



**City of Palm Coast**  
**Agenda**  
**BEAUTIFICATION AND**  
**ENVIRONMENTAL**  
**ADVISORY COMMITTEE**

City Hall  
160 Lake Avenue  
Palm Coast, FL 32164  
www.palmcoastgov.com

*Chairman Glenn Partelow*  
*Vice Chair Kenneth Jones*  
*Committee Member Edward Beier*  
*Committee Member Marcia Foltz*  
*Committee Member Jeffery Seib*

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**Thursday, June 28, 2018**

**5:00 PM**

**COMMUNITY WING OF CITY HALL**

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>In accordance with the Americans with Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 386-986-3713 at least 48 hours prior to the meeting.

>Public comment on issues on the agenda or public participation shall be limited to 3 minutes.

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>Other matters of concern may be discussed as determined by Committee during the meeting.

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**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

**ROLL CALL**

**MINUTES**

**1 MEETING MINUTES OF THE MAY 24, 2018 BEAUTIFICATION AND ENVIRONMENTAL  
ADVISORY COMMITTEE MEETING**

**OLD BUSINESS**

**2 WHITEVIEW PARKWAY CORRIDOR IMPROVEMENTS PROJECT**

**NEW BUSINESS**

**3 ELECTION OF CHAIR AND VICE CHAIR TO THE BEAUTIFICATION AND ENVIRONMENTAL  
ADVISORY COMMITTEE**

**PUBLIC PARTICIPATION**

**DISCUSSION OF MATTERS NOT ON THE AGENDA**

**ADJOURNMENT**

# City of Palm Coast, Florida Agenda Item

Agenda Date: June 28, 2018

<b>Department</b>	PLANNING	<b>Amount</b>
<b>Item Key</b>	3684	<b>Account</b>
		<b>#</b>
<b>Subject</b>	MEETING MINUTES OF THE MAY 24, 2018 BEAUTIFICATION AND ENVIRONMENTAL ADVISORY COMMITTEE MEETING	
<b>Background :</b>		
<b>Recommended Action :</b>	Approve the minutes as presented.	



**City of Palm Coast  
Minutes  
BEAUTIFICATION AND  
ENVIRONMENTAL  
ADVISORY COMMITTEE**

City Hall  
160 Lake Avenue  
Palm Coast, FL 32164  
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*Chairman Glenn Partelow  
Vice Chair Kenneth Jones  
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Committee Member Jeffery Seib*

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**COMMUNITY WING OF CITY HALL**

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**A CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

*Chair Partlelow called the May 24, 2018 meeting of the Beautification and Environmental Advisory Committee (BEAC) to order @ 5:03PM.*

**1 Introduction of New Members and Swearing-In**

**B ROLL CALL**

*Irene Schaefer, Recording Secretary, administrated the Oath of Office to Ms. Marcia Foltz and Mr. Edward Beier two new members of the BEAC.*

*Present and responding to role call were:*

*Glen Partelow*

*Marcia Foltz*

*Edward Beier*

*Ken Jones*

*Jeffrey Seib*

*Staff Members:*

*Bill Butler*

**C MINUTES**

**Pass**

**Motion made to approve as presented made by Vice Chair Jones and seconded by Committee Member Seib**

**Approved - 5 - Committee Member Edward Beier, Committee Member Marcia Foltz, Committee Member Jeffery Seib, Vice Chair Kenneth Jones, Chairman Glenn Partelow**

**2 MEETING MINUTES OF THE APRIL 26, 2018 BEAUTIFICATION AND ENVIRONMENTAL ADVISORY COMMITTEE MEETING**

**D OLD BUSINESS**

*No old business to discuss.*

**E NEW BUSINESS**

**3 UPDATE ON CAPITAL LANDSCAPE PROJECTS -  
A) PALM HARBOR PARKWAY MEDIANS  
B) WHITEVIEW PARKWAY MEDIANS**

*Bill Butler, Landscape Architect, gave a presentation on two landscape projects (Palm Harbor Parkway Medians and Whiteview Parkway Medians) which is attached to these minutes.*

**PALM HARBOR PARKWAY MEDIAN PROJECT**

*Mr. Beier: When you say run (referring to the watering schedule) how many times a week or is there a schedule?*

*ANS: Mr. Butler: Yes, we would be under the watering restrictions of the Water Management District. We would be only allowed to water two times a week during the summer months and once during the winter months.*

*Ms. Foltz: How do you get access to the commercial lot for that the Golden Lion owns?*

*ANS: Mr. Butler: Your right on track, its on my next slide. Let me explain, phase II is a multi-faceted thing, where we will make a connection here with this dark area to the right (referring to the Power Point presentation) to the time share property. The people who own the Golden Lion got an easement from the time share people to put this road connection in here.*

*Ms. Foltz: Did they have to rezone it (parcel) for the restaurant?*

*ANS: Mr. Butler: I think they would have to rezone for the restaurant, I'm not sure what it is zoned for now.*

*Mr. Seib: How big is this parcel of land?*

*ANS: Mr. Butler: I don't know what the acreage is of it. It pretty much runs from the Dunes easement here all the way up to the Palm Coast Resort.*

*Ms. Foltz: Does it have any trailhead signs?*

*ANS: Mr. Butler: Yes, there is a sign right there as you come in. This has the location for a future sign which is not budgeted for yet, but when we do the second phase we might be able to get the money to build our typical sign that has the black granite with the white letters and the conquina.*

*Mr. Butler explained the history of the BEAC involvement in the City's current sign standards for the benefit of the new BEAC members.*

#### **WHITEVIEW PARKWAY MEDIAN IMPROVEMENTS**

*Mr. Seib: The path would take over the whole lane?*

*ANS: Mr. Butler: Yes. We might be able to keep the road there and sawcut, meander the existing lane is and just take out the other and which would save money and you would resurface it and it would be a lot cheaper than tearing everything out and putting a new one in.*

*Mr. Beier: So then the whole road would be from US 1 all the way over to Belle Terre would be only two lanes?*

*ANS: Mr. Butler: It already is two lanes from Whitemill to Belle Terre.*

*Mr. Beier: Does City Council go along with that?*

*ANS: Mr. Butler: We did the presentation to City Council so we are still working with the consultant on final plans. So these are preliminary plans. Once we get the landscape plans I'll probably bring them back to show what they are proposing in terms of the plants and trees.*

*Mr. Beier: Is that in this year's budget? Or how do you do that in terms of the money?*

*ANS: Mr. Butler: It was in the capital plans to put the median in the last couple of years and then they rebudgeted for this year for planning, construction, and design. So that is where we are this year, the actual construction would happen either late next year or the following year. I think the capital improvement project will be built then.*

*Mr. Beier: Are there street lights along that road?*

*ANS: Mr. Butler: I don't think there are, I think they are only at the intersection. That might be something to think about especially if we put in the path it might be dark.*

*Discussion ensued about the safety issues related to limited street lighting.*

*Mr. Butler asked that the BEAC members consider a vote be taken regarding the removal of traffic lanes, specifically a plan to reduce the roadway from 4*

lanes to 2 lanes from Whitemill Drive to U.S. 1. Discussion ensued between the BEAC members regarding traffic speeds.

Mr. Seib: So is this only home owners going to work who are heading out to go to US 1, that is who the traffic is, correct?

ANS: Mr. Butler: Yes, but then you have the two churches, along in there and their traffic is on Sunday.

Mr. Seib: Can it be a cut through to any other area?

ANS: Mr. Butler: Some of the residents will turn left to get onto Pine Lakes Pkwy. but it is a lot easier just to take Whitemill because it is a straight shot. That is why it was put there.

Mr. Butler explained the similiarity of this plan to the Seminole Woods Multi-Use path plan.

Vice Chair Jones requested information from the prior neighborhood meetings regarding any objections raised about this project from the residents.

Chair Partlow: Is the round about the only solution?

ANS: Mr. Butler: Well they talked about a couple of other solutions, then they threw out the round about idea. It is not 100% that is what they are going to do. We are looking at a couple of different proposals. I think before we get the final design they (referring to City Council) will be asked ok do you want A or B (solution).

Mr. Beier: So what do we do now, this body do we anyalise this and come up with a recommendation?

ANS: Mr. Butler: So just so you know, being new members present, this committee is adviroy only. Our vote doesn't mean anything to City Council. Well we will send your vote to City Council, but it doesn't count like the Planning Board recommendation. They have some more weight. But they (meaning City Council) will consider what you have said.

Mr. Beier: Have they (referring to City Council) seen these slides?

ANS: Mr. Butler: Yes, they have.

Vice Chair Jones: When you showed this presentation (referring to the public neighborhood meeting) were there people there who opposed the project? Do you know why?

ANS: Mr. Butler: There were, I don't have the transcript of that meeting, I wasn't able to go to that meeting, so I couldn't tell you what they were. But, we can get that (referring to the transcript) to you, if you want.

Action Item: Mr. Butler to provide a copy of the Whiteview Pkwy. neighborhood meeting comments to the BEAC members.

## **F PUBLIC PARTICIPATION**

No one present for public participation.

## **G DISCUSSION OF MATTERS NOT ON THE AGENDA**

*Mr. Beier asked for clarification of the BEAC meeting schedule which is the fourth meeting of every month except November and December.*

*Mr. Butler reviewed the "Sunshine Laws" about the members are not allowed to speak ex-parte about Committee issues.*

*Mr. Butler agreed to share the Capital Improvements budget with the BEAC members after it is approved.*

*Ms. Foltz: Who comes up with the projects for the budget?*

*ANS: Mr. Butler: The Infrastructure Team for the City we sit down and discuss all our projects, we have a five year capital project (plan) and a ten year budget.*

*We have a Strategic Plan which is available on our website, [www.palmcoastgov.com](http://www.palmcoastgov.com) (Prosperity 2021).*

## **H ADJOURNMENT**

*The meeting was adjourned at 5:52PM.*

*Respectfully Submitted by:  
Irene Schaefer, Recording Secretary*



# City of Palm Coast, Florida Agenda Item

Agenda Date: June 28, 2018

<b>Department</b>	PLANNING	<b>Amount</b>
<b>Item Key</b>	3685	<b>Account</b>
		<b>#</b>
<b>Subject</b>	WHITEVIEW PARKWAY CORRIDOR IMPROVEMENTS PROJECT	
<b>Background :</b>	Follow up to the May 24, 2018 BEAC meeting where members requested to know what the public comments were from the Whiteview Parkway – 4 Lane Project.	
<b>Recommended Action :</b>	For Presentation Purposes.	

## Irene Schaefer

---

**From:** William Butler  
**Sent:** Friday, June 8, 2018 11:36 AM  
**To:** Irene Schaefer  
**Subject:** FW: Whiteview Pkwy - 4 Lane Project

Irene,

Here are the notes taken from the meeting as given to me by Carl. Thanks.

Bill

---

**From:** Carl Cote  
**Sent:** Tuesday, May 29, 2018 9:58 AM  
**To:** Irene Schaefer <ISchaefer@palmcoastgov.com>  
**Cc:** William Butler <WButler@palmcoastgov.com>; Alena Y. Dvornikova <AYDvornikova@palmcoastgov.com>  
**Subject:** RE: Whiteview Pkwy - 4 Lane Project

I was in attendance. There were several comments and the design was modified to address these.

1. Residents of Rolling Sands were concerned about turning left onto White View. (the design was modified to incorporate a merge lane).
2. Residents indicated they would be okay with closing off of Wood Aspen Lane to Whiteview Eastbound – eastern connection would be preferred to ease conflict of the amount of vehicle movement at the Rolling Sands Intersection. (the design was modified to close off the Wood Aspen Lane to Whiteview Eastbound – eastern connection) (in addition, a merge lane may be added at the Wood Aspen Whiteview Eastbound connection upon further review)
3. Residents from Rolling Sands asked if a right turn lane could be added to turn right onto White View (this will be looked at during the design phase and added if technically feasible)
4. Residents had concerns about church attendees needing to go to Rolling Sands to do a U-Turn. (a U-Turn was added east of Rolling Sands)
5. Residents spoke in favor of closing off access to Woodbury Drive from Whiteview Eastbound (only 1 resident who lived off of Rolling Sands wanted to keep this as she has been using this a cut-thru to Pine Lakes for 20+ years). City staff identified that White Mill is the connector road to get to Pine Lakes and this route was very similar in time/distance. (no changes to design was to be made)
6. Of the two options presented the preference by all was for the roadway with a median as opposed to the 2-lane roadway design with a linear park along the south side.

7. One resident asked staff to review if a traffic signal could be added at the Ravenwood intersection. (those in attendance were definitely against adding a signal) (Sean reviewed and determined a signal is not warranted at this time however the design will be completed so a signal can be added in the future if needed.)

I believe FlaglerLive did an article on this was well as he was there.

Carl Cote  
Construction Management & Engineering Manager  
City of Palm Coast  
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Palm Coast, FL 32164  
Tel: 386-986-3748  
Mobile: 603-867-0790  
[www.palmcoastgov.com](http://www.palmcoastgov.com)



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**From:** Irene Schaefer  
**Sent:** Tuesday, May 29, 2018 9:32 AM  
**To:** Carl Cote <[CCote@palmcoastgov.com](mailto:CCote@palmcoastgov.com)>  
**Cc:** William Butler <[WButler@palmcoastgov.com](mailto:WButler@palmcoastgov.com)>  
**Subject:** FW: Whiteview Pkwy - 4 Lane Project

Good Morning Carl;

Could you provide more information on the comments from the public for the BEAC members? Thank you.

Sincerely,

Irene Schaefer  
Planning Clerk  
City of Palm Coast

160 Lake Avenue  
Palm Coast, FL 32164  
Tel: 386-986-3749  
[www.palmcoastgov.com](http://www.palmcoastgov.com)



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**From:** Alena Y. Dvornikova  
**Sent:** Tuesday, May 29, 2018 9:24 AM  
**To:** Irene Schaefer <[ISchaefer@palmcoastgov.com](mailto:ISchaefer@palmcoastgov.com)>  
**Cc:** William Butler <[WButler@palmcoastgov.com](mailto:WButler@palmcoastgov.com)>; Carl Cote <[CCote@palmcoastgov.com](mailto:CCote@palmcoastgov.com)>  
**Subject:** RE: Whiteview Pkwy - 4 Lane Project

Irene,  
I was not involved in the initial public meeting as Sean was the PM at the time and there is no write-up from the meeting in the project file. Attached is a copy of the presentation that was included in the meeting. I believe Carl may have more information.

Alena Y. Dvornikova  
Project Coordinator  
City of Palm Coast  
160 Lake Avenue  
Palm Coast, FL 32164  
Tel: 386-986-3740  
[www.palmcoastgov.com](http://www.palmcoastgov.com)



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**From:** Irene Schaefer  
**Sent:** Friday, May 25, 2018 11:52 AM  
**To:** Alena Y. Dvornikova <[AYDvornikova@palmcoastgov.com](mailto:AYDvornikova@palmcoastgov.com)>  
**Cc:** William Butler <[WButler@palmcoastgov.com](mailto:WButler@palmcoastgov.com)>; Carl Cote <[CCote@palmcoastgov.com](mailto:CCote@palmcoastgov.com)>  
**Subject:** Whiteview Pkwy - 4 Lane Project

Good Morning Alena:

Last night at the Beautification and Environmental Advisory Committee (BEAC) meeting the members were given a presentation by Bill Butler on the Whiteview Pkwy Median Project and they were asked to vote on the presentation/project and they asked for more information related to the comments from the public during the public meeting. It is our understanding that you are now the project manager for this project and would have the write-up from the public meetings and the comments from the public. If you would please provide these comments to Bill it would be very much appreciated. Thank you.

Sincerely,

Irene Schaefer  
Planning Clerk  
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Tel: 386-986-3749  
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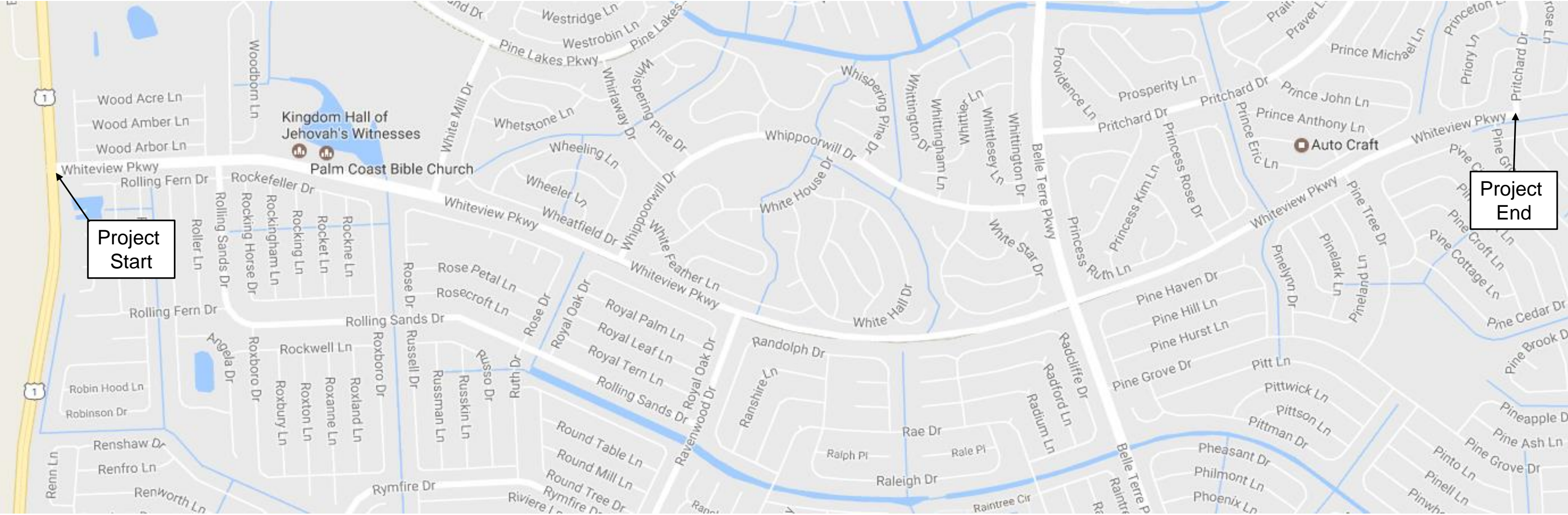
**Prepared For:** City of Palm Coast  
**Prepared By:** Sean L. Castello, P.E.  
**Date:** 3/6/2017  
**Re:** **Whiteview Parkway Corridor Study**

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City Staff has been tasked with evaluating corridors throughout the City to improve traffic operation and safety for vehicles and pedestrians. In this study, staff is evaluating Whiteview Parkway from US 1 to Pritchard Drive to evaluate the potential for adding turn lanes, crosswalks, and sidewalks/paths. The purpose of this study is to determine corridor improvements based on projected future traffic volumes.

In addition, City Staff has begun analysis of completing the path along Whiteview Pkwy from US 1 to White Mill Drive. Due to Right of Way (ROW) restrictions along this segment, it's difficult to fit a path based on the existing roadway configuration. After a charrette with City Staff and a project consultant, reducing the roadway lanes from four (4) lanes to two (2) lanes became a preferred alternative to provide a safe and functional pedestrian facility. The viability of reducing the roadway from four (4) lanes to two (2) lanes is based on the projected future traffic that will be analyzed as part of this study.

**Figure 1** illustrates the project limits.



**Whiteview Pkwy  
Technical Memorandum**

**Project Location Map**

**Figure 1**

## Existing Condition

Whiteview Pkwy is classified as an urban arterial. The roadway is approximately 3.5 miles in length. Whiteview Pkwy is a four (4) lane divided roadway from US 1 to White Mill Drive and a two (2) lane undivided from White Mill Drive to Pritchard Drive. The speed limits along Whiteview Pkwy are as follows:

- Whiteview Pkwy from US 1 to White Mill Drive – 45 MPH
- Whiteview Pkwy from White Mill Drive to Belle Terre Pkwy – 50 MPH
- Whiteview Pkwy from Belle Terre Pkwy to Pritchard Drive – 40 MPH

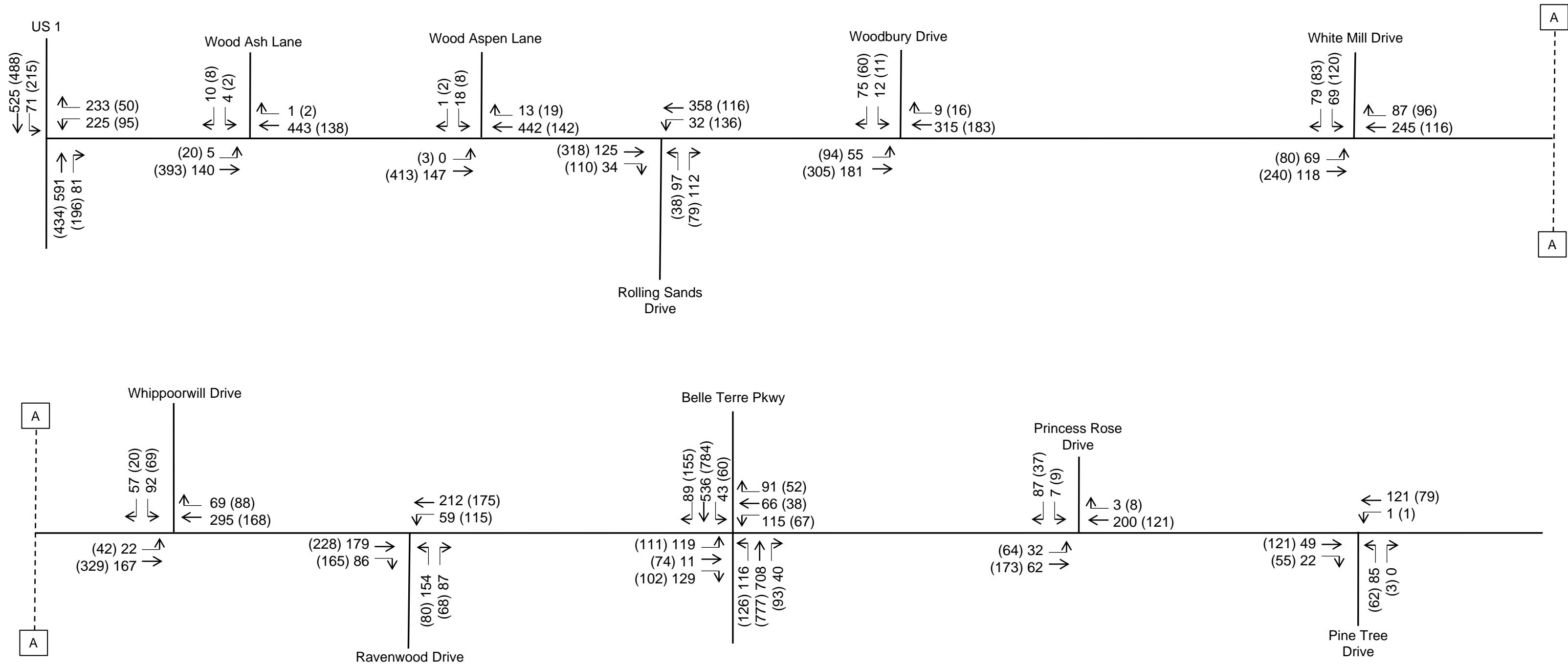
As part of the existing and future conditions analysis for Whiteview Pkwy, general operating conditions on study area roadways were evaluated. Based on anticipated traffic impacts of the proposed improvements of Whiteview Pkwy, the following roadways and signalized intersections were included in this study:

**Table 1: Intersections Traffic Counts**

Intersection	Intersection Control	Date of Collection
Whiteview Pkwy at US 1	Signal	Sept 13, 2016
Whiteview Pkwy at Wood Ash Lane	Stop	Sept 13, 2016
Whiteview Pkwy at Wood Aspen Lane	Stop	Sept 14, 2016
Whiteview Pkwy at Rolling Sands Drive	Stop	Sept 14, 2016
Whiteview Pkwy at Woodbury Drive	Stop	Sept 15, 2016
Whiteview Pkwy at White Mill Drive	Stop	Sept 15, 2016
Whiteview Pkwy at Whippoorwill Drive	Stop	Sept 20, 2016
Whiteview Pkwy at Ravenswood Drive	Stop	Sept 20, 2016
Whiteview Pkwy at Belle Terre Boulevard	Signal	Sept 1, 2015
Whiteview Pkwy at Princess Rose Drive	Stop	Sept 21, 2016
Whiteview Pkwy at Pine Tree Drive	Stop	Sept 22, 2016

All traffic counts were conducted during the typical AM (7-9 AM) and PM (4-6 PM) peak hours on Tuesday, Wednesday and Thursday. A summary of the existing AM and PM peak hour traffic volumes are illustrated in **Figure 2**.





Legend  
 XX (XX) – AM (PM)



**Whiteview Pkwy  
 Technical Memorandum**

**Existing (2016) Traffic Volumes**

**Figure 2**

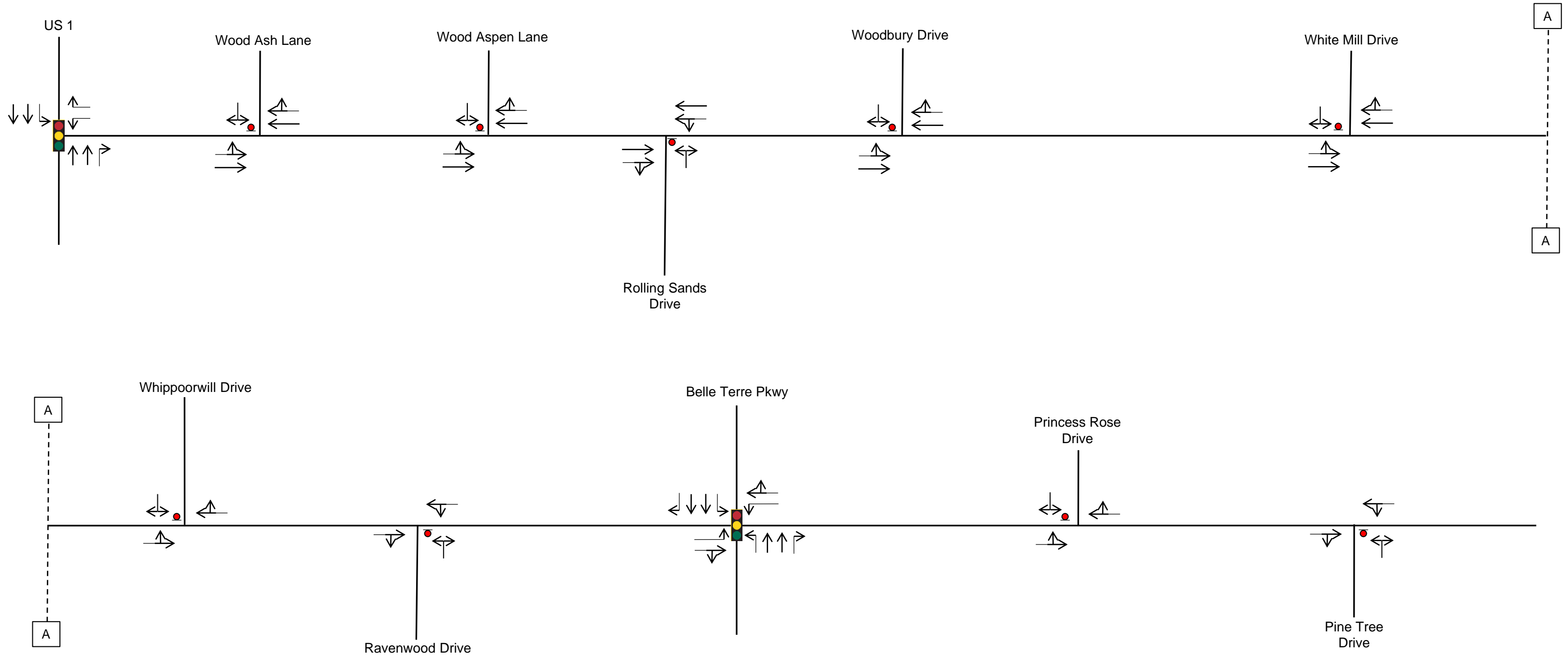
## Existing Condition Intersection Analysis

**Table 2** summarizes the existing Level of Service based on the average delay for the approaches at signalized intersections and the stop controlled movements at unsignalized intersections based on the intersection geometry in **Figure 3**. Intersection operational analyses were performed for the AM and PM peak periods. **Figure 4** illustrates the Level of Service for the AM and PM peak periods under the existing condition. The SYNCHRO 7 intersection worksheets are included in **Appendix A**. As shown in **Tables 2**, and in **Figure 4**, all study intersections operate at Level of Service “D” or better.

**Table 2: Existing (2016) Intersection Analysis**

Intersection	Intersection Type	AM		PM	
		Delay	LOS	Delay	LOS
Whiteview Pkwy at US 1	Signal	15.2	B	11.7	B
Whiteview Pkwy at Wood Ash Ln	Stop	8.4/11.1*	A/B	7.5/9.3*	A/A
Whiteview Pkwy at Wood Aspen Ln	Stop	0.0/12.8*	A/B	7.6/10.7*	A/B
Whiteview Pkwy at Rolling Sands Dr	Stop	7.6/12.2*	A/B	8.8/14.7*	A/B
Whiteview Pkwy at Woodbury Dr	Stop	8.2/10.7*	A/B	7.8/10.0*	A/B
Whiteview Pkwy at Whitemill Dr	Stop	8.1/12.7*	A/B	7.9/14.3*	A/B
Whiteview Pkwy at Whippoorwill Dr	Stop	8.1/14.5*	A/B	7.9/14.7*	A/B
Whiteview Pkwy at Ravenwood Dr	Stop	8.0/19.3*	A/C	8.6/18.7*	A/C
Whiteview Pkwy at Belle Terre Pkwy	Signal	24.0	C	24.2	C
Whiteview Pkwy at Princess Rose Dr	Stop	7.8/10.3*	A/B	7.6/9.8*	A/A
Whiteview Pkwy at Pine Tree Dr	Stop	7.4/10.1*	A/B	7.7/11.0*	A/B

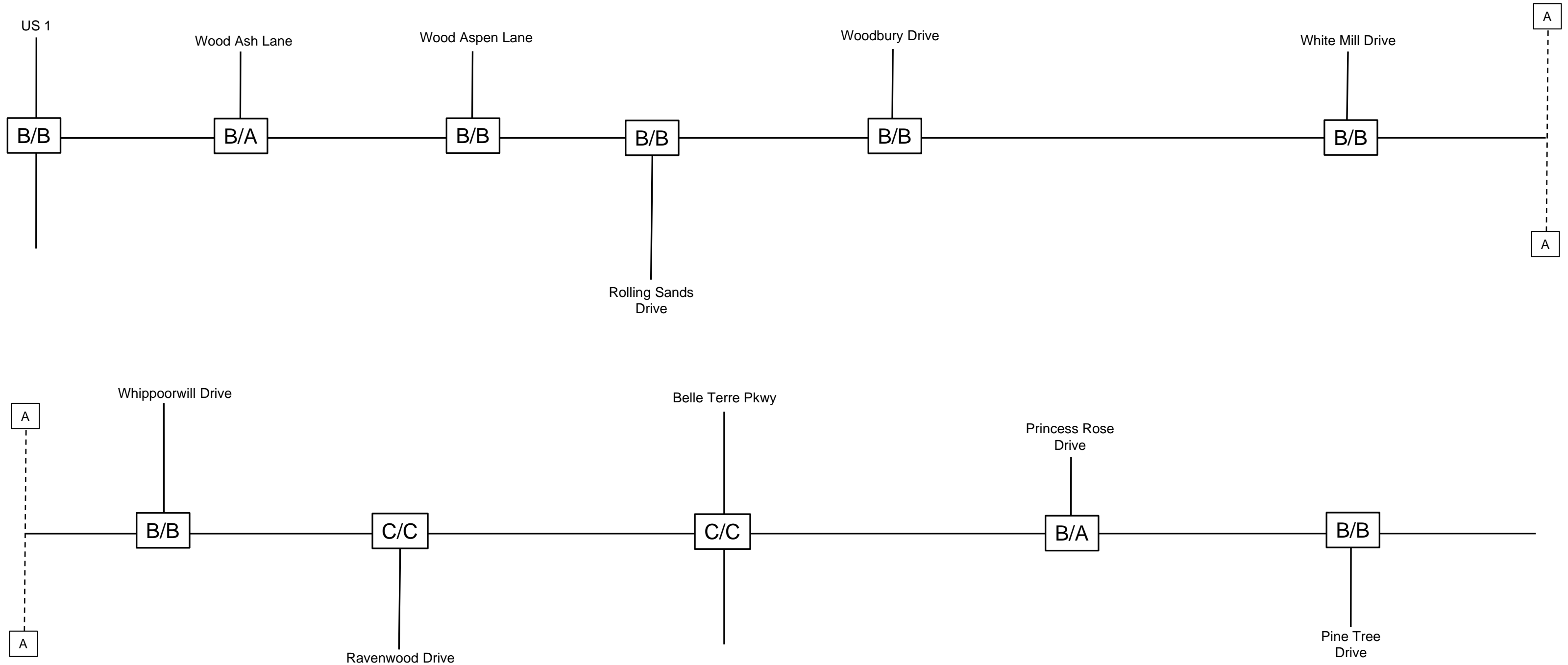
\*Major/Minor approach Delay & LOS



**Whiteview Pkwy  
Technical Memorandum**

**Existing Year (2016)  
Intersection Geometry**

**Figure 3**



**Legend**  
 AM/PM – Level of Service



**Whiteview Pkwy  
 Technical Memorandum**

**Existing Year (2016)  
 Level Of Service**

**Figure 4**

## Crash Analysis

Crash data was analyzed along the corridor. From January 2014 to December 2016, there were a total of 60 crashes reported along the corridor. **Table 3** summarizes the types that occurred at each intersection over the 3 year period.

**Table 3: Crash Summary by Intersection**

Intersection	Crash Type							Total	Wet	Injury	Fatalities
	Rear End	Left Turn	Angle	Pedestrian	Animal	Sideswipe	Other				
Princess Rose Dr at Whiteview Pkwy	0	1	0	0	0	0	0	1	1	0	0
Belle Terre Pkwy at Whiteview Pkwy	14	1	2	0	1	1	2	21	3	9	0
Ravenwood Dr at Whiteview Pkwy	5	2	2	1	0	0	4	14	3	62	1
Rolling Sand Dr at Whiteview Pkwy	0	5	2	0	1	1	0	9	1	8	0
US 1 at Whiteview Pkwy	4	1	0	0	0	0	0	5	2	5	0
Whippoorwill Dr at Whiteview Pkwy	1	2	1	0	0	0	2	6	0	8	0
White Mill Dr at Whiteview Pkwy	1	1	0	0	0	1	0	3	1	1	0
Wood Aspen Ln at Whiteview Pkwy	0	0	1	0	0	0	0	1	0	1	0

**Table 4** illustrates the types of crashes that have occurred over the 3 year period.

**Table 4: Crash Summary by Year**

Crash Type	2014	2015	2016
Rear End	5	14	6
Left Turn	3	4	6
Angle	1	4	3
Pedestrian	1	0	0
Animal	0	2	0
Sideswipe	0	2	1
Other	2	3	3
<b>Total</b>	<b>12</b>	<b>29</b>	<b>19</b>

The following observations can be made from the crash data.

- 60 crashes have occurred along the corridor.
- 21 crashes occurred at the intersection of Belle Terre Pkwy and Whiteview Pkwy with the majority being rear end collisions. The improvements for this intersection are already spelled out in the Belle Terre Blvd/Pkwy Corridor Study.
- 14 crashes have occurred at the intersection of Ravenwood Drive and Whiteview Pkwy. This was also the intersection where the most injuries have occurred and there was 1 fatality.
- Rolling Sands Drive at Whiteview Pkwy had the most number of left turning, angle and sideswipe collisions (8).
- The majority of collisions (25) are rear end collisions while the second most are left turn collisions (13).

## Crash Analysis

The development of traffic projections for Whiteview Pkwy requires the examination of historical traffic growth, proposed development within the corridor vicinity, and a basic understanding of the traffic circulation patterns and characteristics of the corridor. In arriving at the volume forecasts for Whiteview Pkwy, various growth rates were examined. Due to the lack of available data, it was determined that the use of population data for trends analysis and growth rates determined by the Belle Terre Blvd/Pkwy Intersection Analysis Report (2016).

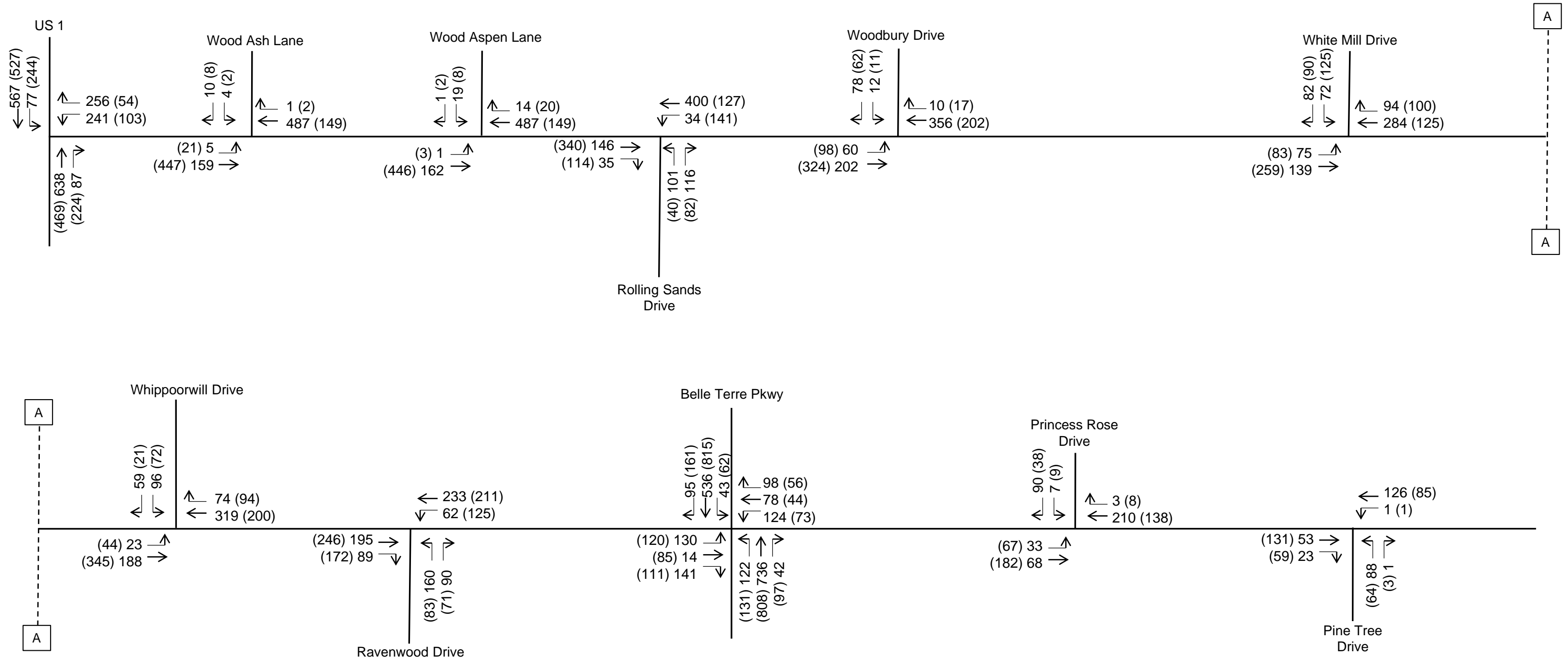
A Trends Analysis was performed based on population data collected from the US census bureau. The analysis provided the following information in **Table 5**. The trend analysis output spreadsheets are available in **Appendix B**.

**Table 5: Trends Analysis**

<b>Analysis Area</b>	<b>R<sup>2</sup></b>	<b>Growth Rate</b>
Palm Coast	91.89%	1.08%
Flagler County	90.91%	0.92%
<b>Average</b>		<b>1.00%</b>

With an R<sup>2</sup> greater than 75%, an average growth rate of 1.0% was calculated. The growth rate was applied to the existing traffic volumes entering and exiting neighborhood streets. For all other traffic along the corridor and the side streets, a 2.0% growth rate was applied to account for background coming from other roadways such as US 1 and Belle Terre Pkwy.

**Figures 5, 6 and 7** illustrates the Opening Year (2020), Mid-design (2030) and Design Year (2040). These volumes will be utilized to analyze the No Build and Build Conditions.



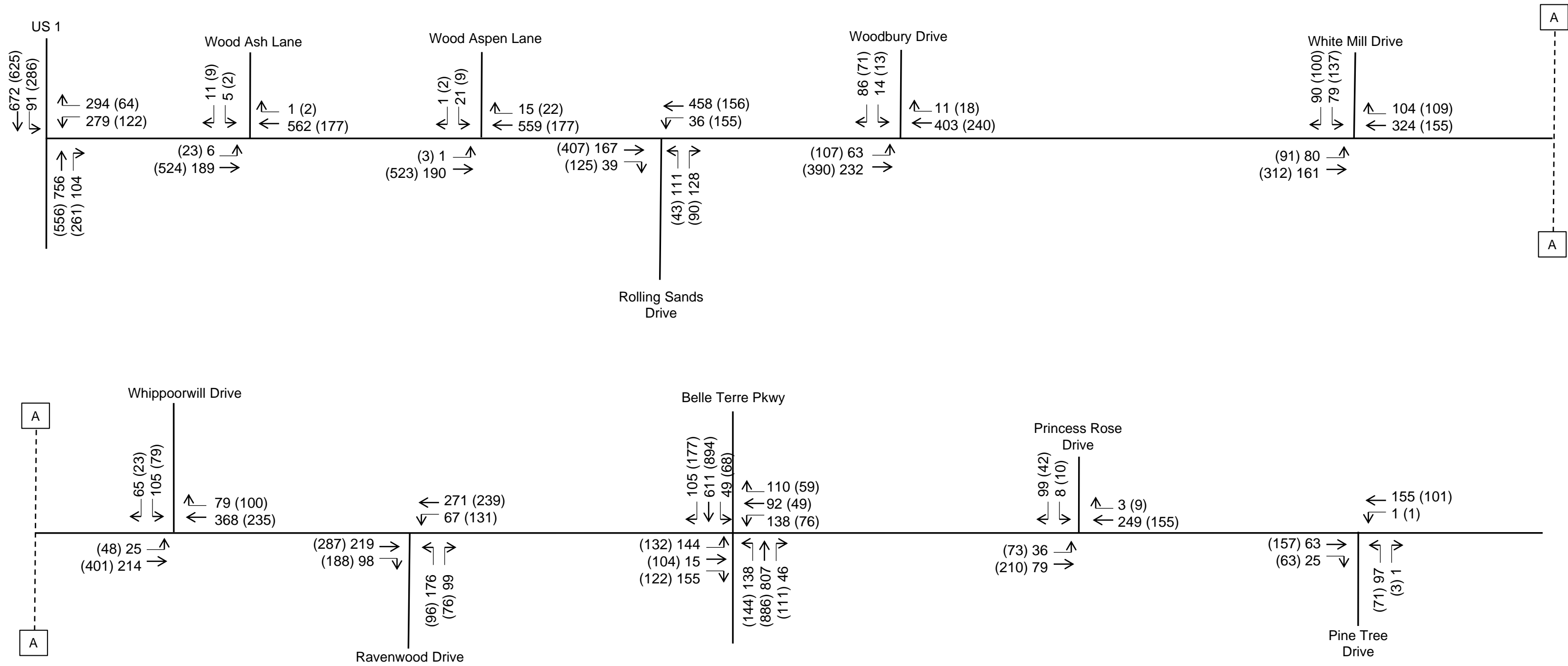
Legend  
XX (XX) – AM (PM)



**Whiteview Pkwy  
Technical Memorandum**

**Opening Year (2020)  
Traffic Volumes**

**Figure 5**



Legend  
 XX (XX) – AM (PM)

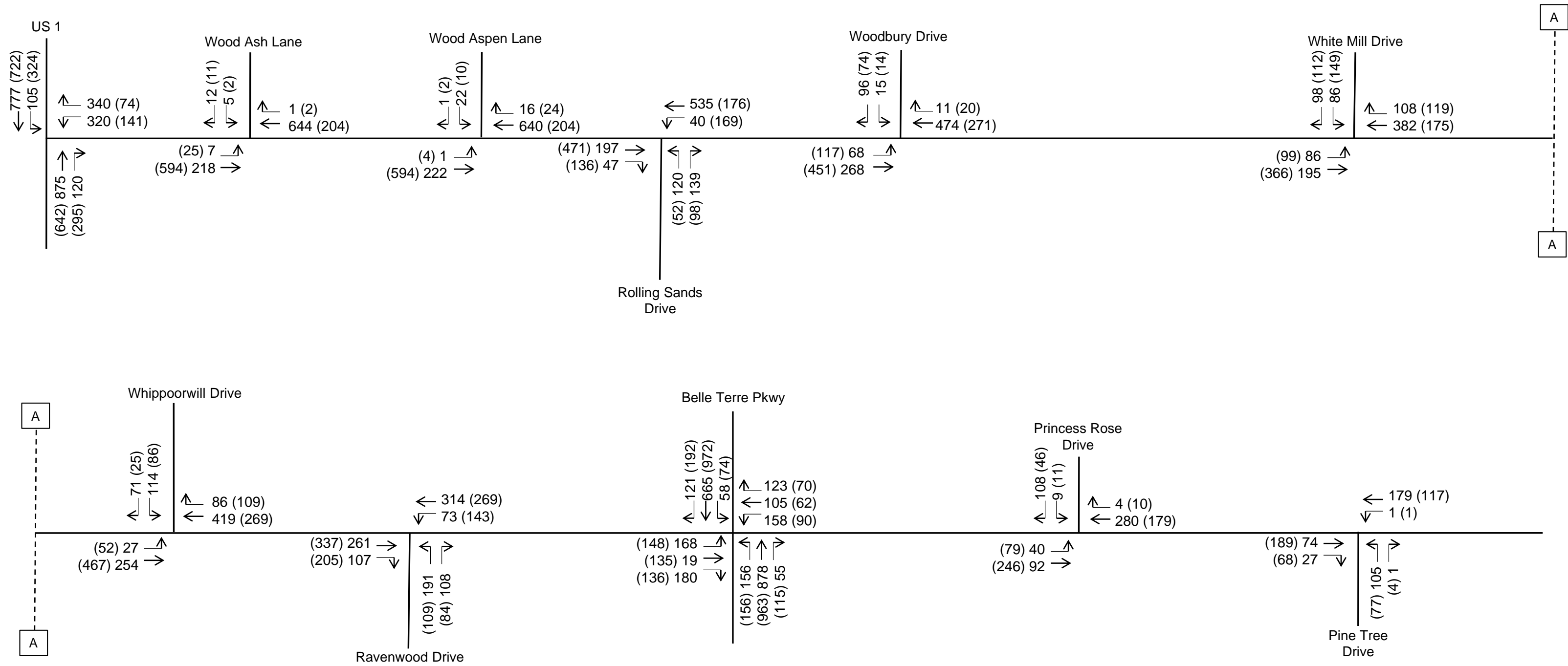


**Whiteview Pkwy  
 Technical Memorandum**

**Mid-Design Year (2030)  
 Traffic Volumes**

**Figure 6**





**Whiteview Pkwy  
Technical Memorandum**

**Design Year (2040)  
Traffic Volumes**

**Figure 7**

## Future Traffic Analysis

This section presents the results of the operational analyses for the future conditions (2020, 2030 and 2040). All conditions were analyzed using the most current adopted procedures as outlined in the Transportation Research Board's Special Report 209 - Highway Capacity Manual (HCM). Signalized and unsignalized intersection analyses were conducted using the SYNCHRO 9 software package. The HCS outputs from SYNCHRO 9 were presented as the results for this analysis.

### No Build Scenario

The No-Build geometry for Whiteview Pkwy is consistent with the existing roadway condition. **Figure 8** shows the No-Build geometry utilized for the Level of Service analysis for the opening, mid-design and design years. Signal timings were optimized to achieve the best level of service possible.

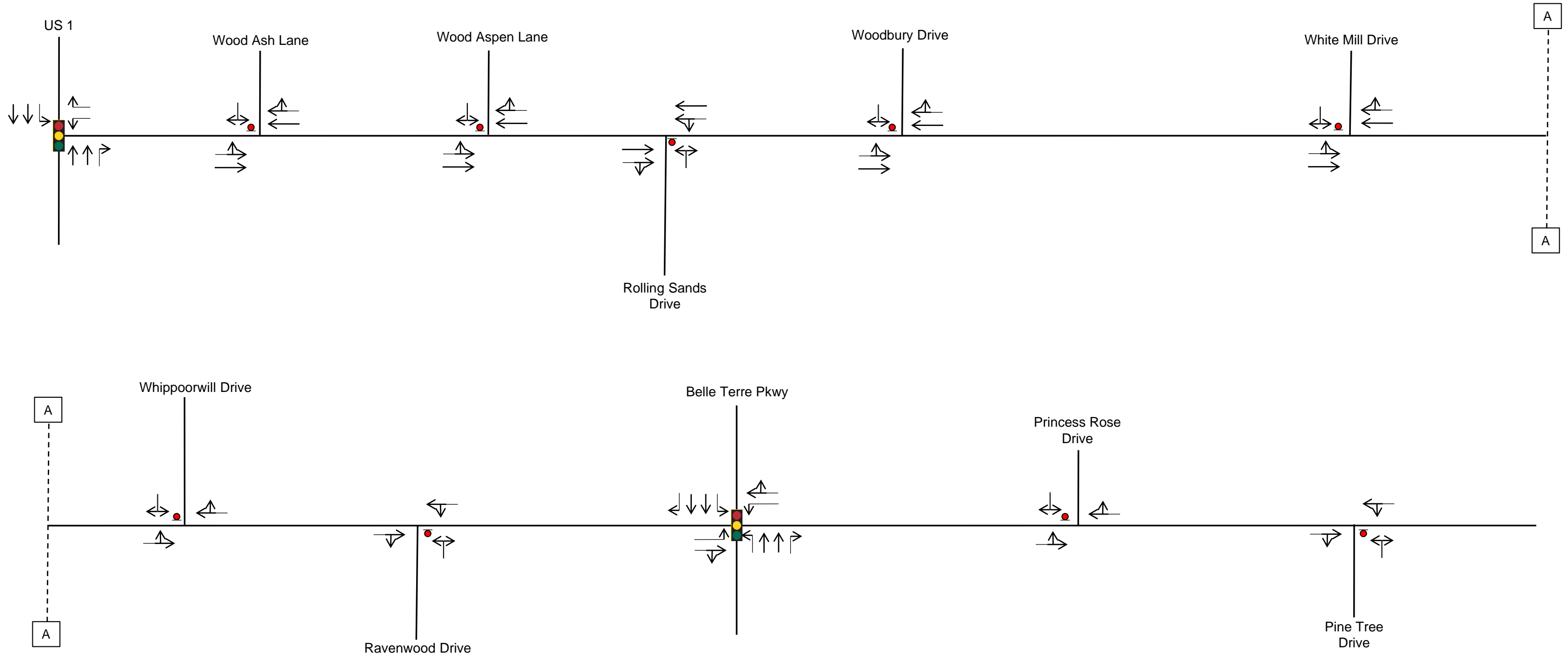
### Intersection Analysis

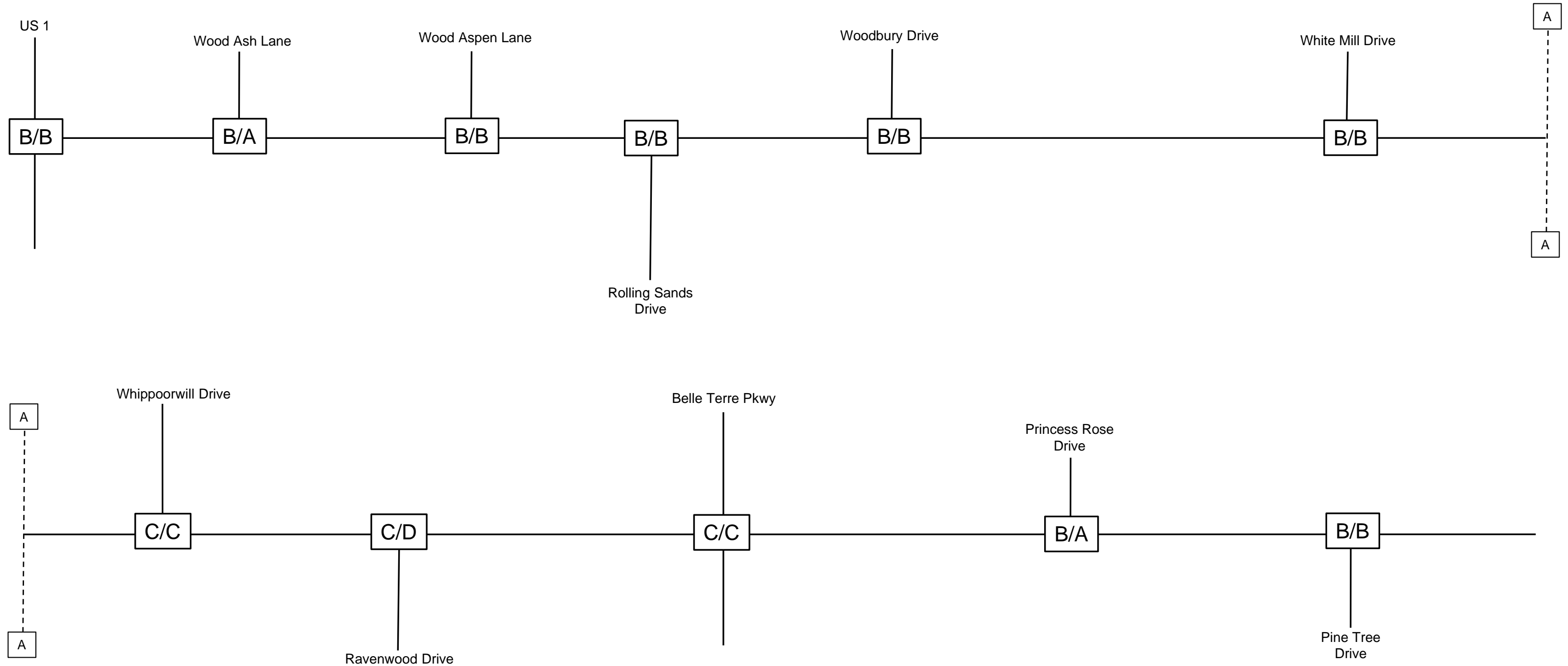
**Table 6** summarizes the No-Build Level of Service based on the average delay for the approaches at signalized intersections and the major/minor stop controlled movements at unsignalized intersections. **Figures 9, 10 and 11** illustrate the Level of Service for the AM and PM peak periods for the future No Build intersection conditions. The SYNCHRO 7 intersection worksheets for signalized intersections are included in **Appendix C**.

**Table 6: No Build Intersection Level of Service**

Intersection	Intersection Type	2020				2030				2040			
		AM		PM		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Whiteview Pkwy at US 1	Signal	15.7	B	11.8	B	17.5	B	12.8	B	21.0	C	14.1	B
Whiteview Pkwy at Wood Ash Ln	Stop	8.4/11.0	A/B	7.6/9.4	A/A	8.7/11.8	A/B	7.6/9.5	A/A	9.0/12.5	A/B	7.7/9.6	A/A
Whiteview Pkwy at Wood Aspen Ln	Stop	8.5/13.6	A/B	7.6/10.9	A/B	8.7/14.9	A/B	7.6/11.6	A/B	9.0/16.7	A/C	7.7/12.3	A/B
Whiteview Pkwy at Rolling Sands Dr	Stop	7.7/12.9	A/B	8.8/14.9	A/B	7.7/14.2	A/B	9.2/19.1	A/C	7.8/16.4	A/C	9.7/23.0	A/C
Whiteview Pkwy at Woodbury Dr	Stop	8.2/10.8	A/B	7.9/10.2	A/B	8.4/11.3	A/B	8.0/10.8	A/B	8.7/12.1	A/B	8.2/11.3	A/B
Whiteview Pkwy at Whitmill Dr	Stop	8.3/14.0	A/B	7.9/14.9	A/B	8.5/15.6	A/C	8.0/17.8	A/C	8.7/18.5	A/C	8.1/21.8	A/C
Whiteview Pkwy at Whipoorwill Dr	Stop	8.2/15.4	A/C	8.0/15.8	A/C	8.4/17.8	A/C	8.1/18.5	A/C	8.6/21.9	A/C	8.2/22.8	A/C
Whiteview Pkwy at Ravenwood Dr	Stop	8.0/19.5	A/C	8.7/25.2	A/D	8.1/25.3	A/D	8.9/26.0	A/D	8.6/40.1	A/E	9.2/41.6	A/E
Whiteview Pkwy at Belle Terre Pkwy	Signal	24.0	C	25.7	C	25.4	C	27.4	C	27.5	C	30.1	C
Whiteview Pkwy at Princess Rose Dr	Stop	7.7/10.2	A/B	7.6/9.9	A/A	7.8/10.6	A/B	7.7/10.2	A/B	7.9/11.1	A/B	7.8/10.5	A/B
Whiteview Pkwy at Pine Tree Dr	Stop	7.4/10.2	A/B	7.7/11.2	A/B	7.4/10.6	A/B	7.7/10.9	A/B	7.4/11.0	A/B	7.8/11.4	A/B

The results of the analysis shows that all intersections will operate at an acceptable level of service except for the intersection of Whiteview Pkwy at Ravenwood Drive which experiences failure in the minor approach.





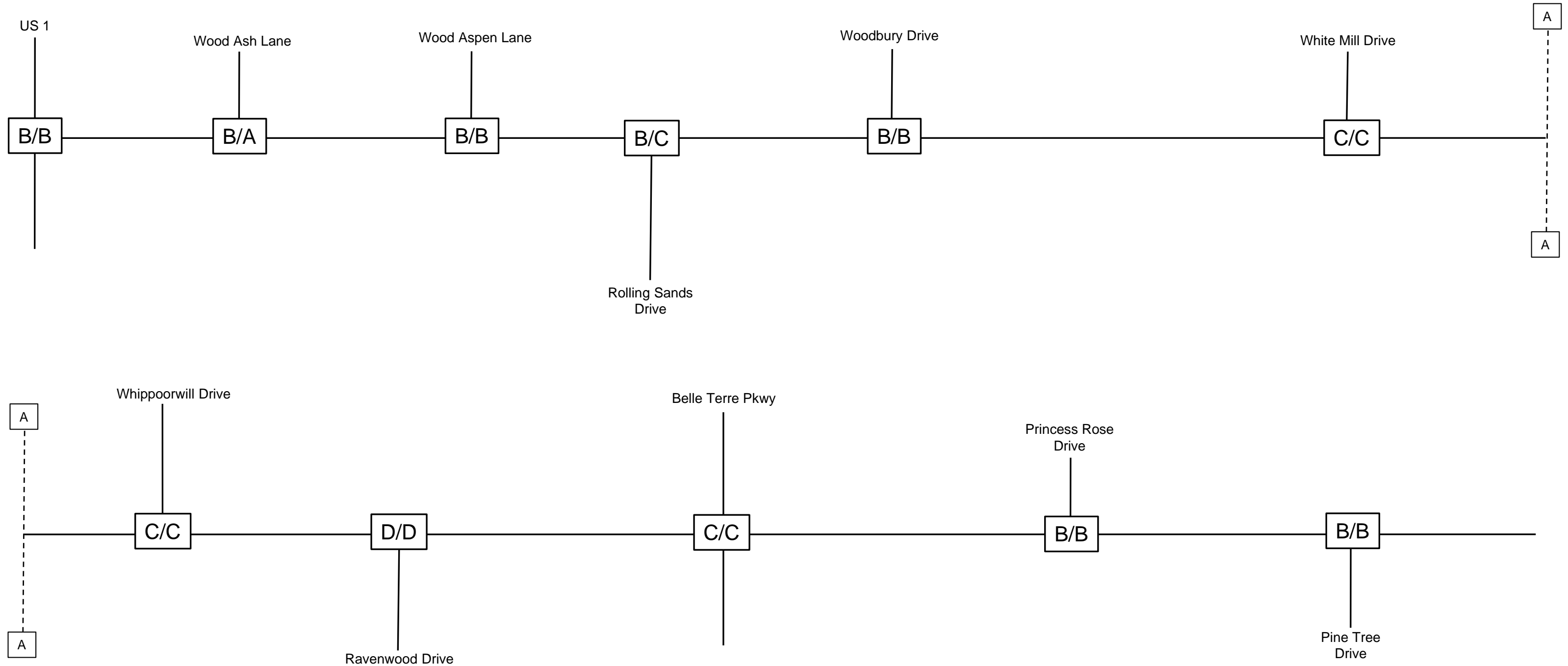
Legend  
AM/PM – Level of Service



**Whiteview Pkwy  
Technical Memorandum**

**Opening Year (2020) - No Build  
Level Of Service**

**Figure 9**



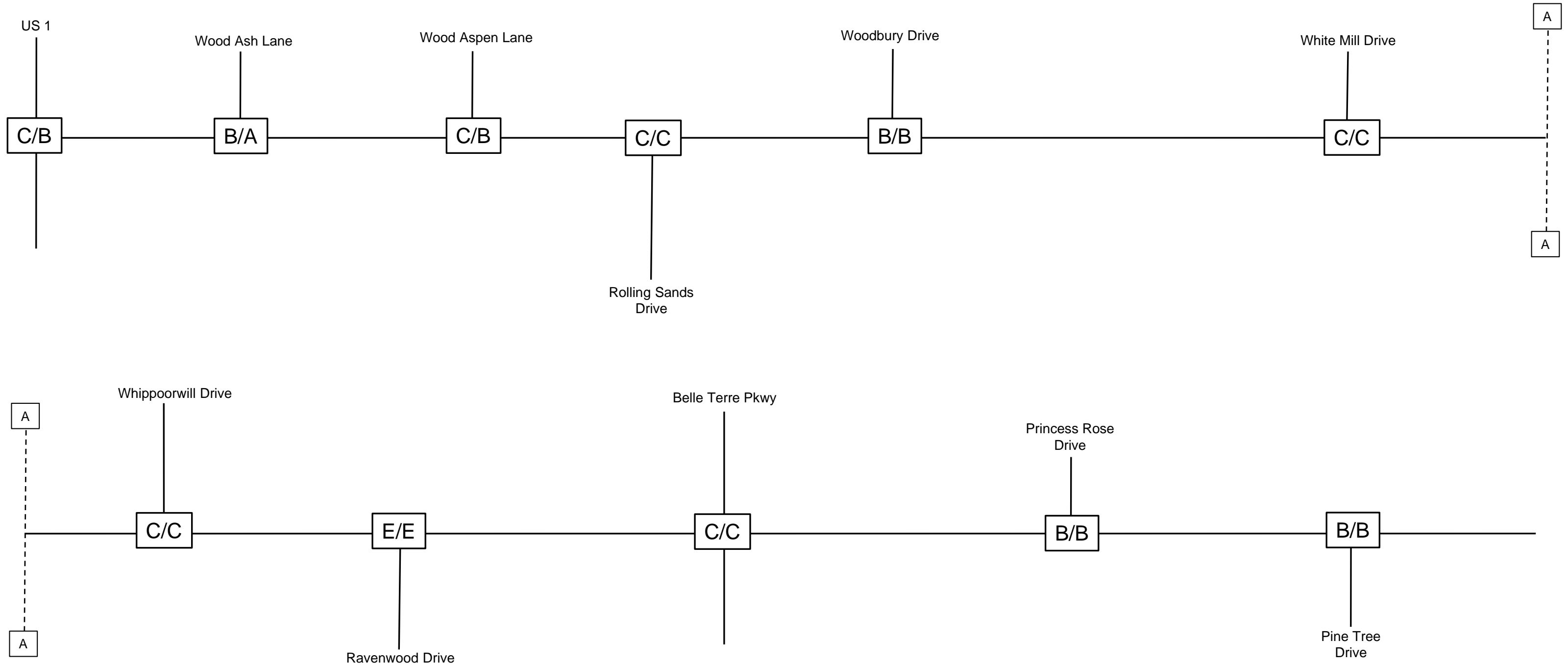
Legend  
AM/PM – Level of Service



**Whiteview Pkwy  
Technical Memorandum**

**Mid-Design Year (2030) - No Build  
Level Of Service**

**Figure  
10** <sup>29</sup>



Legend  
AM/PM – Level of Service



**Whiteview Pkwy  
Technical Memorandum**

**Design Year (2040) - No Build  
Level Of Service**

**Figure 11**

## Build Scenario

The Build geometry for Whiteview Pkwy is consistent with much of the existing roadway condition except for the four (4) lane segment reduced to a two (2) lane segment. **Figure 12** shows the Build geometry utilized for the Level of Service analysis for the opening, mid-design and design years. Signal timings were optimized to achieve the best level of service possible.

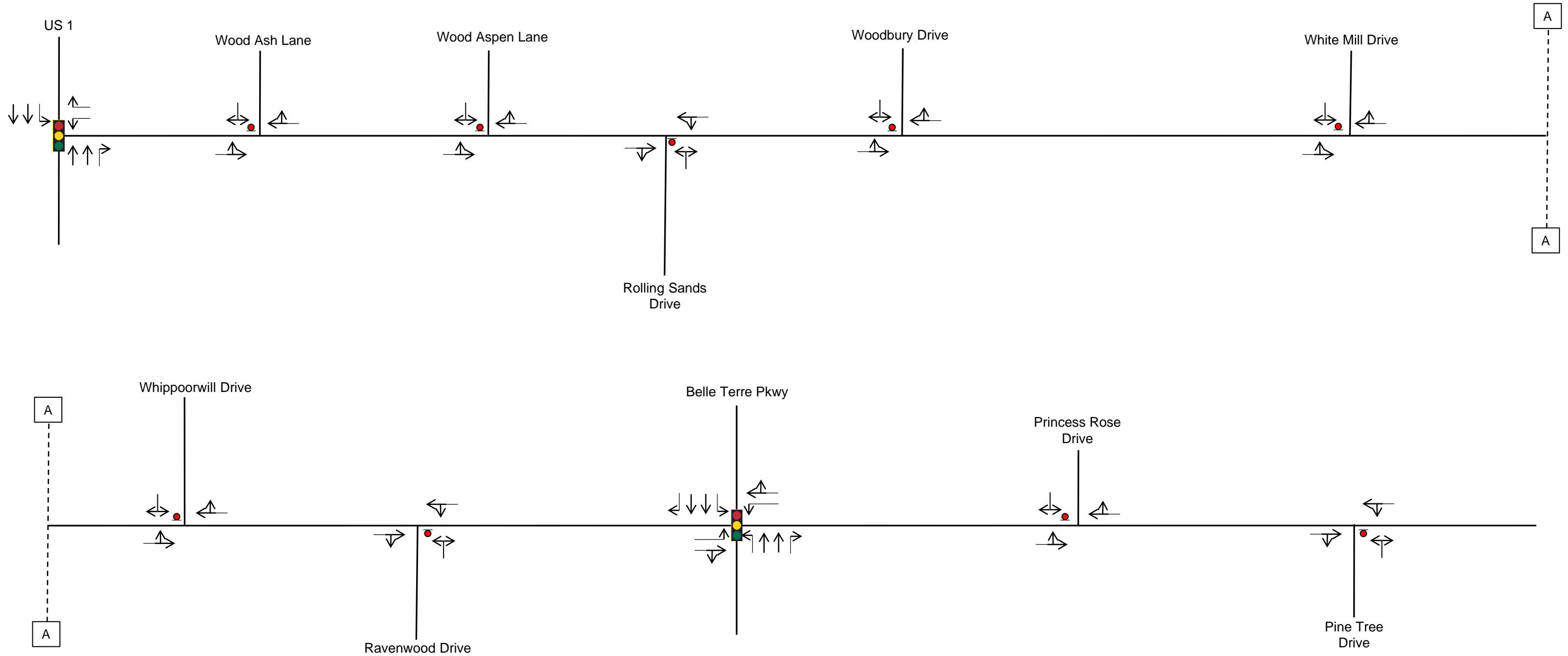
## Intersection Analysis

**Table 7** summarizes the Build Level of Service based on the average delay for the approaches at signalized intersections and the major/minor stop controlled movements at unsignalized intersections. **Figure 12** illustrates the geometries utilized for this analysis while **Figures 13, 14 and 15** illustrate the Level of Service for the AM and PM peak periods for the future Build intersection conditions. The SYNCHRO 7 intersection worksheets for signalized intersections are included in **Appendix D**.

**Table 7: Build Intersection Level of Service**

Intersection	Intersection Type	2020				2030				2040			
		AM		PM		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Whiteview Pkwy at US 1	Signal	15.7	B	11.8	B	17.5	B	12.8	B	21.0	C	14.1	B
Whiteview Pkwy at Wood Ash Ln	Stop	8.4/12.3	A/B	7.6/10.1	A/B	8.7/13.4	A/B	7.6/10.4	A/B	9.0/14.6	A/B	7.7/10.6	A/B
Whiteview Pkwy at Wood Aspen Ln	Stop	8.4/14.1	A/B	7.6/13.5	A/B	8.7/15.7	A/C	7.6/13.8	A/B	9.0/17.7	A/C	7.7/15.3	A/C
Whiteview Pkwy at Rolling Sands Dr	Stop	7.7/15.4	A/C	8.8/16.1	A/C	7.7/18.1	A/C	9.2/19.6	A/C	7.8/23.9	A/C	9.7/26.7	A/D
Whiteview Pkwy at Woodbury Dr	Stop	8.2/12.1	A/B	7.9/11.0	A/B	8.4/13.0	A/B	8.0/11.9	A/B	8.6/14.5	A/B	8.2/12.9	A/B
Whiteview Pkwy at Whitmill Dr	Stop	8.3/15.1	A/C	7.9/16.8	A/C	8.5/17.2	A/C	8.0/21.6	A/C	8.7/21.3	A/C	8.1/29.9	A/D
Whiteview Pkwy at Whippoorwill Dr	Stop	8.2/15.4	A/C	8.0/15.8	A/C	8.4/17.8	A/C	8.1/18.5	A/C	8.6/21.9	A/C	8.2/22.8	A/C
Whiteview Pkwy at Ravenwood Dr	Stop	8.0/19.5	A/C	8.7/21.9	A/C	8.1/25.3	A/D	8.9/26.0	A/D	8.3/40.1	A/E	9.2/57.3	A/F
Whiteview Pkwy at Belle Terre Pkwy	Signal	24.0	C	25.7	C	25.4	C	27.4	C	27.5	C	30.1	C
Whiteview Pkwy at Princess Rose Dr	Stop	7.7/10.2	A/B	7.6/9.9	A/A	7.8/10.6	A/B	7.7/10.2	A/B	7.9/11.0	A/B	7.8/10.5	A/B
Whiteview Pkwy at Pine Tree Dr	Stop	7.4/10.2	A/B	7.7/11.2	A/B	7.4/10.6	A/B	7.7/10.9	A/B	7.4/11.0	A/B	7.8/11.4	A/B

The results of the analysis shows that all intersections will operate at an acceptable level of service except for the intersection of Whiteview Pkwy at Ravenwood Drive which experiences failure in the minor approach.

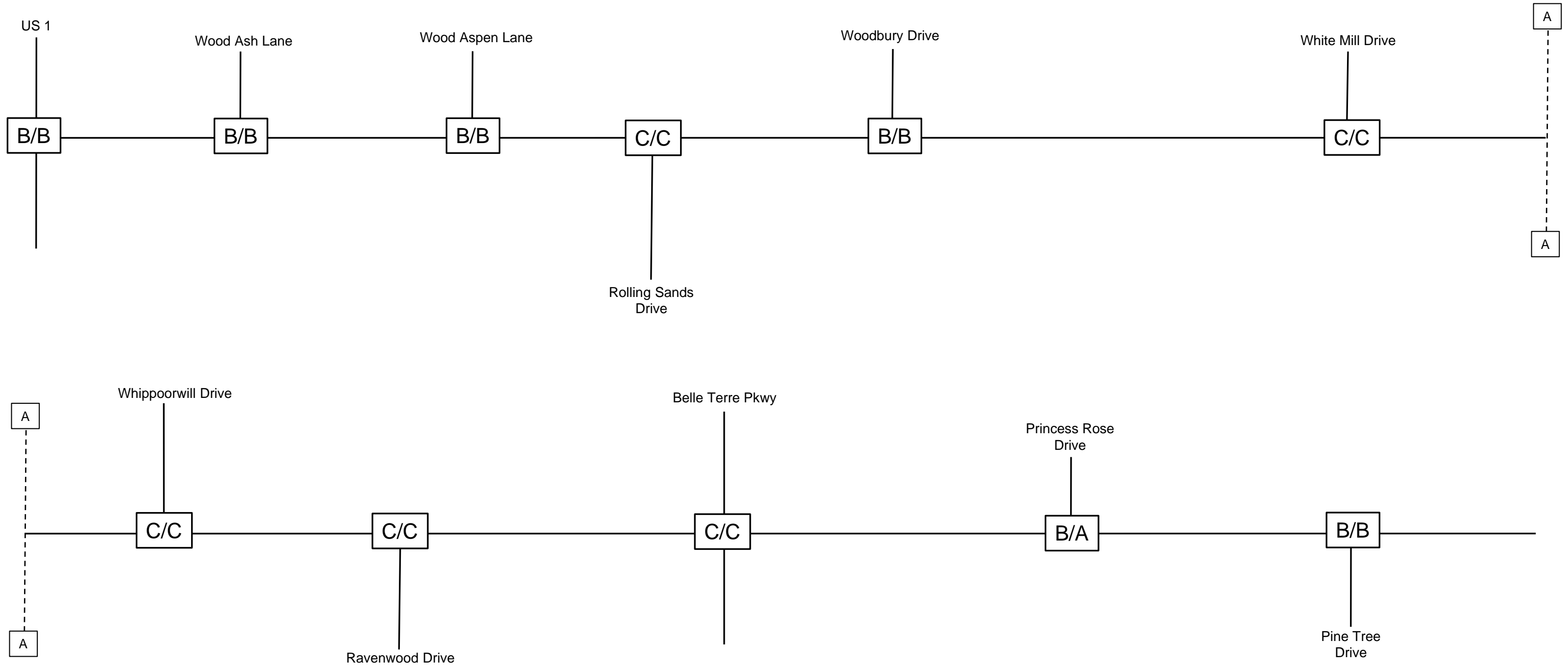


**Whiteview Pkwy  
Technical Memorandum**

**Build Condition  
Intersection Geometry**

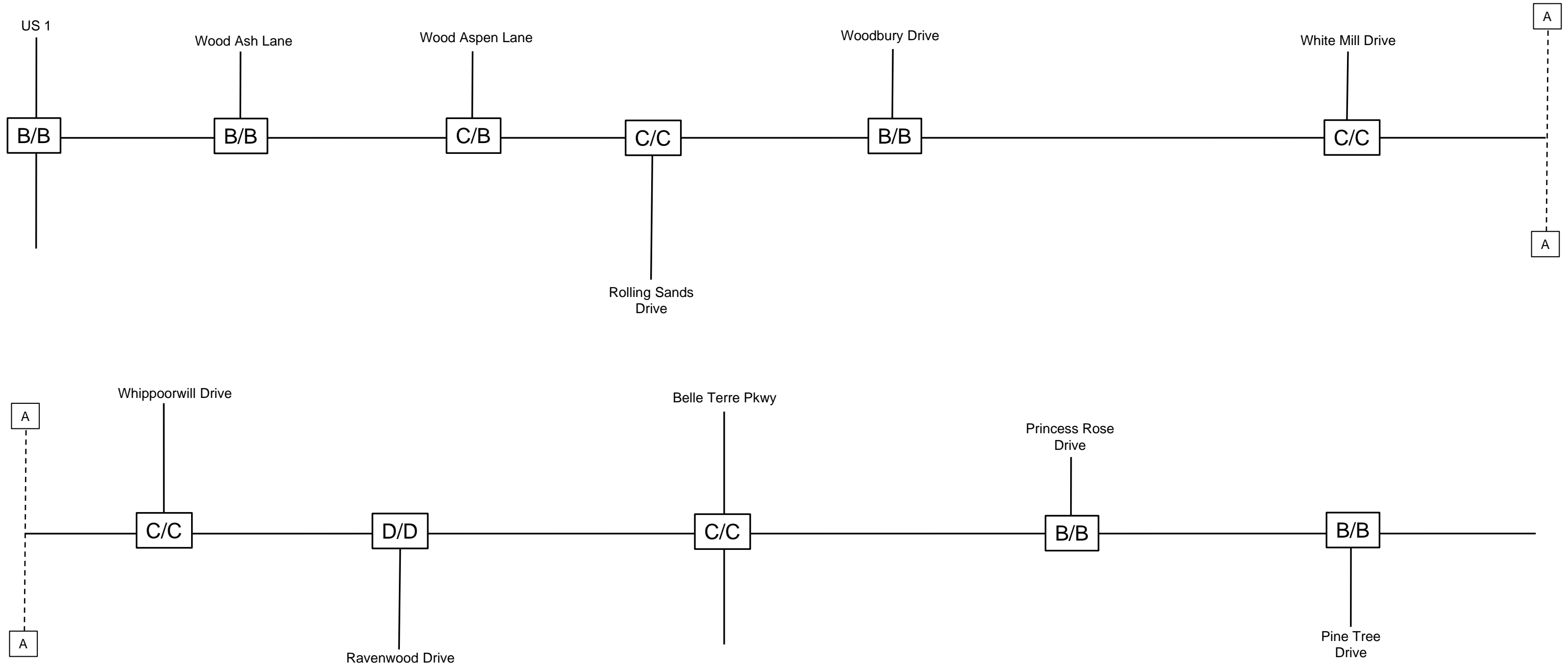
**Figure 12**





Legend  
AM/PM – Level of Service





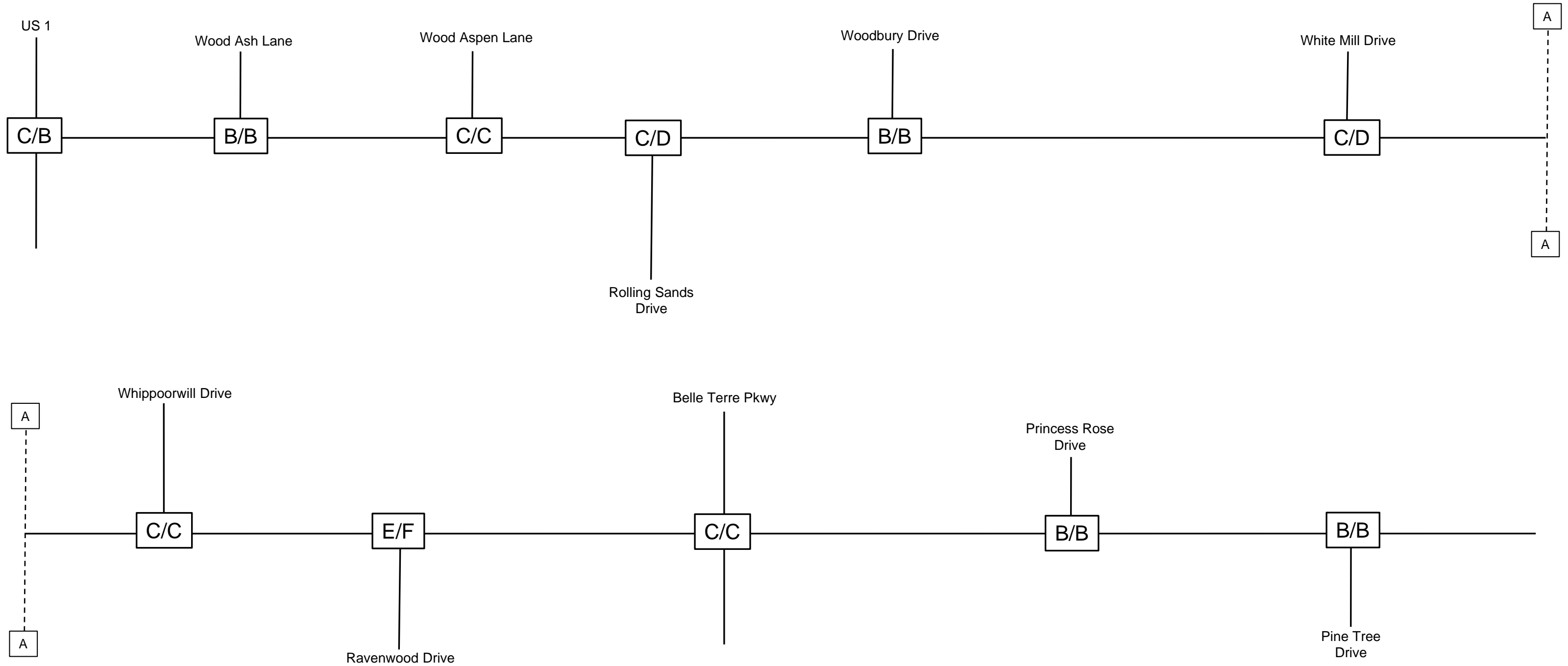
Legend  
AM/PM – Level of Service



**Whiteview Pkwy  
Technical Memorandum**

**Mid-Design Year (2030) - Build  
Level Of Service**

**Figure 14**



Legend  
AM/PM – Level of Service



**Whiteview Pkwy  
Technical Memorandum**

**Design Year (2040) - Build  
Level Of Service**

**Figure 15**

## Build Scenario with Improvements

In addition to the build scenario, city staff evaluated further improvements, such as turn lanes, which would improve safety and operations along the corridor. The roadway geometry does not change for Whiteview Pkwy from the Build Condition except for the addition of turn lanes where they are needed. **Figure 16** shows the improved Build Condition geometry utilized for the Level of Service analysis for the design (2040) year only. Signal timings were optimized to achieve the best level of service possible.

## Intersection Analysis

**Table 8** summarizes the Build Level of Service based on the average delay for the approaches at signalized intersections and the major/minor stop controlled movements at unsignalized intersections. **Figure 16** illustrates the geometries utilized for this analysis. The following improvements are illustrated below:

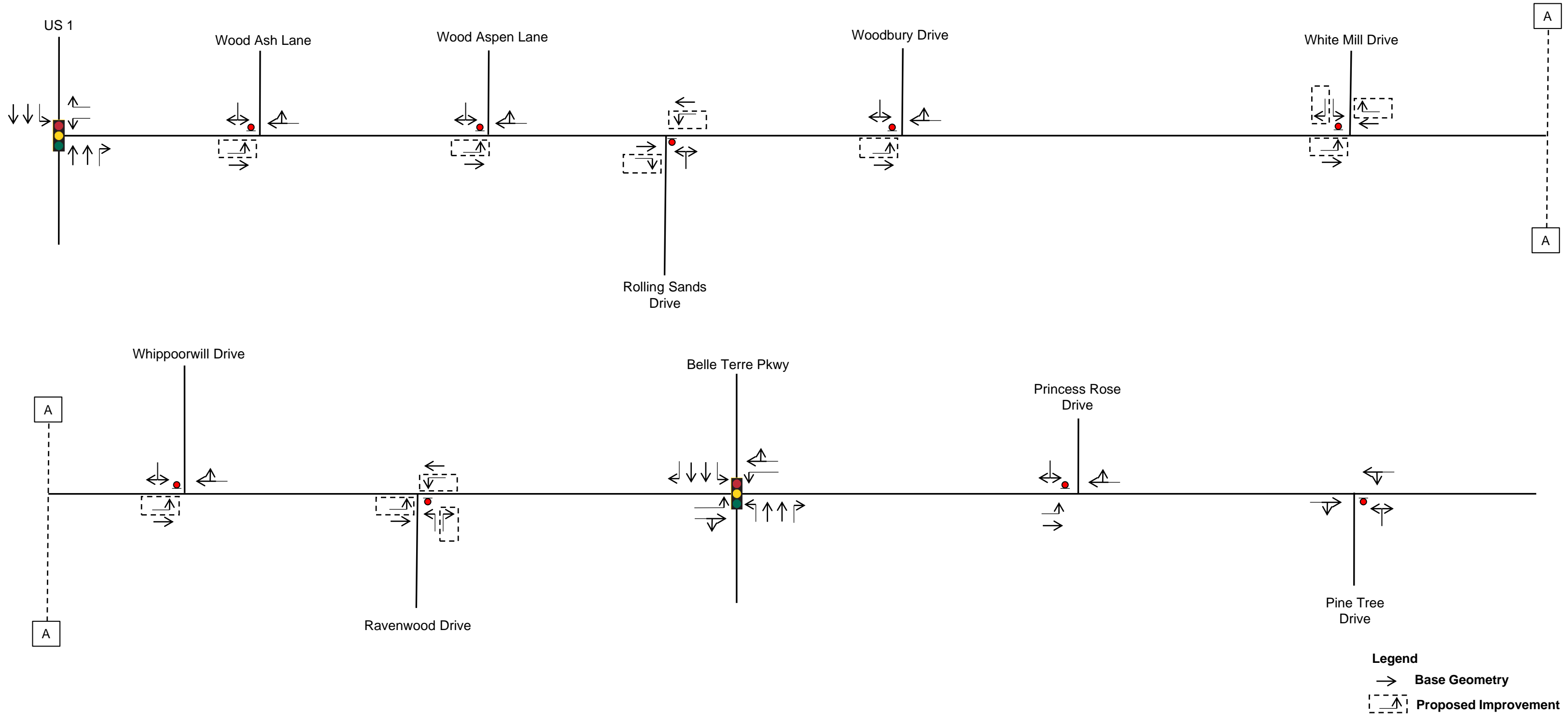
- Whiteview Pkwy at Wood Ash Lane
  - EB Left Turn Lane
- Whiteview Pkwy at Wood Aspen Lane
  - EB Left Turn Lane
- Whiteview Pkwy at Rolling Sands Drive
  - WB Left Turn Lane
  - EB Right Turn Lane
- Whiteview Pkwy at Woodbury Lane
  - EB Left Turn Lane
- Whiteview Pkwy at White Mill Drive
  - EB Left Turn Lane
  - WB Right Turn Lane
  - SB Right Turn Lane
- Whiteview Pkwy at Whippoorwill Drive
  - EB Left Turn Lane
- Whiteview Pkwy at Ravenwood Drive
  - WB Left Turn Lane
  - EB Right Turn Lane
  - NB Right Turn Lane
- Whiteview Pkwy at Princess Rose Drive
  - EB Left Turn Lane

**Figure 17** illustrates the Level of Service for the AM and PM peak periods for the improved Build intersection conditions. The SYNCHRO 7 intersection worksheets for signalized intersections are included in **Appendix E**.

**Table 8: Improved Build Intersection LOS**

Intersection	Intersection Type	2040			
		AM		PM	
		Delay	LOS	Delay	LOS
Whiteview Pkwy at US 1	Signal	21.0	C	14.1	B
Whiteview Pkwy at Wood Ash Ln	Stop	9.0/14.6	A/B	7.7/10.6	A/B
Whiteview Pkwy at Wood Aspen Ln	Stop	9.0/17.7	A/C	7.7/15.3	A/C
Whiteview Pkwy at Rolling Sands Dr	Stop	7.7/22.0	A/C	9.0/22.3	A/C
Whiteview Pkwy at Woodbury Dr	Stop	8.6/14.4	A/B	8.2/12.7	A/B
Whiteview Pkwy at Whitemill Dr	Stop	8.4/19.8	A/C	7.8/24.4	A/C
Whiteview Pkwy at Whippoorwill Dr	Stop	8.3/23.3	A/C	8.2/22.3	A/C
Whiteview Pkwy at Ravenwood Dr	Stop	8.0/27.7	A/D	8.4/29.8	A/D
Whiteview Pkwy at Belle Terre Pkwy	Signal	27.5	C	30.1	C
Whiteview Pkwy at Princess Rose Dr	Stop	7.9/11.0	A/B	7.8/10.5	A/B
Whiteview Pkwy at Pine Tree Dr	Stop	7.4/11.0	A/B	7.8/11.4	A/B

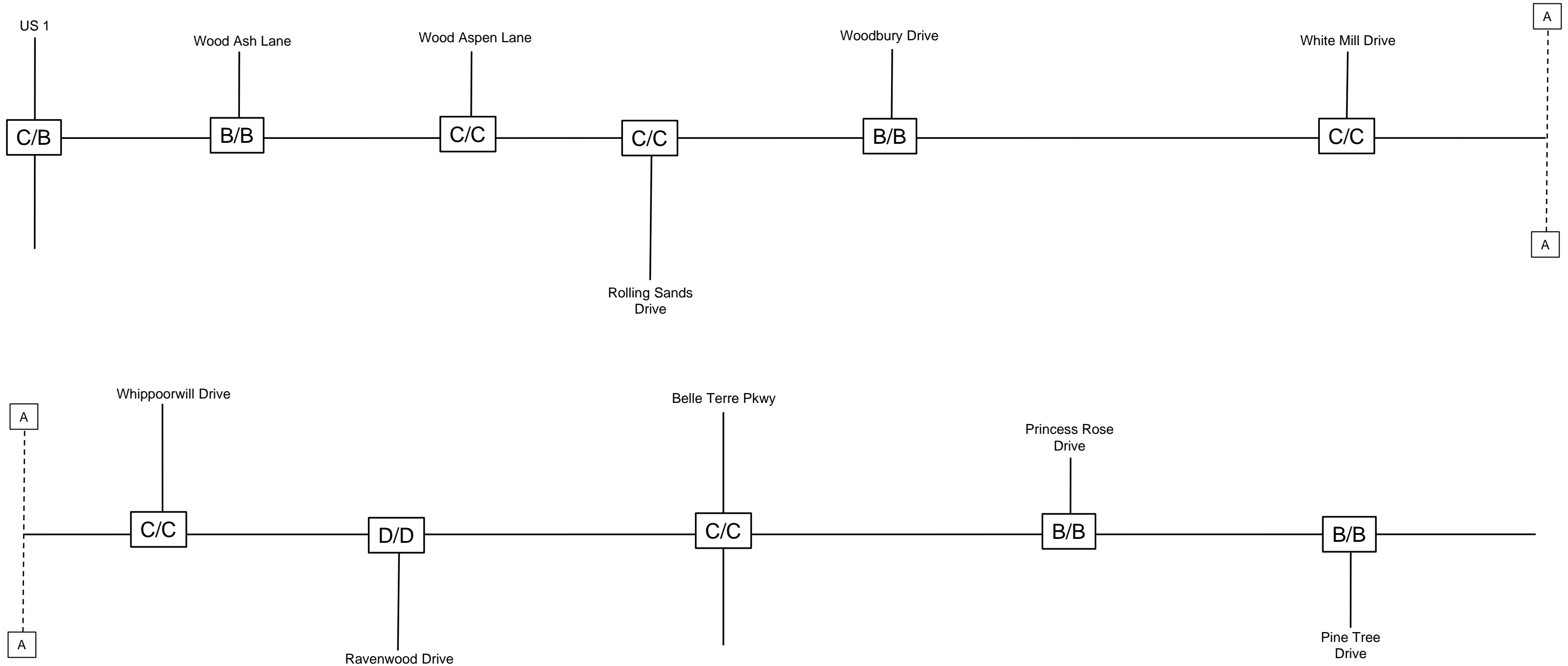
In the approved build conditions, the five intersections highlighted in **Table 8** showed a decrease in delay with the additions of turn lanes. These improvements will also improve safety throughout the corridor and reduce the need for traffic signals.



**Whiteview Pkwy  
 Technical Memorandum**

**Build Condition with Improvements  
 Intersection Geometry**

**Figure 16**



Legend  
AM/PM – Level of Service



**Whiteview Pkwy  
Technical Memorandum**

**Design Year (2040) – Build Condition with  
Improvements Level Of Service**

**Figure 17**

## Storage Length Calculations

As part of this study, staff evaluated the turn lane lengths required for the proposed improvements. **Table 9** illustrates the proposed lengths.

**Table 9: Proposed Turn Lane Lengths**

Intersection	Proposed Turn Lane	Total Turn Lane Length (ft)
Whiteview Pkwy at Wood Ash Ln	EB Left Turn Lane	245
Whiteview Pkwy at Wood Aspen Ln	EB Left Turn Lane	245
Whiteview Pkwy at Rolling Sands Dr	WB Left Turn Lane	245
	EB Right Turn Lane	245
Whiteview Pkwy at Woodbury Dr	EB Left Turn Lane	245
Whiteview Pkwy at Whitemill Dr	EB Left Turn Lane	245
	WB Right Turn Lane	285
	SB Right Turn Lane	245
Whiteview Pkwy at Whippoorwill Dr	EB Left Turn Lane	340
Whiteview Pkwy at Ravenwood Dr	WB Left Turn Lane	340
	EB Right Turn Lane	340
	NB Right Turn Lane	255
Whiteview Pkwy at Princess Rose Dr	EB Left Turn Lane	255



## Conclusion & Recommendation

The study corridor of Whiteview Pkwy from US 1 to Pritchard Drive is currently classified an urban other principal arterial. Annual growth rates were developed to forecast the future demand for the future traffic conditions of Whiteview Pkwy.

Based on the traffic forecasts developed for this Technical Memorandum, an analysis was conducted to evaluate the existing and future operational conditions of the No-Build, Build and Build condition with improvements. This analysis indicated the performance of the Whiteview Pkwy study intersections through the design year (2040). The analysis showed that the Whiteview Pkwy corridor in its existing, No Build and Build configurations would be able to accommodate traffic through the design year (2040) except at the intersection of Whiteview Pkwy at Ravenwood Drive. The Build Condition improvement condition provides a considerable improvement in LOS and safety for all analysis years and provides an extension to the path from White Mill Drive to US 1.

From the evaluation of the operating conditions for the No-Build and Build Conditions, it is recommended that the intersection improvements shown in **Figure 16** be provided with the recommended storage lengths in **Table 9**.

Based on the analysis information provided within this study, City Staff recommends the Build Condition with improvements is implemented along Whiteview Pkwy. This condition provides better traffic operations and safety in the Design Year (2040) then the No Build and Build condition. In addition, the ability to build a path along the roadway will improve pedestrian and bicycle mobility and creating a better quality of life for residents who live in neighborhoods along the corridor.



**WHITEVIEW PKWY  
CORRIDOR  
IMPROVEMENTS**  
**COMMUNITY DEVELOPMENT  
DEPARTMENT**

# Project Overview



- Project Limits
  - Whiteview Pkwy from US 1 to Pritchard Dr. (3.5 miles)
- Analysis Variables
  - Intersection Delay
  - Crash Data
  - Volumes

# Existing Conditions



- Whiteview Pkwy from US 1 to White Mill Drive
  - Length – 0.85 Miles
  - 120' foot Right of Way
  - 4 lane Divided Roadway
  - 11 foot travel lanes
  - **No paths or sidewalks**
  - Single Family Residential Land Use

# Existing Conditions



- Whiteview Pkwy from White Mill Dr to Pritchard Dr
  - Length – 2.65 Miles
  - 120 foot Right of Ways
  - Two 11 foot travel lanes
  - 12 foot path on the southside of the roadway
  - Single Family Residential Land Use

# Future Improvements Locations



Extension of Whiteview Path



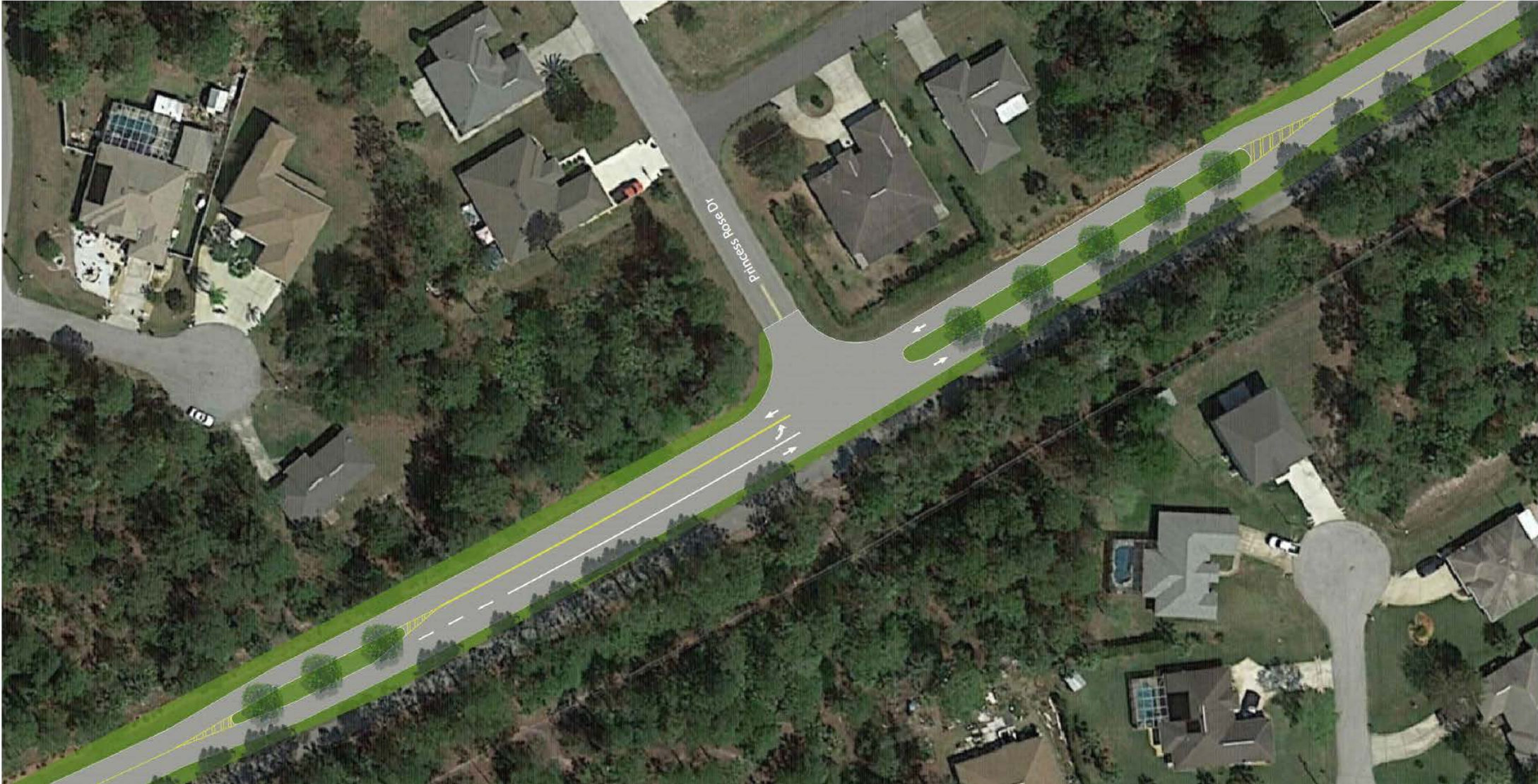
Intersection Improvements

# Proposed Corridor Improvements

Proposed improvements provide the following benefits:

- Comprehensive accommodations for all road users
- Creates Additional Right of Way to provide for a path from US 1 to White Mill Drive
- Improve safety on the corridor for motorists, pedestrians, and bicyclists
- Improve Community Aesthetics

# Proposed Corridor Improvements





# Proposed Corridor Improvements



# Proposed Corridor Improvements



# Proposed Corridor Improvements



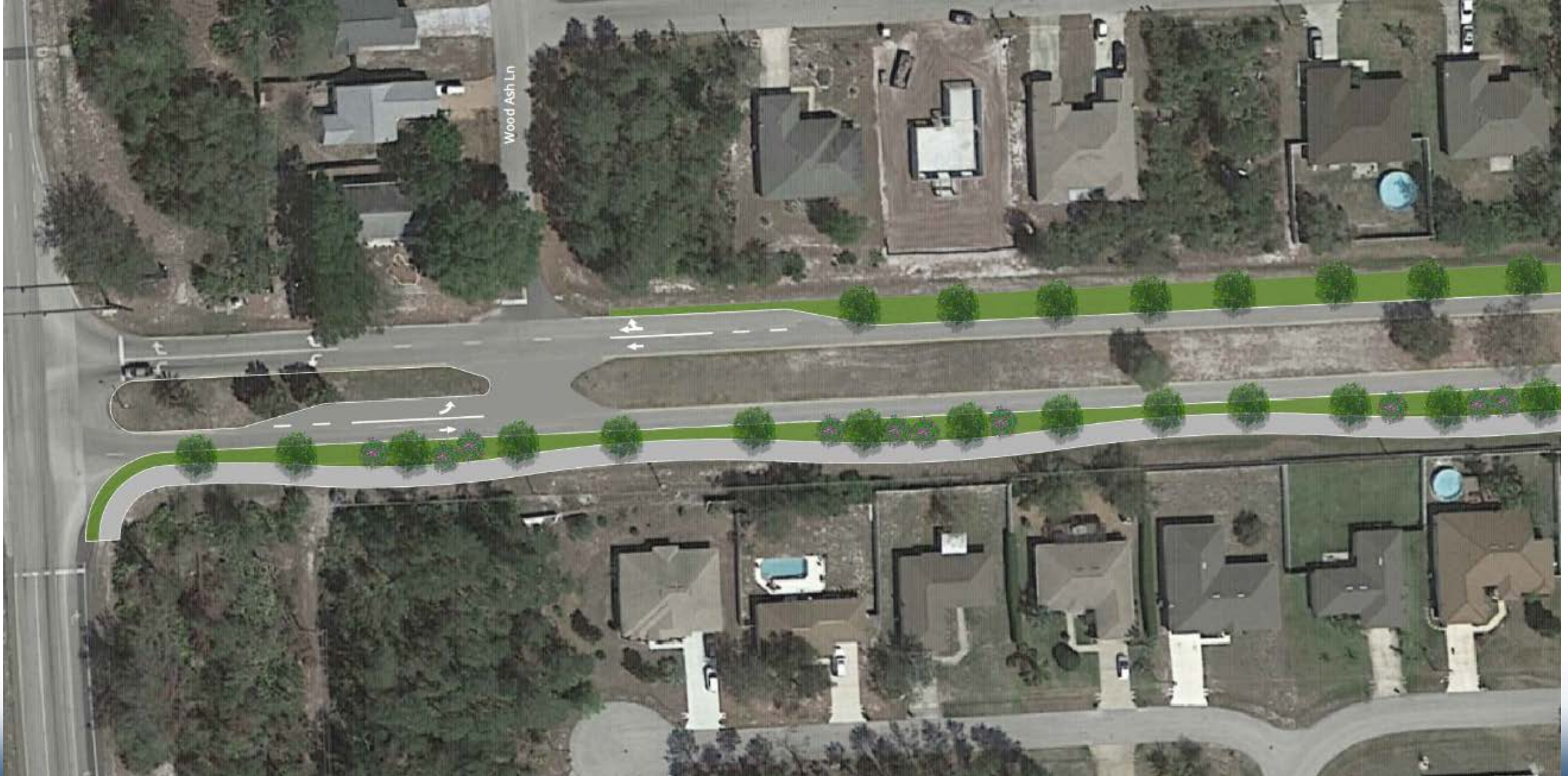
# Proposed Corridor Improvements



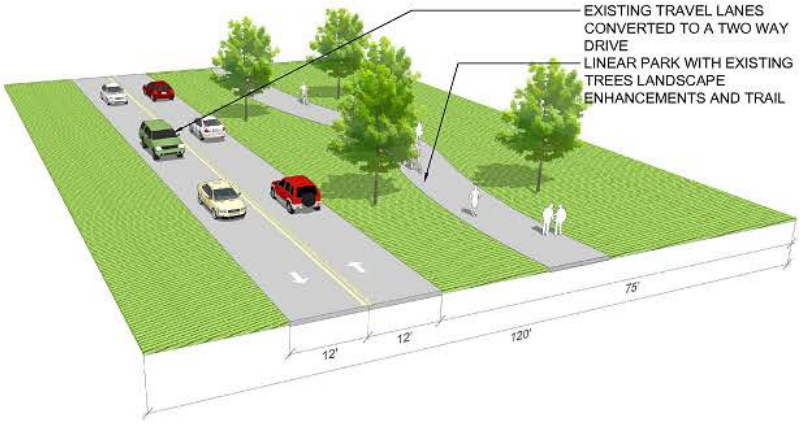
# Proposed Corridor Improvements



# Proposed Corridor Improvements



# Proposed Corridor Improvements



- EXISTING TRAVEL LANES CONVERTED TO A TWO WAY DRIVE
- LINEAR PARK WITH EXISTING TREES LANDSCAPE ENHANCEMENTS AND TRAIL

WHITEVIEW PARKWAY - EASTBOUND VIEW

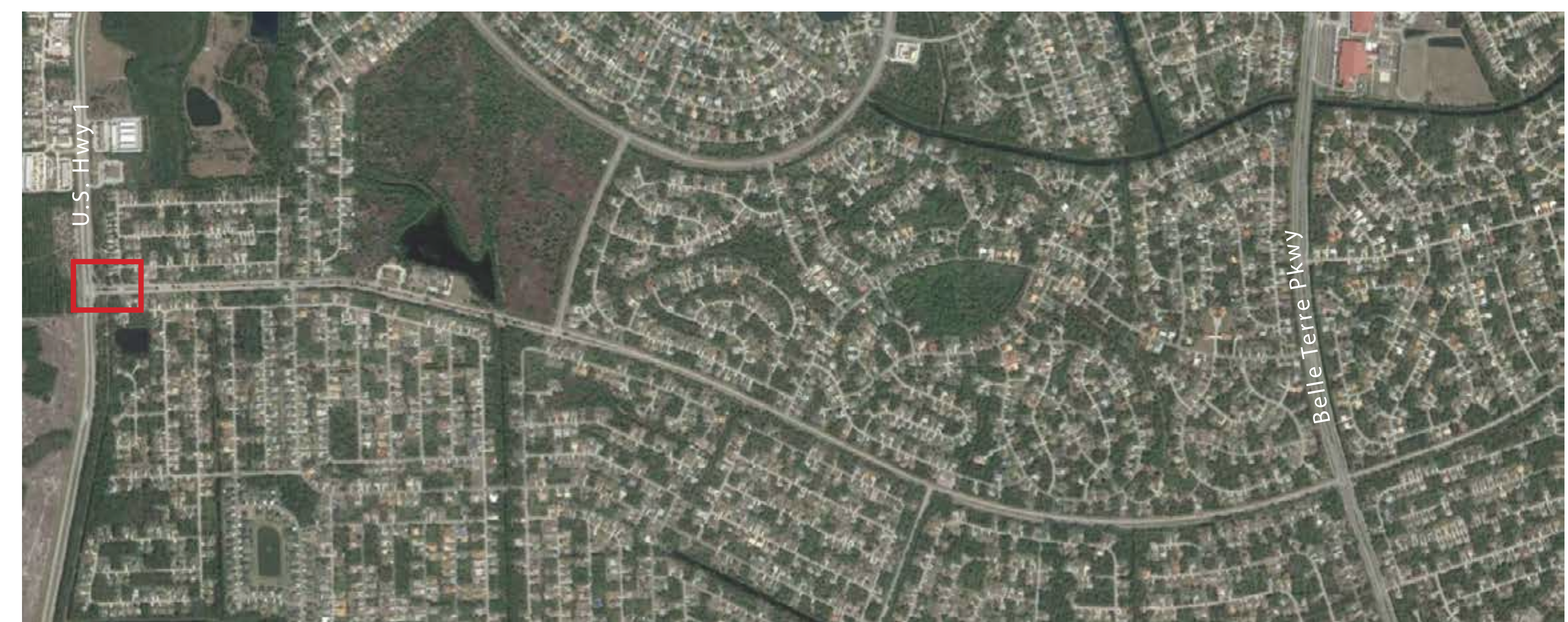
# Next Steps

Move forward with obtaining design services

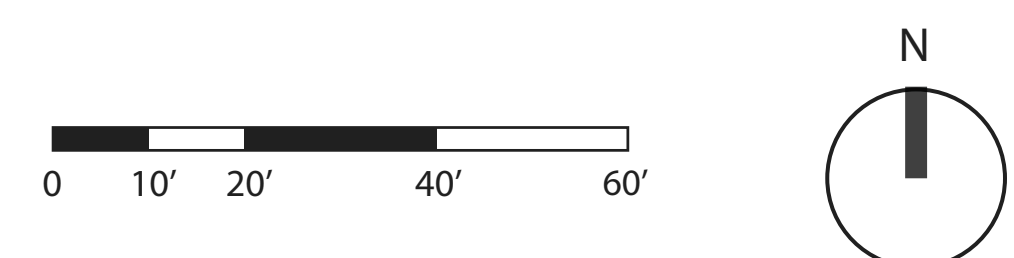
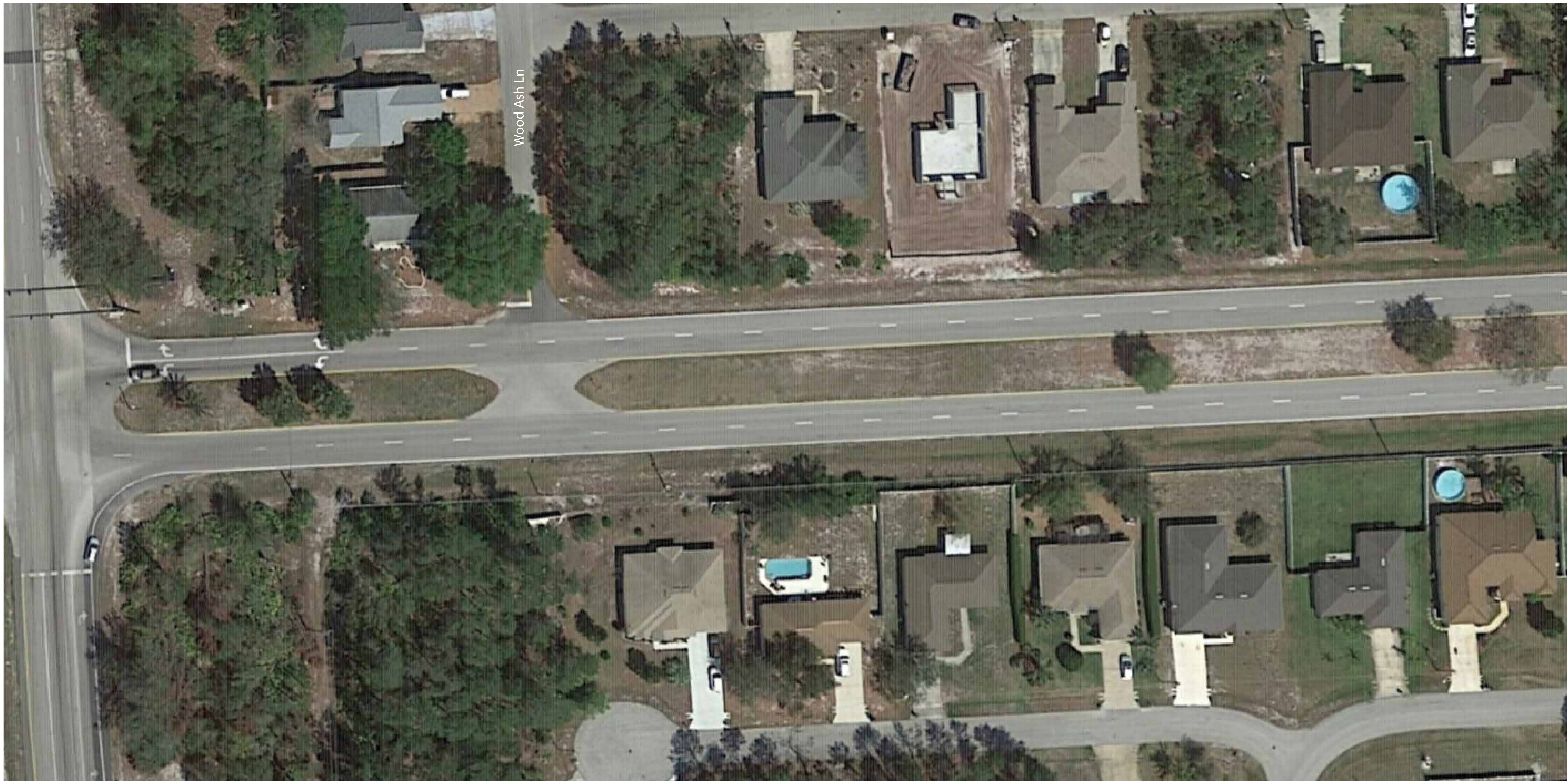


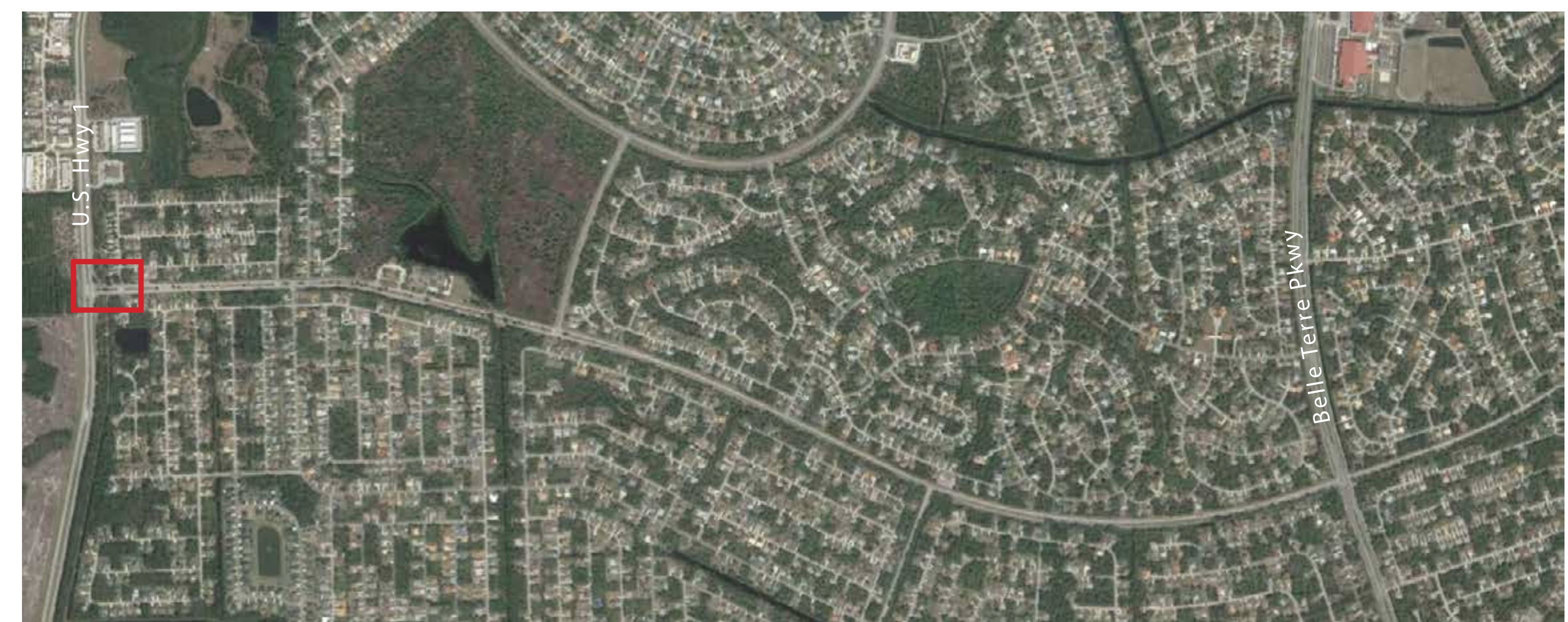
# Questions?



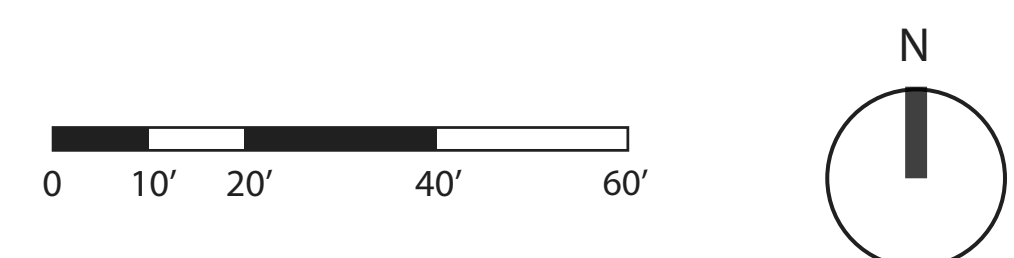


Key Map



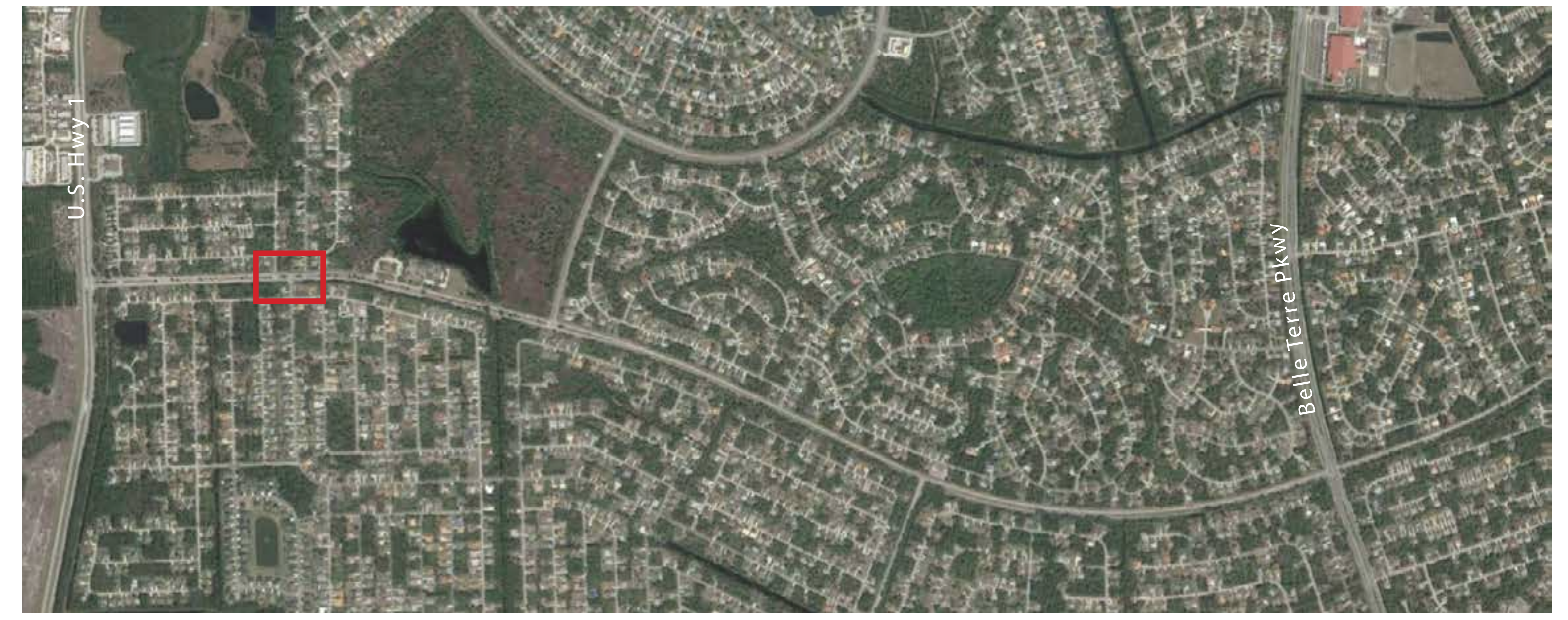


Key Map

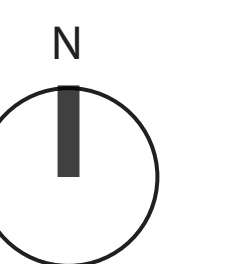
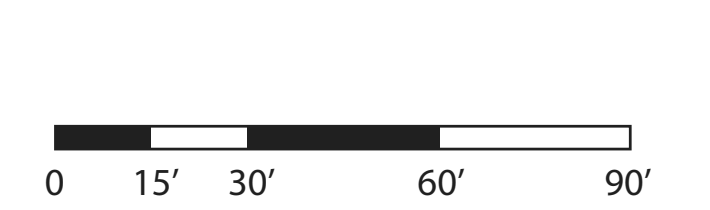


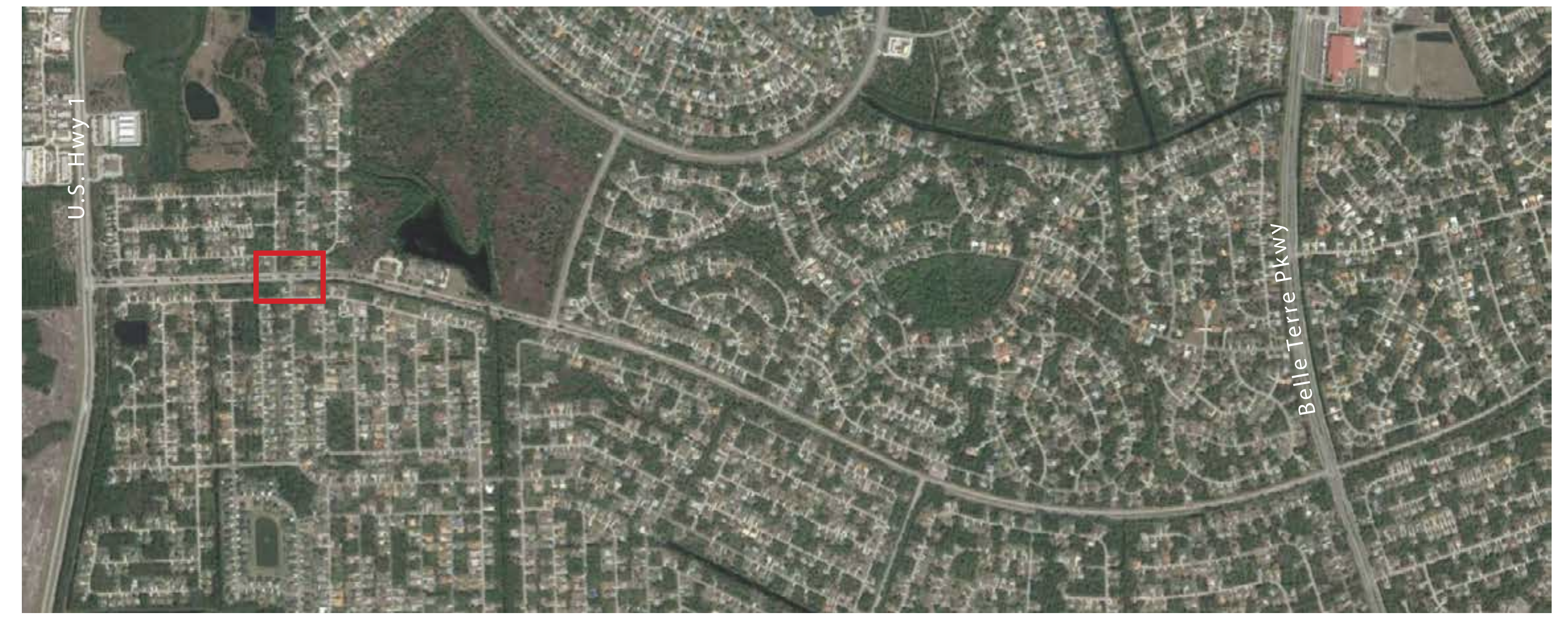
# Wood Ash Lane Proposed Design

Whiteview Parkway  
Palm Coast, Florida  
March 13, 2018

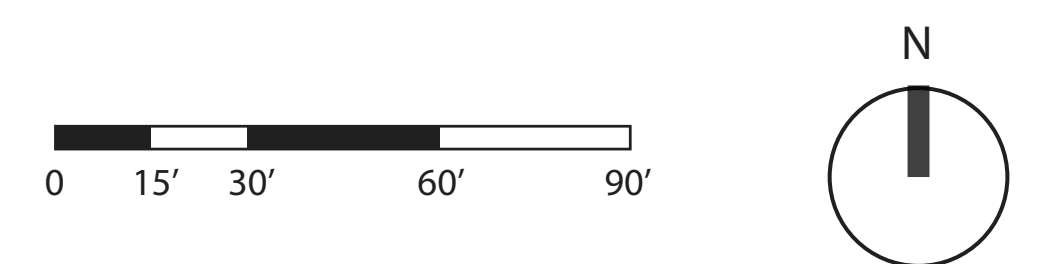


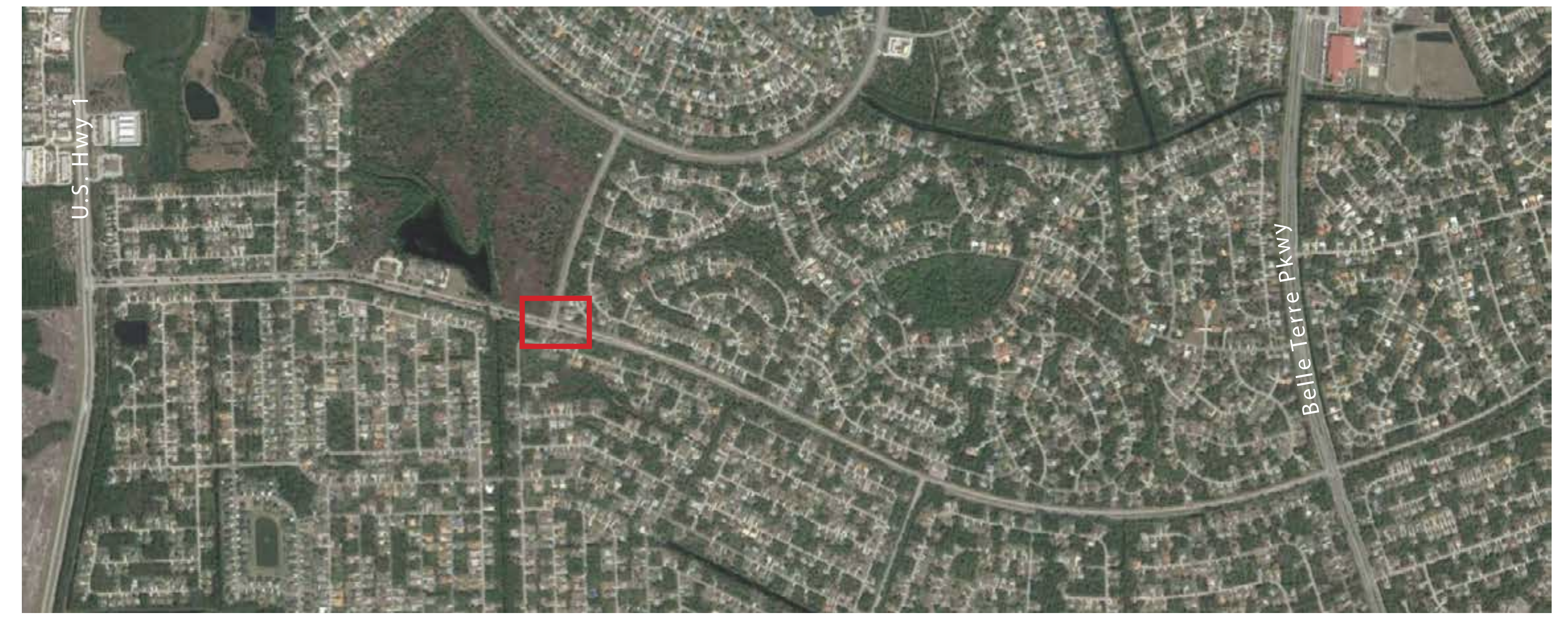
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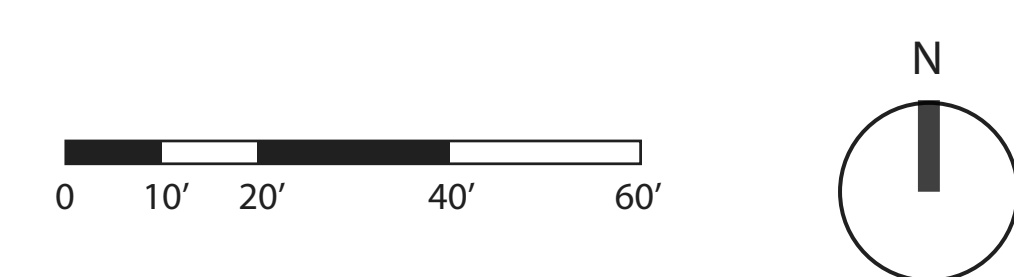


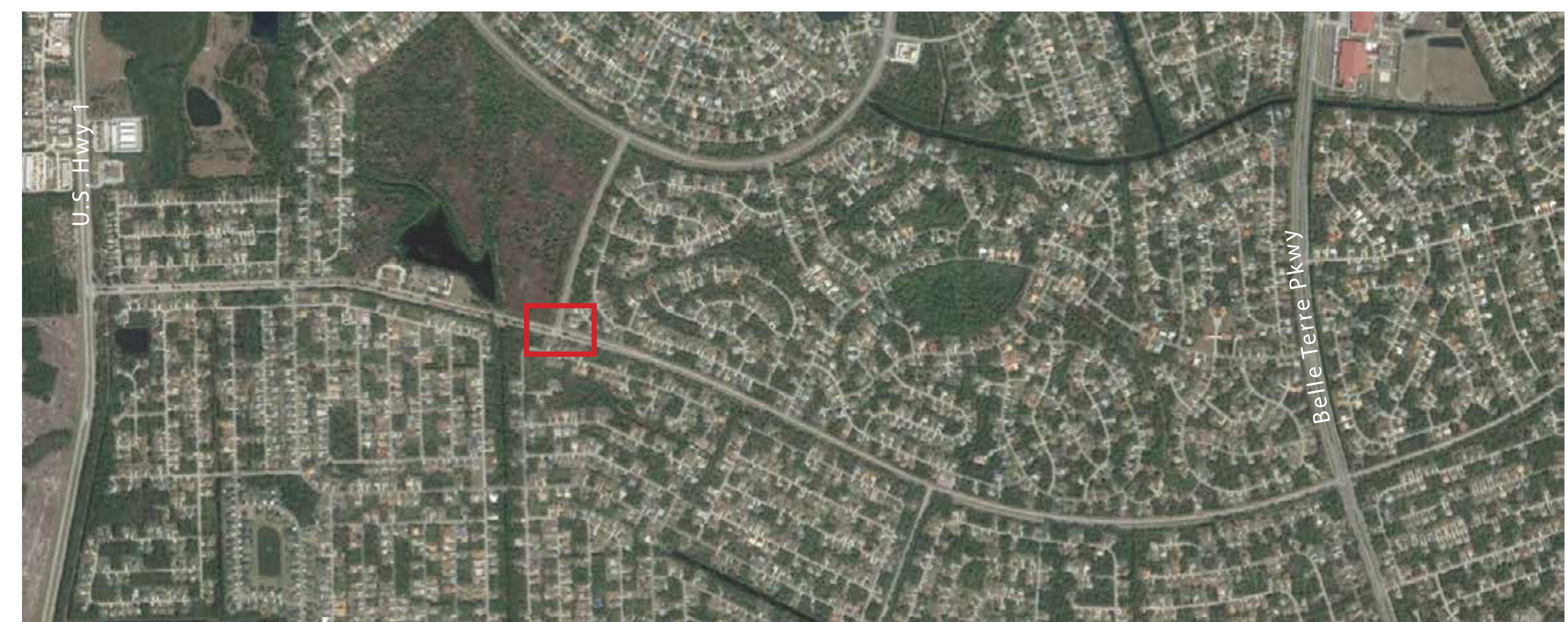
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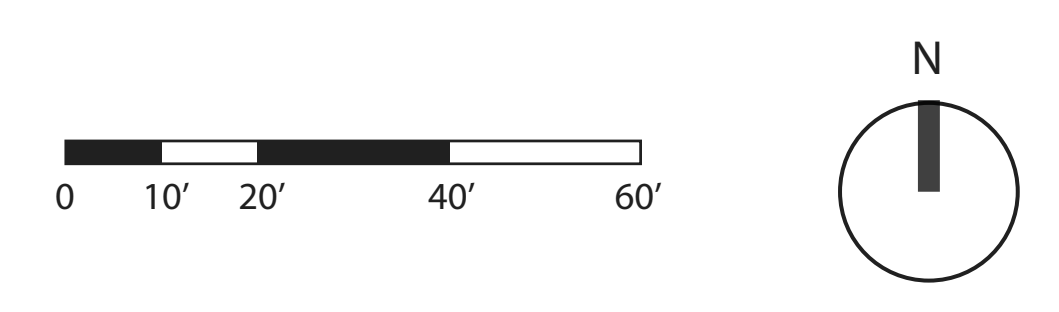
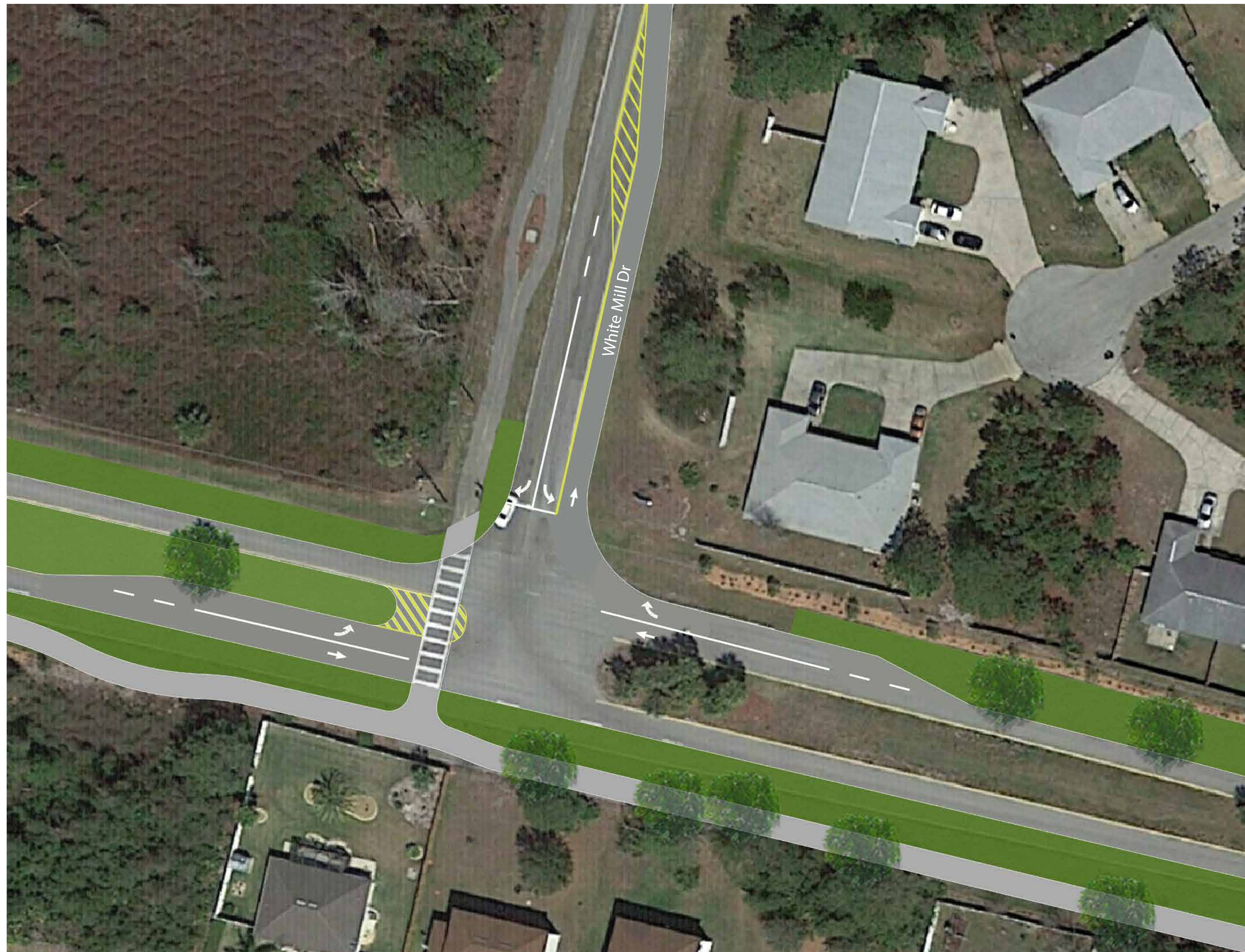


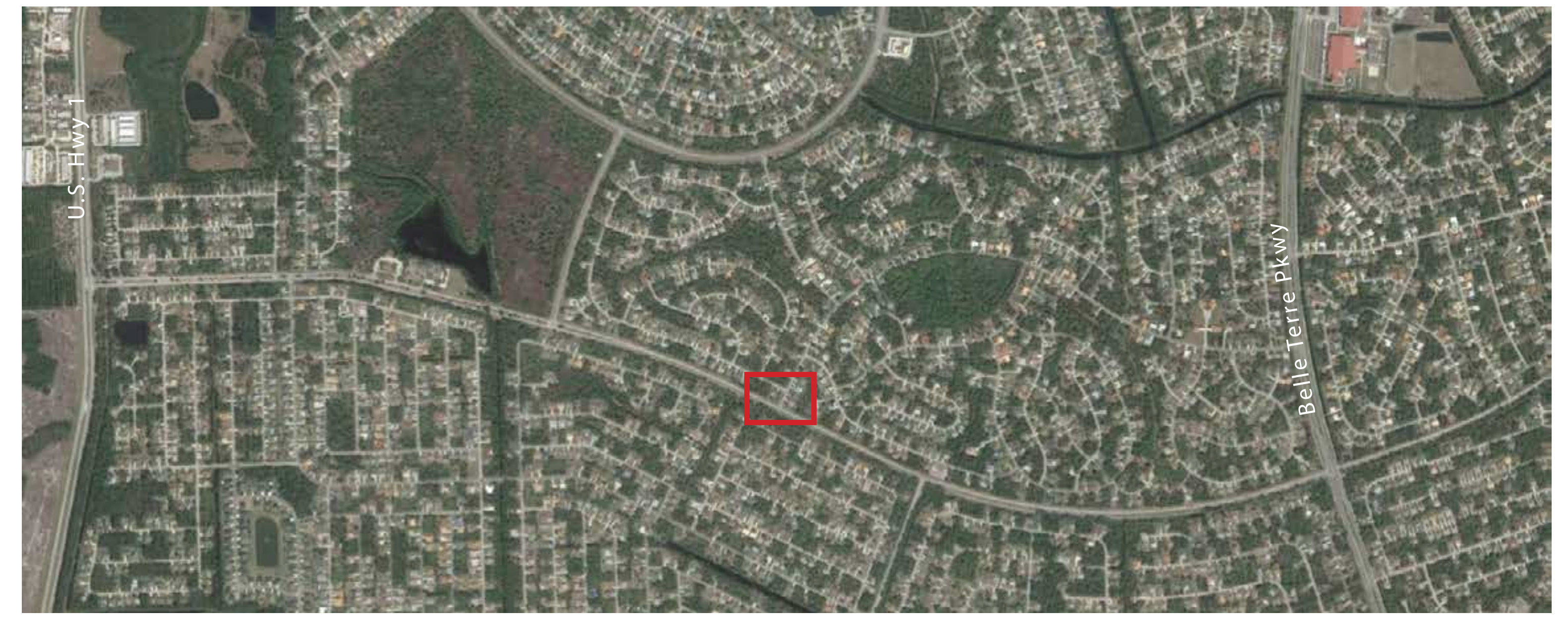
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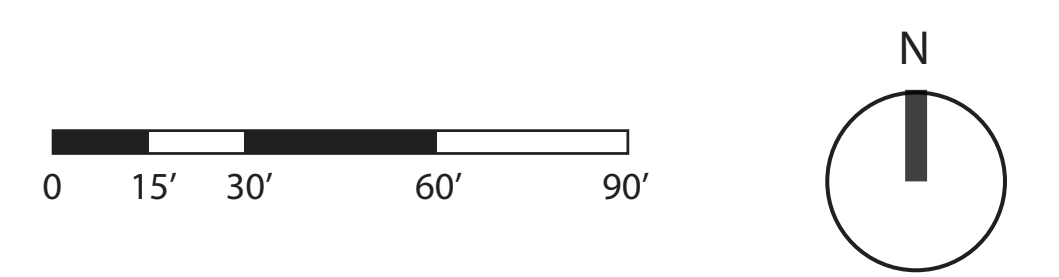


Key Map

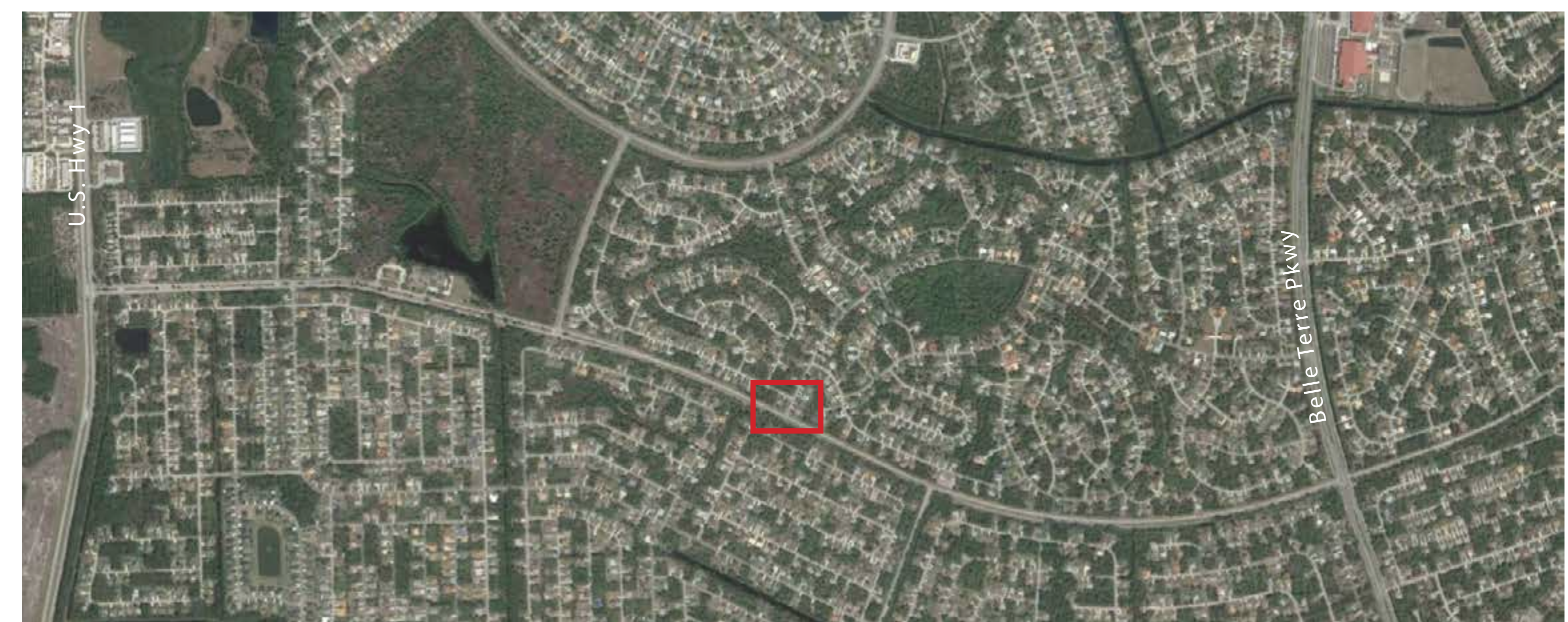




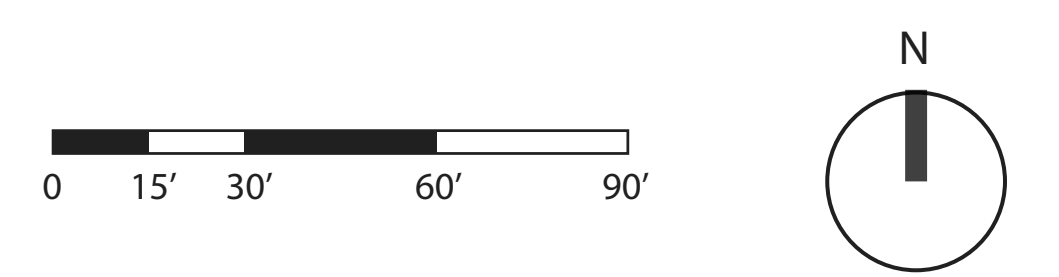
Key Map

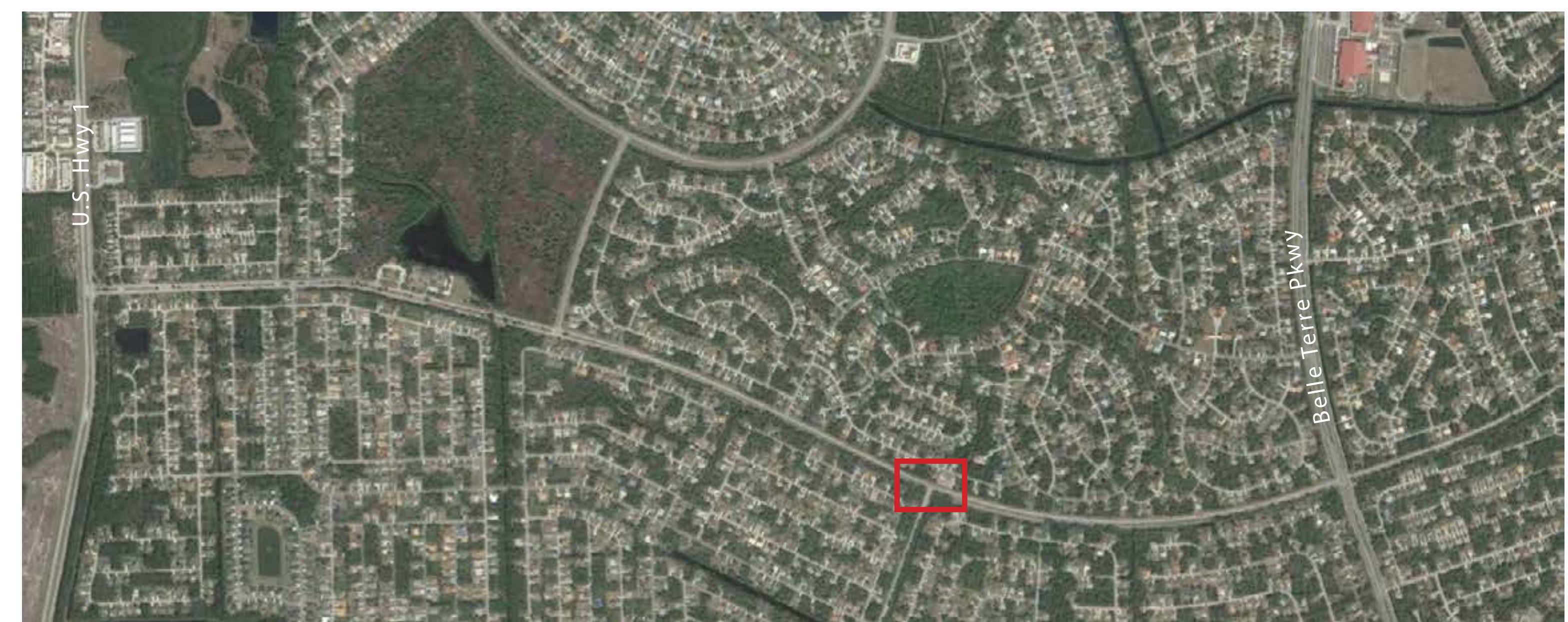




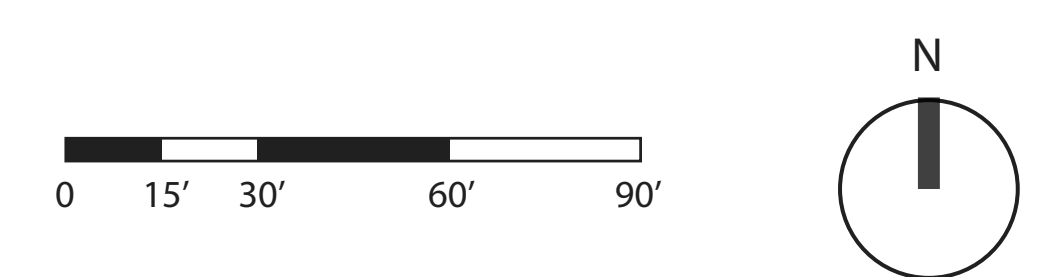
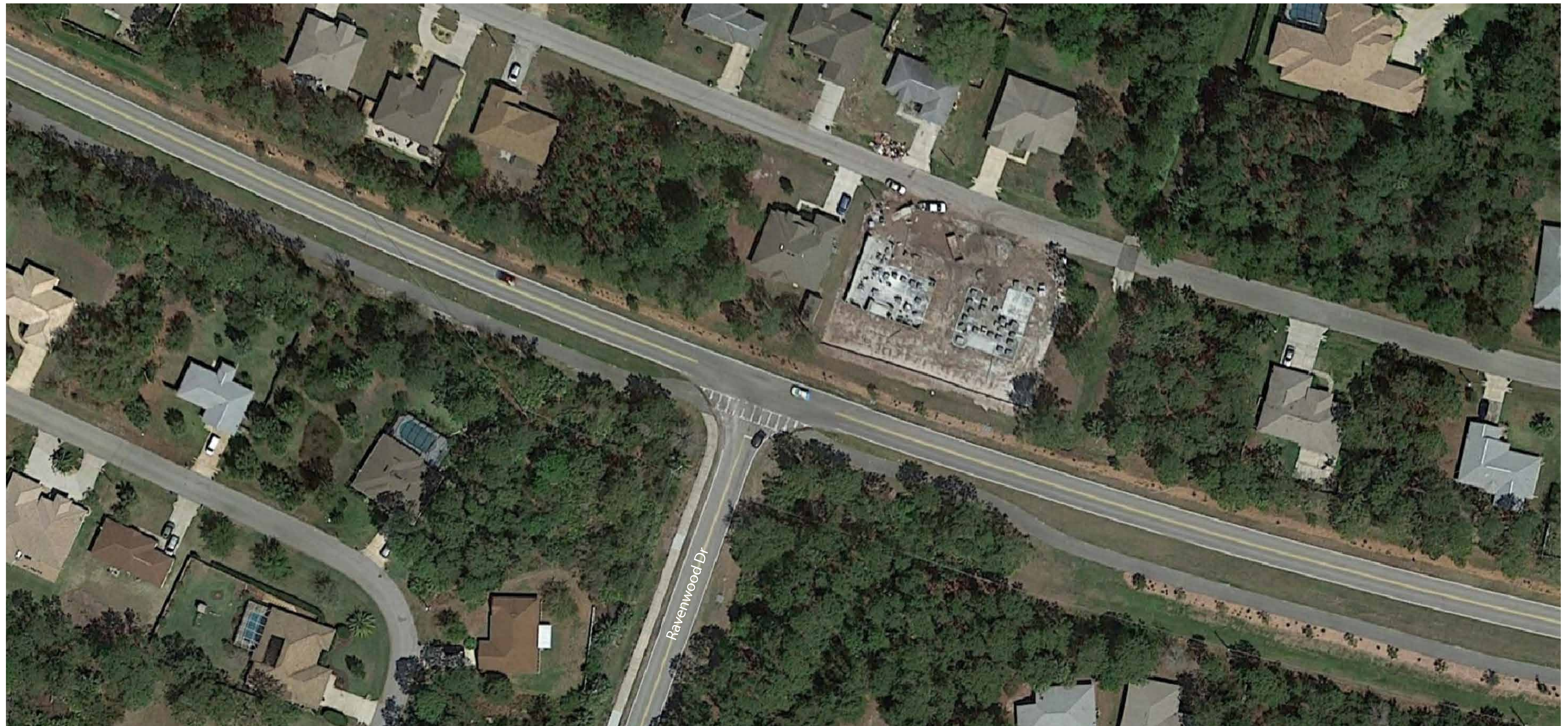


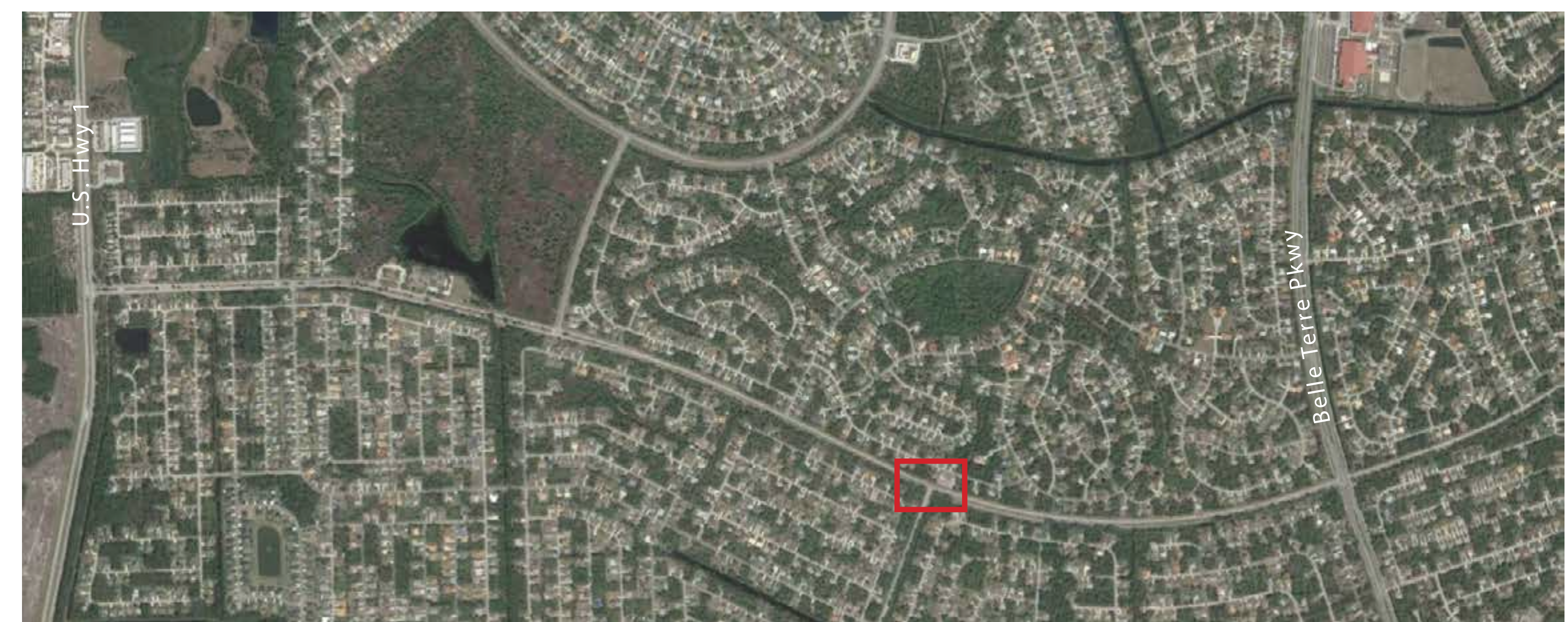
Key Map



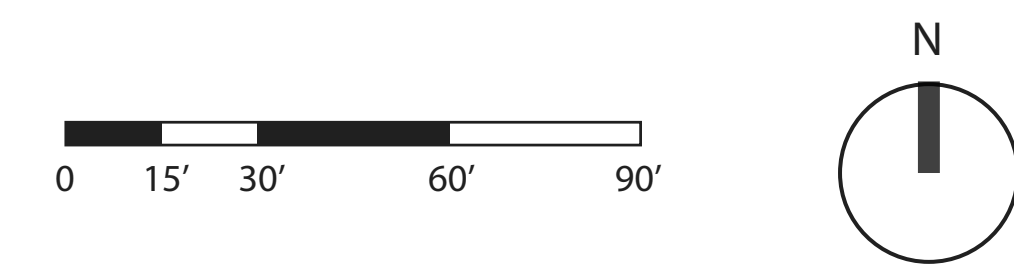


Key Map



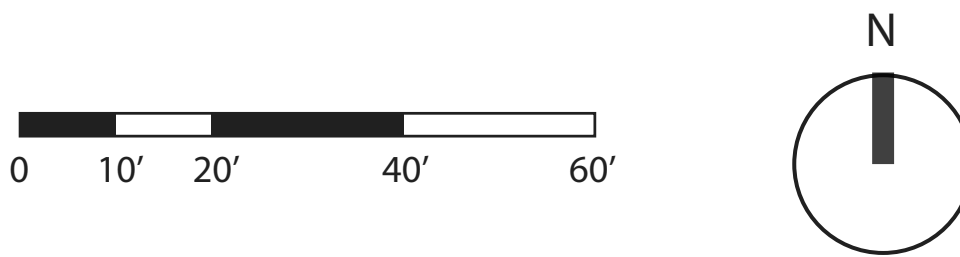
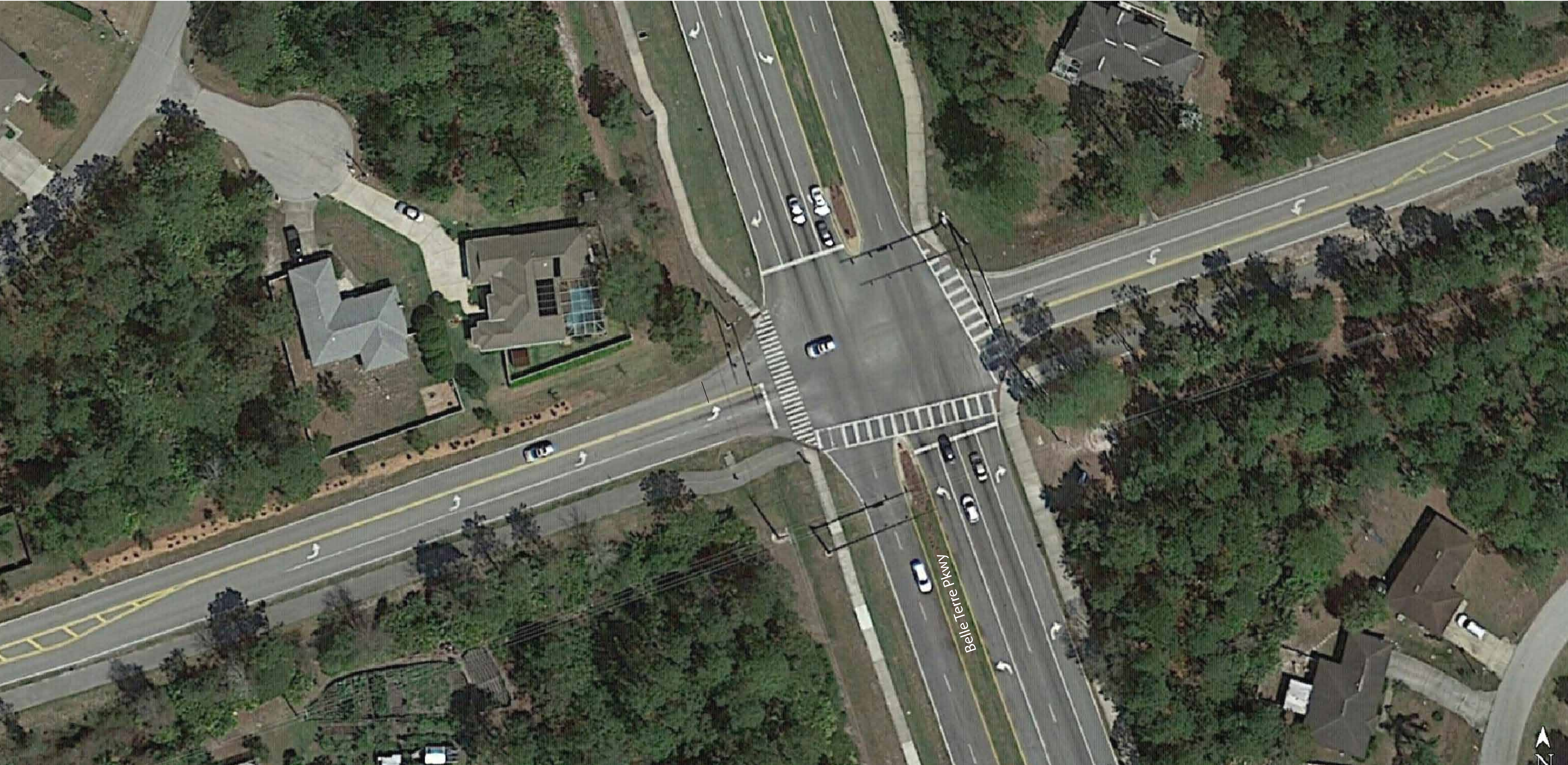


Key Map



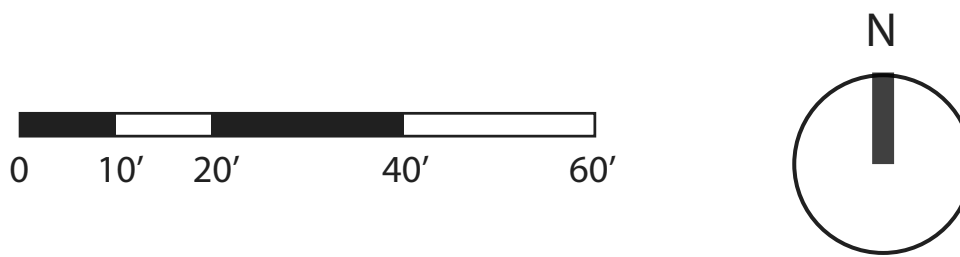
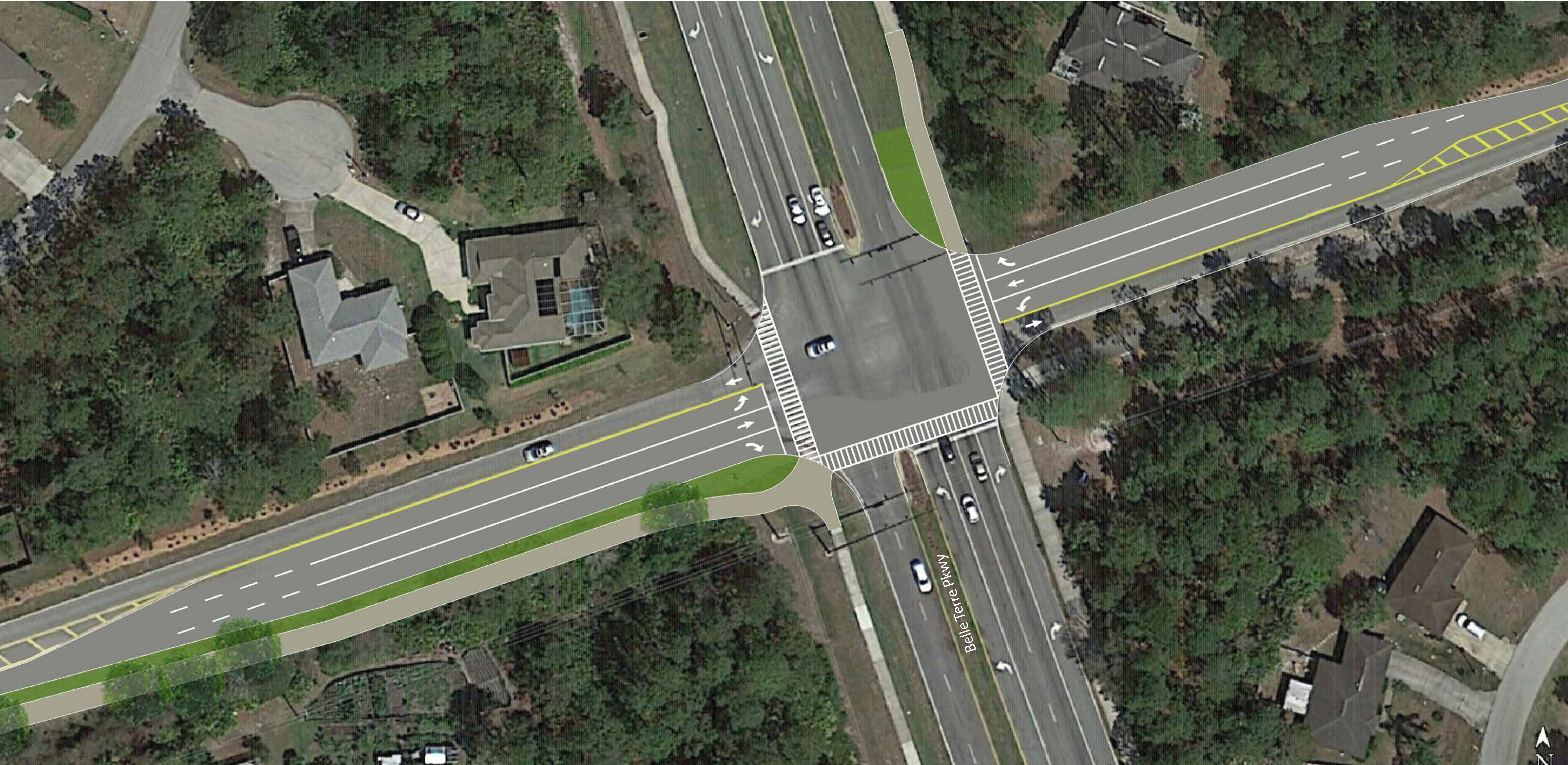


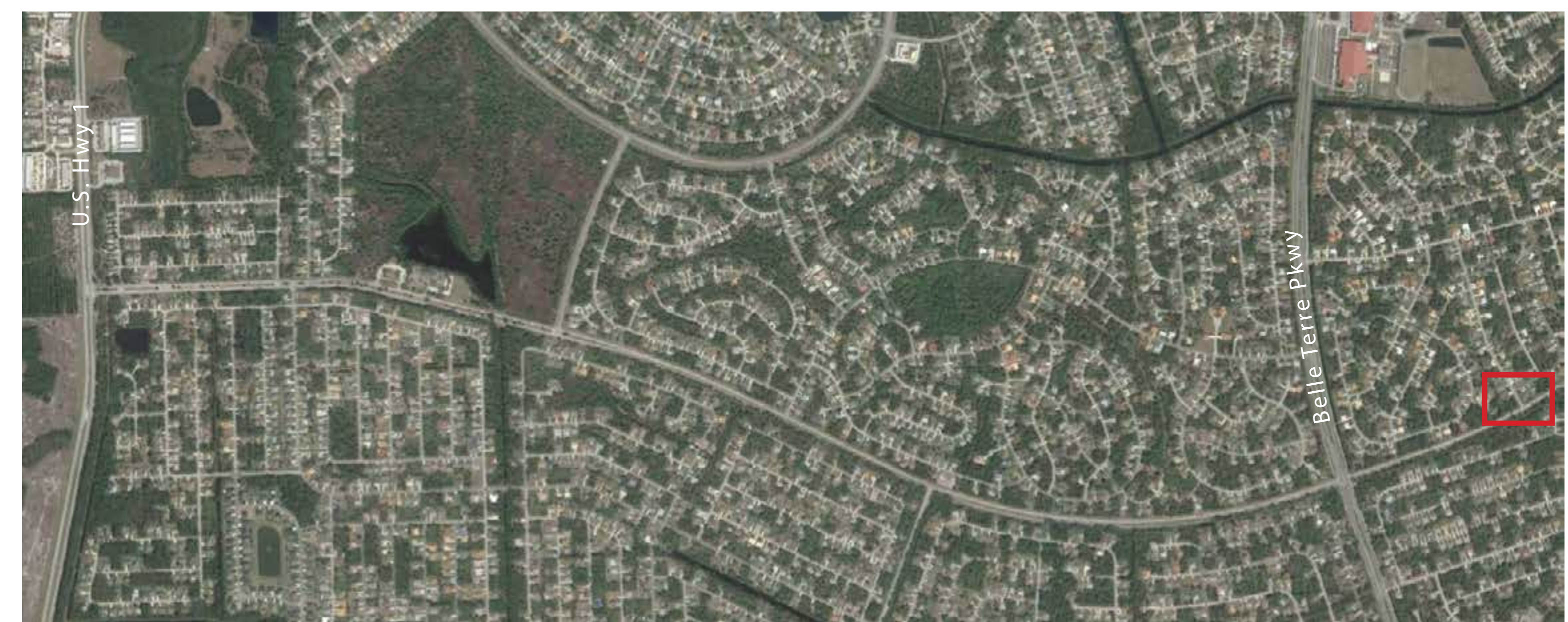
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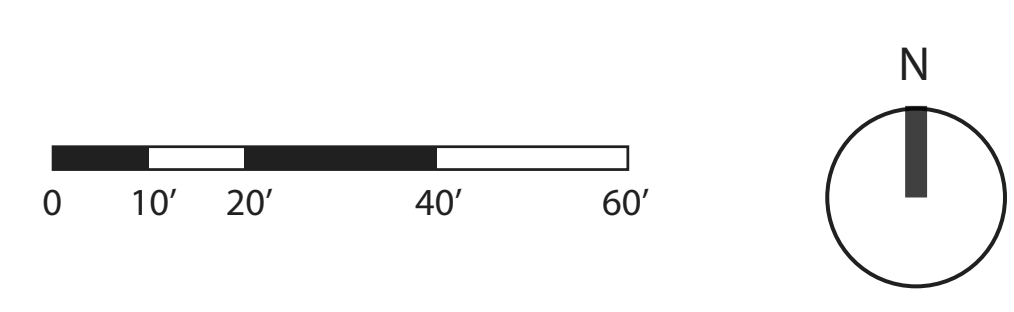
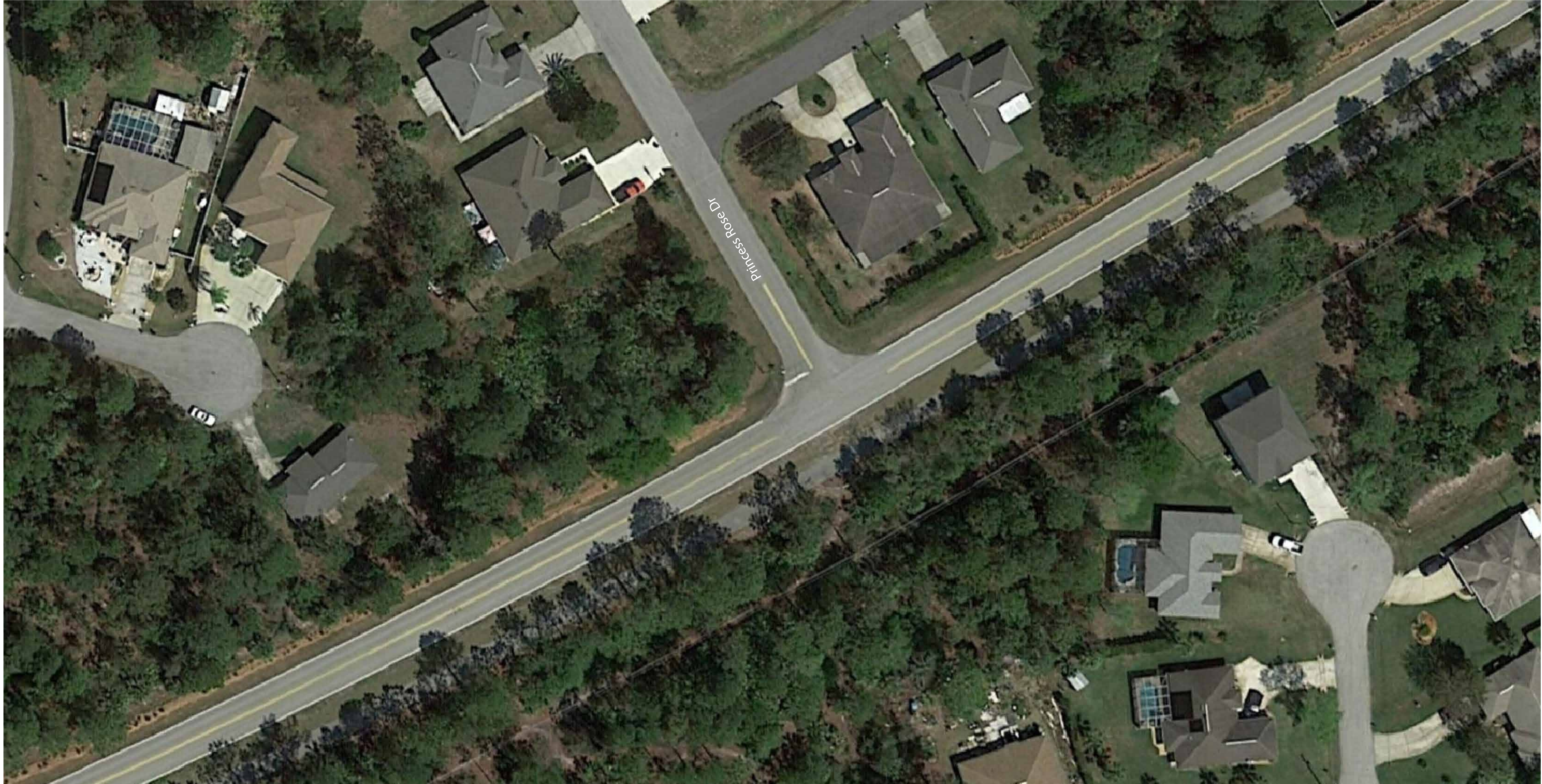


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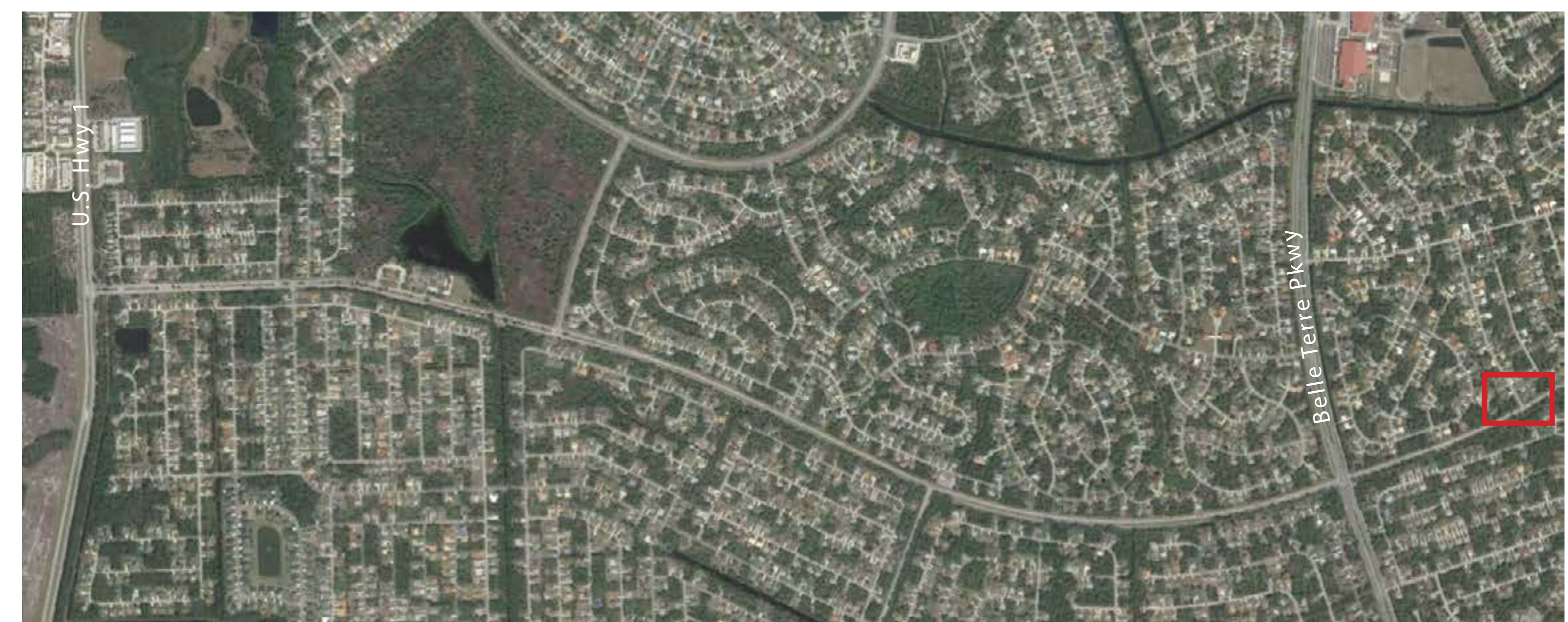


Key Map

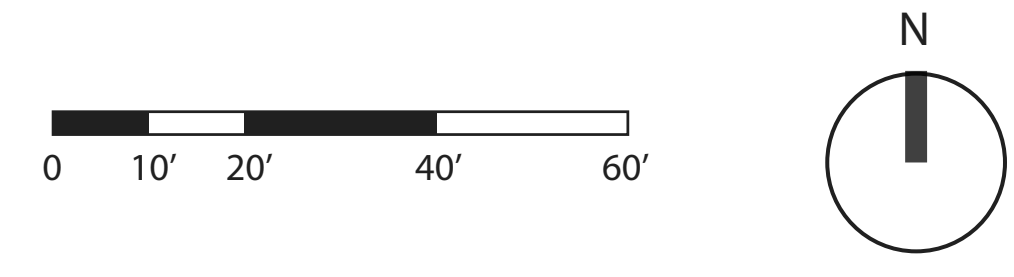
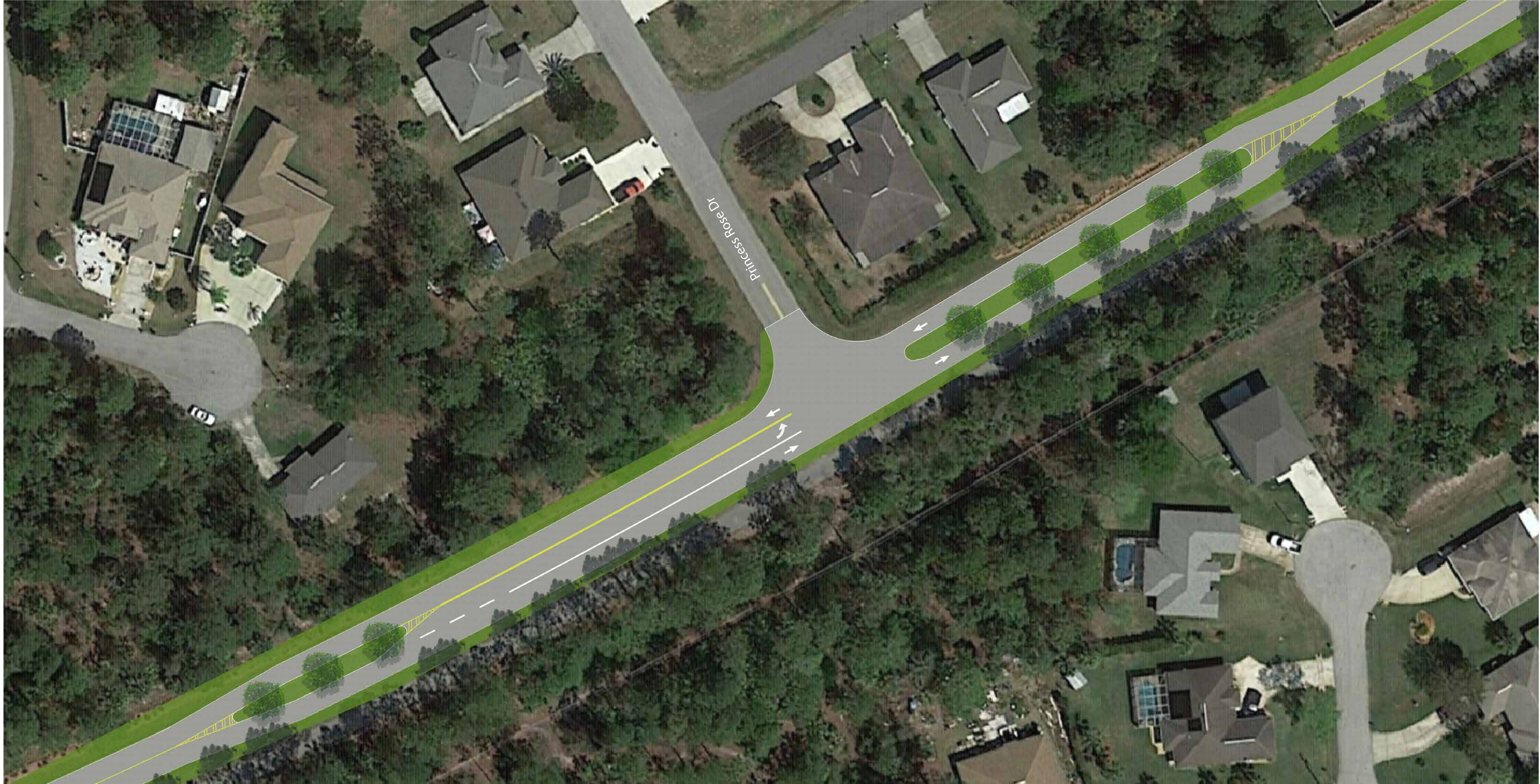


# Princess Rose Drive Existing Conditions

Whiteview Parkway  
Palm Coast, Florida  
March 13, 2018



Key Map



# Princess Rose Drive Proposed Design

Whiteview Parkway  
Palm Coast, Florida  
March 13, 2018







# City of Palm Coast, Florida Agenda Item

Agenda Date : June 28, 2018

<b>Department</b>	PLANNING	<b>Amount</b>
<b>Item Key</b>	3725	<b>Account</b>
		<b>#</b>
<b>Subject</b>	ELECTION OF CHAIR AND VICE CHAIR TO THE BEAUTIFICATION AND ENVIRONMENTAL ADVISORY COMMITTEE	
<b>Background :</b>		
<b>Recommended Action :</b>	Members should elect a Chair and Vice Chair to the committee.	