by John Calandro LG Supervisor

Here are some thoughts....

- Initiate a focused program to look at some of the very best driver safety programs being utilized across the country, and even around the world, to see if new ideas can be found and added to existing programs.
- Consider additional "reminder signage", either installed or portable to help keep safe practices in the minds of all path users.
- Elicit the cooperation of all "point of sale" retailer of golf carts and LSV (new and used) in the area to include "safe use information" with the sale of any cart destined for The Villages.
- Engage the cooperation of all golf repair and maintenance entities to look for modification that have been made to the golf carts and LSV they work on and if identified, ask them to provide reminder information regarding good safety practices to the owners.
- Coordinate with the sponsors of "CAMP VILLAGES" to offer a program for youngsters who are either at an age that allows them to drive a golf cart in The Villages (or whose are about to reach that age) so they understand safety practices. Some of the principle taught in the national "SAFETY TOWN" program could serve as a model.
- Solicit the cooperation of all of the local news outlets to regularly feature articles reinforcing good multi-modal safety practices in addition to reporting on accidents.
- Train and sponsor speakers who are available to all Villages groups to make presentations on the best safety practices and strongly encourage all Village's groups to hold periodic "SAFETY PRESENTATION". Information could be provided as part of the annual room reservation process.
- Develop posters that can be displayed where alcohol is served reminding golf cart and LSV drivers to drink responsible.
- Develop literature that medical providers and family member can use if there is reason to believe someone is a hazard to themselves and others if they are no longer able to safely drive a golf cart.
- Develop a **RECOGNITION PROGRAM** for all groups and service providers who join in the renewed efforts to promote MULTI-MODAL PATH Safety.

04/03/2015
JOYCE EDMONDS
352-259-0441
SUPERVISOR DISTRICT 6

MY THOUGHTS ARE NOT EMPIRICALLY SUPPORTED. I HAVE NO STATISTICS REGARDING TRAFFIC LAWS, NO MAJOR SURVEYS REPRESENTING THE MAJORITY OF RESIDENTS. WHAT I DO HAVE IS A PERSONAL OPINION SUPPORTED BY MY EXPERIENCES AS A RESIDENT FOR 10 YEARS AND CONCERNS VOICED FROM OTHER RESIDENTS.

DISTRICT STAFF CONTINUES TO WORK ARDENTLY TO KEEP T.V. RESIDENTS AWARE AND IN TUNE WITH WHAT WE ALL NEED TO DO TO KEEP OUR COMMUNITY SAFE. I REALLY DON'T KNOW WHAT MORE THEY COULD DO!

THE ATTACHED MISSIVE IS MY PERSONAL OBSERVATIONS AND THOSE OF MANY OTHER RESIDENTS CONCERNING OTHER VENUES ALONG WITH MULTI-MODAL PATH TRAFFIC.

Submitted by: Supervisor John Calandro

FIRST NEED IS TO DEFINE FOR THE POPULATION; IS THE MULTI-MODAL PATH A PUBLIC OR PRIVATE ROAD.

OBSERVATIONS ABOUT SAFETY ON THE MM PATH; IS THIS A SAFETY ISSUE THAT GOES BEYOND STRIPING? WHAT ARE THE OTHER REASONS THERE MAY BE ACCIDENTS?? OF WHICH THERE HAVE BEEN VERY FEW TO DATE & NOT FATAL. HOW MANY DIFFERENT STYLE GOLF CARTS TRAVEL THE MM PATH?

THERE ARE STYLES OF CARTS THAT HAVE;

TEENY HEAD LAMPS AND REAR STOP LAMPS
LARGE ROAD VEHICLE SIZE HEAD LAMPS & TEENY REAR STOP LAMPS.

SOME HEAD LAMPS TOGETHER IN MIDDLE OF FRONT OF OF GOLF CART.

TURNING SIGNALS SMALLER THEN HEAD LAMPS AND NOT VERY VISIBLE IN DAY TIME, NOT MUCH BETTER AT NIGHT.

TURNING SIGNALS THAT DONT TURN OFF AFTER STEERING WHEEL HAS FINISHED AND NO ATTENTION GIVEN TO BY THE DRIVER.

MANY,MANY,MANY GOLF CARTS OBLIVIOUSLY PUTTING AROUND WITH TURNING SIGNALS BLINKING, BLINKING, BLINKING AND GOING STRAIGHT. **ARE CART REGULATIONS THE ANSWER??**

IN MY OBSERVATIONS, AS A 10 YEAR RESIDENT, I SEE CARTS SKIPPING THROUGH STOP SIGNS OR STREET PAINTED STOPS BECAUSE NO ONE IS COMING!!! SOMETIMES WHEN SOMEONE IS COMING! OFTEN TIMES AT NEIGHBORHOOD GATES.

I HAVE BEEN MOVING AT A SPEED OF 17-18 MPH, I HAVE A SPEEDOMETER, AND OTHER CARTS ARE RIGHT ON MY BUMPER GOING INTO THE TUNNELS, TURNING SHARP CURVES, AND VERY OBVIOUSLY WANTING ME OUT OF THEIR WAY; IF THEY CAN PASS ME AND MANY DO, THEN THEY ARE SPEEDING.

I HAVE SEEN DRIVERS WITH 6-7 PEOPLE IN THEIR CARTS! BIG NO NO. ESPECIALLY WITH YOUNG CHILDREN; MY BREATH CATCHES EVERY TIME I SEE THIS.

DRIVERS CARTING ALONG WITH CELL PHONES IN THEIR EARS, DRINK IN ONE HAND OR HOLDING ONTO A CHILD OR PET WITH NO OTHER RESTRAINTS. ONE HANDED DRIVING!!!!

ALCOHOL IMPAIRED DRIVERS ARE MANY!!

GENTS DRIVING WITH LEFT LEG HANGING OUT OF CART????!! LOTSA OF THOSE.

THERE IS A PRIVILEGE THAT RESIDENTS HAVE AFFORDED THEMSELVES THAT IF THEY CANNOT DRIVE A STREET VEHICLE BECAUSE OF HEARING OR VISION PROBLEMS THEN **THEY CAN DRIVE THEIR GOLF CARTS!!!**

THIS MAY BE OK? DURING THE DAY?, BUT VERY VERY RISKY AT NIGHT. WE SEE THEM AND WE KNOW THEM.

DRIVERS REACHING DOWN TO PICK UP SOMETHING FROM FLOOR OF CART.

NO SEAT BELTS A MAJORITY !!

RESPONSIBILITY !!!!!!! RESPECT!!!!!!

TWO MAJOR PROBLEMS ON THE MM PATH & OTHER VENUES.

THERE IS A LACK OF THESE TWO, RESPONSIBILITY AND RESPECT BY **FEW**. HOWEVER, THE FEW SEEM TO MAKE MORE NOISE THAN THE MANY WHO VALUE OUR WONDERFUL LIFESTYLE. ARE WE ABLE TO DEAL WITH THOSE WITHOUT MORE SIGNS, THE MAJORITY OF VILLAGERS ARE POLITE, HELPFUL AND WANT TO BE OBSERVANT AND FOLLOW THE RULES. THOSE THAT ARE HERE TO PLAY, PART OR FULL-TIME, THE ONES THAT REFUSE TO COMPLY IS THE DRIVING FORCE, NOT ONLY IN THE VILLAGES, BUT OUR ENTIRE COUNTRY. WE ARE CONSTANTLY MAKING "THINGS EASIER" IN ORDER TO PROTECT THOSE WHO HAVE NO RESPECT OR RESPONSIBILITY; NOT ONLY FOR THEMSELVES BUT THE REST OF THE RESIDENTS.

VERY OFTEN, STANDING IN LINES AT STORES OR JUST HEARING OTHERS FROM AFAR, I HEAR THE DISCONTENT OF RESIDENTS WHO ARE CONCERNED WITH THE DISRESPECT AND ANGER FROM OTHERS AROUND US.

I AM NOT AN EXPERT; BUT A GRADUATE OF THE BEHAVIORAL AND SOCIAL SCIENCES. IS STRIPING MM PATHS, PAINTING TUNNELS WHITE AND ADDING MORE SIGNS GOING TO SOLVE THE PROBLEMS? HAS OUR POPULATION GROWN TOO MUCH TO KEEP THIS WONDERFUL LIFESTYLE WITHIN WORKING PARAMETERS??

IS IT TIME TO CONSIDER A SECURITY ENFORCEMENT DEPT THAT CAN FIT INTO THE FLORIDA STATUTE 190??