

RESOLUTION 2025-34

A Resolution by the City Commission of the City of Flagler Beach, Florida, approving an application to the Prioritized Projects Grant List of the River to Sea Transportation Planning Organization; providing for conflict and an effective date.

WHEREAS, the “Flagler Beach & Flagler County Scenic Highway Charrette: A Plan for the Preservation of Flagler Beach and the A1A Corridor” (the “Charrette”) was the result of a public, seven-day charrette conducted between February 1 and February 7, 2003, with the results presented in June 2003; and,

WHEREAS, the Charrette offered many recommendations to enhance the quality of life and the sense of community in Flagler Beach, including the reconfiguration (actually restoration) of Moody Boulevard to promote downtown cohesion, develop parking, and enhance pedestrian safety, but limited community action has pursued the recommendations of the Charrette; and,

WHEREAS, the Volusia-Flagler County River to the Sea Transportation Planning Organization has issued its annual call for projects (due March 31, 2025); and,

WHEREAS, City officials believe that the 2003 Charrette recommendations, specifically the reconfiguration of Moody Boulevard, remain viable, attractive, and eligible for consideration as an application to the Volusia-Flagler County River to the Sea Transportation Planning Organization; and,

WHEREAS, an application to the Prioritized Projects Grants List of the River to Sea Transportation Planning Organization is offered (Exhibit A) for City Commission consideration.

NOW THEREFORE BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, AS FOLLOWS:

SECTION 1. The City of Flagler Beach City Commission approves the submission of the application to the Prioritized Projects Grants List for the initial study for reconfiguration of Moody Boulevard (specifically between Flagler Avenue and Oceanshore Boulevard (Highway A1A).

SECTION 2. The City Commission directs the City Manager to submit the application to the Volusia-Flagler County River to Sea Transportation Planning Organization for consideration of grant award.

SECTION 3. All resolutions or parts of resolutions in conflict herewith are hereby repealed.

SECTION 4. This Resolution shall become effective immediately upon passage as provided by law.

PASSED AND ADOPTED THIS 27th DAY OF MARCH 2025.

CITY OF FLAGLER BEACH, FLORIDA
CITY COMMISSION

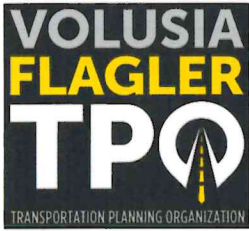
ATTEST:

Patti King, Mayor

Penny Overstreet, City Clerk

Attachment
Exhibit A

EXHIBIT "A" RESOLUTION 2025-34



2025 Application for Project Prioritization – **FEASIBILITY STUDY** Traffic Operations, Safety, and Local Initiatives Projects

All applications must be uploaded to the TPO file transfer site by 4:00 p.m. on March 31, 2025

[Click This Link to Upload Your Completed Application to the Volusia-Flagler TPO](#)

Project Title: Moody Boulevard (SR100) Reconfiguration

Applying Agency (project sponsor): City of Flagler Beach

Date: 3/28/25

Contact Person: Dale L. Martin

Job Title: City Manager

Address: 105 S. 2nd Street, Flagler Beach, FL, 32136

Phone: (386) 517-2000 ext. 222

FAX: _____

E-mail: dmartin@cityofflaglerbeach.com

Does the Applying Agency expect to be certified by FDOT to perform the work under the Local Agency Program (LAP) process? ☐ Yes ☐ No

If not, what local government agency will perform the work on behalf of the Applying Agency? _____

[Attach a letter of intent from the agency that will perform the work.]

Governmental entity with maintenance responsibility for roadway facility on which proposed project is located: _____

[If not the same as Applying Agency, attach a letter of support for the proposed project from the responsible entity. This letter of support must include a statement describing the responsible entity's expectations for maintenance of the proposed improvements, i.e., what the Applying Agency's responsibility will be.]

Priority of this proposed project relative to other applications submitted by the Applying Agency: First (only) Priority

Project Description: Feasibility of reconfiguration of Moody Boulevard (SR100) to enhance pedestrian amenities/safety

Project Location (include project length and termini, if appropriate, and attach location map): SR100 (see attached map)

Project Eligibility for Federal Funds (check the appropriate box):

- ☒ the proposed improvement is located on the Federal-aid system. (Reference the Federal Aid Road Report at <http://www.fdot.gov/statistics/fedaid/>);
- ☐ the proposed improvement is **not** located on the Federal-aid system, but qualifies as a type of improvement identified in 23 U.S.C. §133 that is not restricted to the Federal-aid system.

Project Purpose and Need Statement:

In the space provided below, describe the Purpose and Need for this proposed project. It is very important that your Purpose and Need statement is clear and complete. It will be the principal consideration in ranking your application for a Feasibility Study. It must convince the public and decision-makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The project Purpose and Need will also help to define the scope for the Feasibility Study, the consideration of alternatives (if appropriate), and ultimate project design.

2025 Traffic Operations, Safety, and Local Initiatives Projects Application – Feasibility Study

The Purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g., mobility and/or safety). Other important issues to be addressed by the project such as livability and the environment should be identified as ancillary benefits. The Purpose should be stated in one or two sentences as the positive outcome that is expected. For example, the purpose is to reduce intersection delays or to reduce rear end collisions. It should avoid stating a solution as a purpose such as: “the purpose of the project is to add an exclusive left turn lane”. It should be stated broadly enough so that no valid solutions will be dismissed prematurely.

The Need should establish the evidence that the problem exists, or will exist if anticipated conditions are realized. It should support the assertion made in the Purpose statement. For example, if the Purpose statement is based on safety improvements, the Need statement should support the assertion that there is or will be a safety problem to be corrected. When applying for a Feasibility Study, you should support your Need statement with the best available evidence. However, you will not be expected to undertake new studies.

Project Purpose and Need Statement: _____

Criteria #1 through #4, below, will be used to evaluate and rank each application for Feasibility Study. For Criteria #1, the Applying Agency must indicate the functional classification of the roadway on which the proposed improvement will be located. For Criteria # 2 through #4, the Applying Agency must provide commentary explaining how and to what degree the proposed improvement will address the criteria.

Criteria #1 - Location – Indicate the federal functional classification of the roadway on which the proposed improvement is located. (Reference the Federal Aid Road Report at <http://www.fdot.gov/statistics/fedaid/>). TPO staff will review the application to verify the classification of the roads benefitting from the proposed project. (4 points total)

- ☐ Urban/Rural Principal Arterial
- ☐ Urban/Rural Minor Arterial
- ☐ Urban/Rural Major Collector
- ☐ Urban Minor Collector
- ☐ Rural Minor Collector or Urban/Rural Local Road
- ☐ Not Applicable

Criteria #2 - Mobility and Operational Benefits – The proposed project will significantly reduce traffic congestion and/or delays identified in the TPO’s Congestion Management Process/Performance Measures Report or otherwise identified and documented. (4 points total)

Commentary: _____

Criteria #3 - Safety Benefits – The project will significantly reduce the number and/or severity of crashes, including pedestrian crashes; it will significantly reduce the number of fatalities and/or serious injuries. (4 points total)

Commentary: _____

Criteria #4 - Transportation Equity and Economic Vitality – The proposed project will directly advance or provide opportunities in traditionally underserved communities; it directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities). (4 points total)

Commentary: _____

EXHIBIT "A" RESOLUTION 2025-34

2025 Application for Project Prioritization- Traffic Operations, Safety, and Local Initiatives Projects City of Flagler Beach- Moody Boulevard (SR100) Reconfiguration

Project Purpose and Need Statement

The Purpose of the City of Flagler Beach's application for a Traffic Operations, Safety, and Local Initiative Project is to restore the connectivity of the City's downtown economic center, thereby improving pedestrian safety and enhancing local business viability.

The Need for the proposed Project is rooted in Flagler Beach's one-hundred-year history. Flagler Beach was first linked across the river when in 1915, George Moody started a two-car ferry as the first passage over the Intracoastal Waterway into Flagler Beach. A turnstile bridge replaced the ferry in 1920 and was itself replaced in the 1950's by a drawbridge. The drawbridge was replaced in 1997 by a high-rise bridge that remains in use today.

The high-rise bridge resulted in a "highway"-style entry into Flagler Beach's downtown district. The impact of the design is described in key City documents, the *Flagler Beach & Flagler County A1A Scenic Highway Charrette* (2003) and the subsequent and directly related *Downtown Flagler Beach Master Plan* (2006):

In order to "accommodate" traffic growth and create a reliable evacuation route, a 65-foot bridge replaced the old drawbridge, and Moody Boulevard (SR100) was widened from a two-lane road with on-street parking on both sides, to a four-lane highway with a central turn lane and no on-street parking.

This widening overly satisfied traffic count and level of service demands, but at the same time it ruptured the city's downtown. This four-lane highway has divided the downtown area in two, making it very hard for pedestrians and even vehicles to cross this road. This division has affected retailers and residents alike.



In an effort to reconnect the downtown area, the residents proposed narrowing Moody Boulevard and reinstating on-street parking along this road, if possible, without affecting the evacuation role of this route.

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2025 Application for Project Prioritization- Traffic Operations, Safety, and Local Initiatives Projects City of Flagler Beach- Moody Boulevard (SR100) Reconfiguration



The master plan proposes a creative alternative that will turn Moody Boulevard into a two-lane road with on-street parking on both sides, without affecting the four-lane capacity of the road, necessary in case of an emergency evacuation as follows:

- No central turn lane
- Two 12' travel lanes

Two 10' parking lanes: normally parking lanes are no wider than 8', but in this particular condition, these parking lanes will act as travel lanes should there be need for an emergency evacuation. Parking spaces are only signaled by strips of paint. There are no bumpouts or physical elements constraining the road.

- Two 7' planting strips on both sides
- Two 8' sidewalks on both sides, shielding pedestrians from moving traffic with the strip of landscaping and a row of parked cars.

This proposal will serve several purposes:

- It will re-connect the downtown area, an important step towards the revitalization of the center as a whole
- It will add additional parking opportunities for beach goers and locals
- It will slow speed along Moody Blvd., making it a more pedestrian oriented environment
- It will create a roadway that is more in tune with the small town atmosphere that residents intend to preserve

Despite the document being over twenty years old, its relevance is even more impactful today. Flagler Beach, especially downtown, is being remarkably transformed: millions of cubic yards of sand were added (and will be maintained) by the United States Army Corps of Engineers, drawing an unprecedented number of visitors to those beaches; a new one-hundred room hotel, built on the same downtown site of an original historic hotel, will soon open (the first new hotel in Flagler County in approximately twenty years); and the City's historic Pier, significantly damaged by Atlantic Ocean hurricanes which lead to its closure in 2022, will be rebuilt this year. These three features will inarguably result in thousands of more pedestrians in downtown Flagler Beach.

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2025 Application for Project Prioritization- Traffic Operations, Safety, and Local Initiatives Projects City of Flagler Beach- Moody Boulevard (SR100) Reconfiguration

While considering the roadway improvements proposed in the 2003 Charrette and 2006 Master Plan, as well as current transportation engineering best practices, the City of Flagler Beach, in conjunction with a local Florida registered professional civil engineering consultant, has developed several potential alternatives for the corridor, which could be further examined as part of a feasibility study. As seen in the attached exhibits, multiple cross-sectional alternatives have been developed which include various options for travel lanes, on-street parking, multimodal facilities, and pedestrian space. In addition, intersection improvements at Flagler Avenue and Oceanshore Boulevard were examined, including raised intersections and crosswalks. Alternate #1 is most closely aligned with the recommendations in the Charette and Master Plan and therefore were advanced further for consideration.

The proposed project will enhance the safety of those pedestrians and restore parking availability that was lost with the widening of Moody Boulevard following the completion of the high-rise bridge.

Criteria #1- Location

The proposed location for the City's Project is Moody Boulevard (Road ID 7302000), specifically from the intersection at Flagler Avenue to the intersection at Oceanshore Boulevard (SR A1A), classified as Urban Principal Arterial- Other.

Criteria #2- Mobility and Operational Benefits

With an Average Annual Daily Traffic (AADT) of approximately 16,000 vehicles per day, the existing Moody Boulevard cross section has excess capacity for the existing conditions. In fact, recent traffic impact studies for new development in the area have recommended only optimizing signal timings to maintain the level of service within the corridor. Because of this, as well as the existence of parallel streets that make up Flagler Beach's classic grid roadway system, the current five-lane section is a prime candidate for reconfiguration. According to the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, "streets carrying up to 25,000 vehicles per day function effectively with three lanes;" therefore, a reduction in the number of travel lanes ("road diet"), in conjunction with potential intersection improvements such as free-flowing roundabouts or optimized signal timings, is appropriate for this downtown corridor.

A road diet for Moody Boulevard would have numerous benefits that could improve mobility and operations for all modes of transportation. A five-to-three lane reduction reduces a number of crash types, including sideswipe and weaving related crashes as well as reducing conflict points at intersections and driveways. In addition, the inclusion of access management principles, such as formalizing and consolidating access points or right-in-right-out access, would further decrease the potential for these crashes by reducing 90-degree crashes related to unrestricted turning movements. Sight distance is also improved by eliminating "hidden vehicles" blocked by other vehicles traveling in the same direction.

By reducing vehicular speeds with a reduction and narrowing of lanes, non-vehicular operations are drastically improved. An area that is functionally off-limits to safe bicycle and pedestrian traffic in its current configuration would become comfortable for multi-modal traffic. Additionally, the widening of sidewalks and the introduction of a buffer with on-street parking would allow for greater comfort when traversing the corridor on foot.

The reduction of lanes, along with a center left turn lane or roundabouts at each end of the corridor, would improve operations by reducing delays. Weaving would no longer be present, improving traffic flow, and side street delays would be reduced as the number of lanes turning vehicles must cross is cut in half.

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2025 Application for Project Prioritization- Traffic Operations, Safety, and Local Initiatives Projects City of Flagler Beach- Moody Boulevard (SR100) Reconfiguration

Criteria #3- Safety Benefits

Signalized crossings are in place at the two ends of this road segment, but the pedestrian “flow” between “northside” businesses/residences and “southside” businesses/residences contributes significantly to unsafe “mid-block” crossings, especially at an existing crosswalk that is painted, but not signaled (between Daytona Avenue and Central Avenue. The utilization of this crosswalk will likely increase substantially with the opening of a new one-hundred room hotel on that block of Moody Boulevard. Previous informal conversations with Florida Department of Transportation officials have indicated that due to the distances related to the existing signals and secondary intersections, the mid-block crossing is not recommended for signalization.

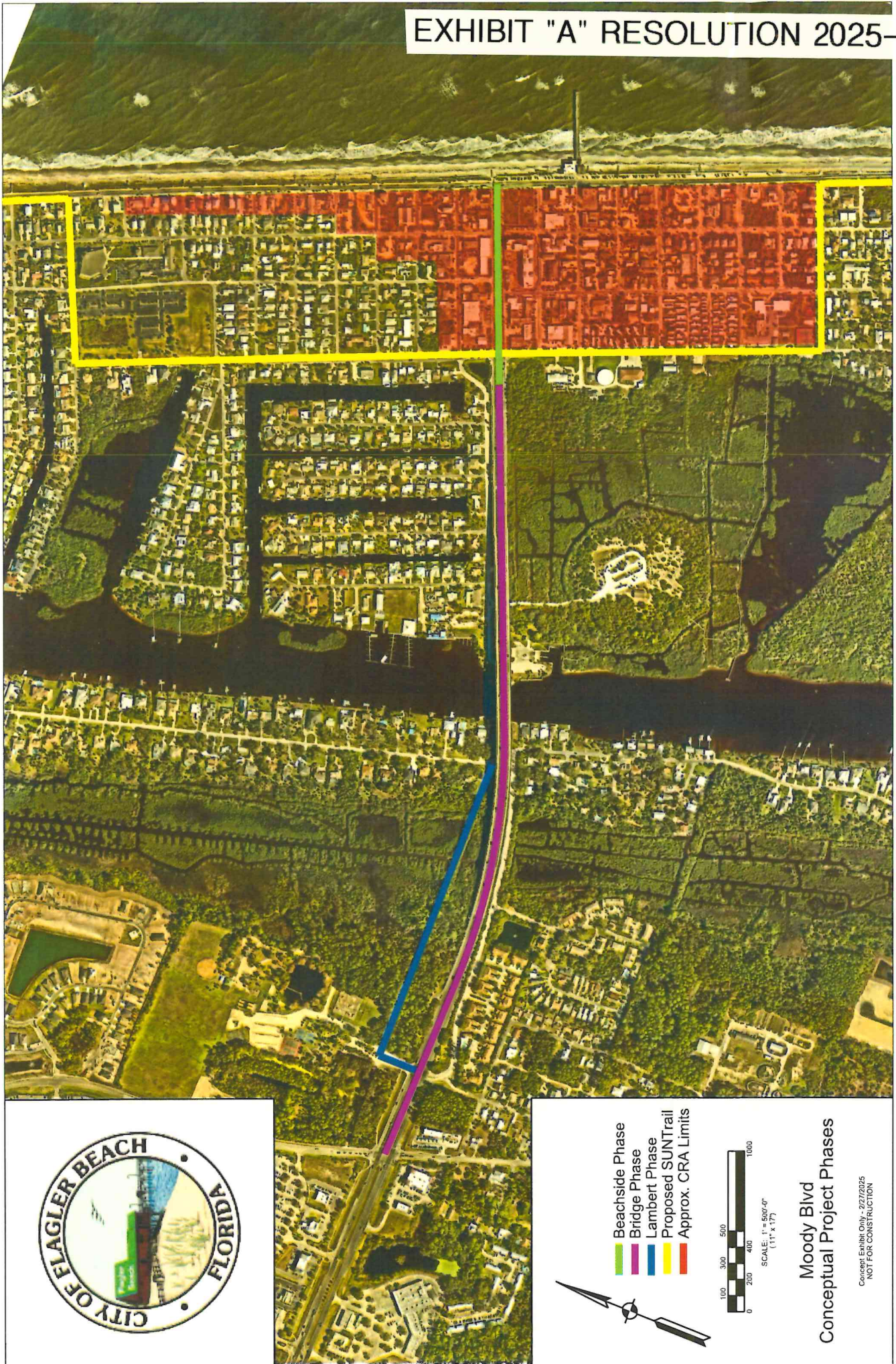
Over the course of the past three years, Police Department officials report forty-two crashes involving either pedestrians or vehicles on Moody Boulevard in the proposed Project area. The vehicular speed limit in the Project area is posted at 35 mph, but vehicles frequently travel faster due to the transition from the bridge (posted 45 mph) into the City’s community center. The “open visualness” of the five-lane thoroughfare contributes to the perception that the area is more vehicular-oriented (speed) than pedestrian-focused (safety). As discussed previously, a road diet cross section will not only reduce the potential for crashes but also reduce the severity of crashes.

The proposed Project will implement stronger visual cues to slow traffic and enhance safety (both vehicles and pedestrians). The proposed absence of bicycle consideration must be specifically noted. The City is currently working with Department of Transportation officials to design and construct a SUN Trail leg from the southern city limits (Flagler/Volusia County line) to the northern city limits, mainly along Oceanshore Boulevard (State Route 100). Due to physical constraints downtown, however, the proposed trail will be diverted from the oceanside path to Flagler Avenue (at S. 9th Street and at N. 10th Street). With this designed diversion, the intent is to direct bicycle traffic north and south along the trail rather than into the Project area. Alternative safer entries to the commercial center would be available to cyclists on secondary streets off Flagler Avenue.

Criteria #4- Transportation Equity and Economic Vitality

The Flagler Beach downtown area (codified as the City’s Community Redevelopment Agency or CRA) extends from S. 9th Street to N. 9th Street, and roughly from Flagler Avenue to Oceanshore Boulevard (State Route A1A). As strongly reference in the Purpose and Need Statements, this area is the economic hub of Flagler Beach and, with the widening of Moody Boulevard (State Route 100), the road is a significant visual and physical barrier that divides the City.

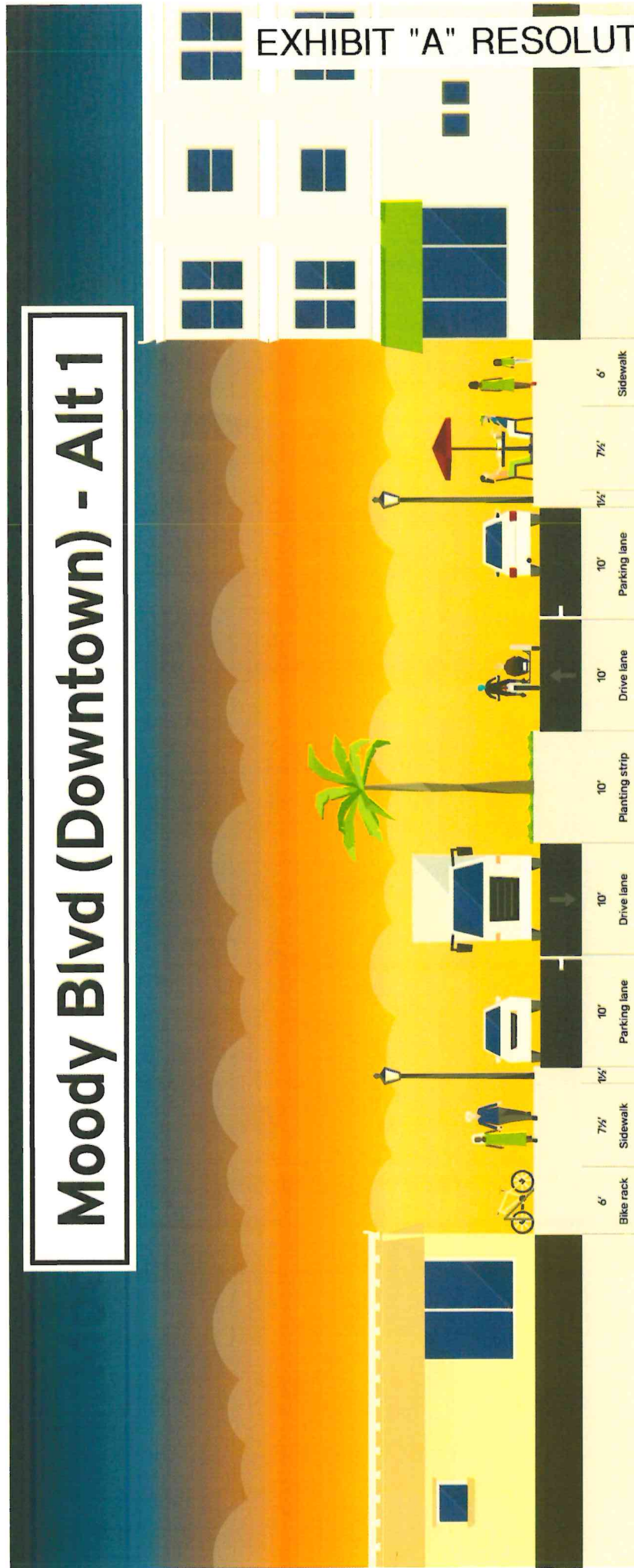
Creating a corridor that is a destination, rather than a thoroughfare to pass vehicles through the City, will drive economics for the businesses in the CRA. The City’s development documents, the 2003 Charrette and the 2006 Downtown Master Plan provide extensive insight into, ironically, the re-development and preservation of the Flagler Beach downtown. Increased multi-modal safety and comfort will increase equity by allowing users who may not have vehicles traverse the corridor and safely cross to both sides of the City. A re-imagined Moody Boulevard will become an asset for the community, rather than a facility that is perceived as dangerous for non-vehicular users, thereby increasing quality of life for residents and visitors alike.



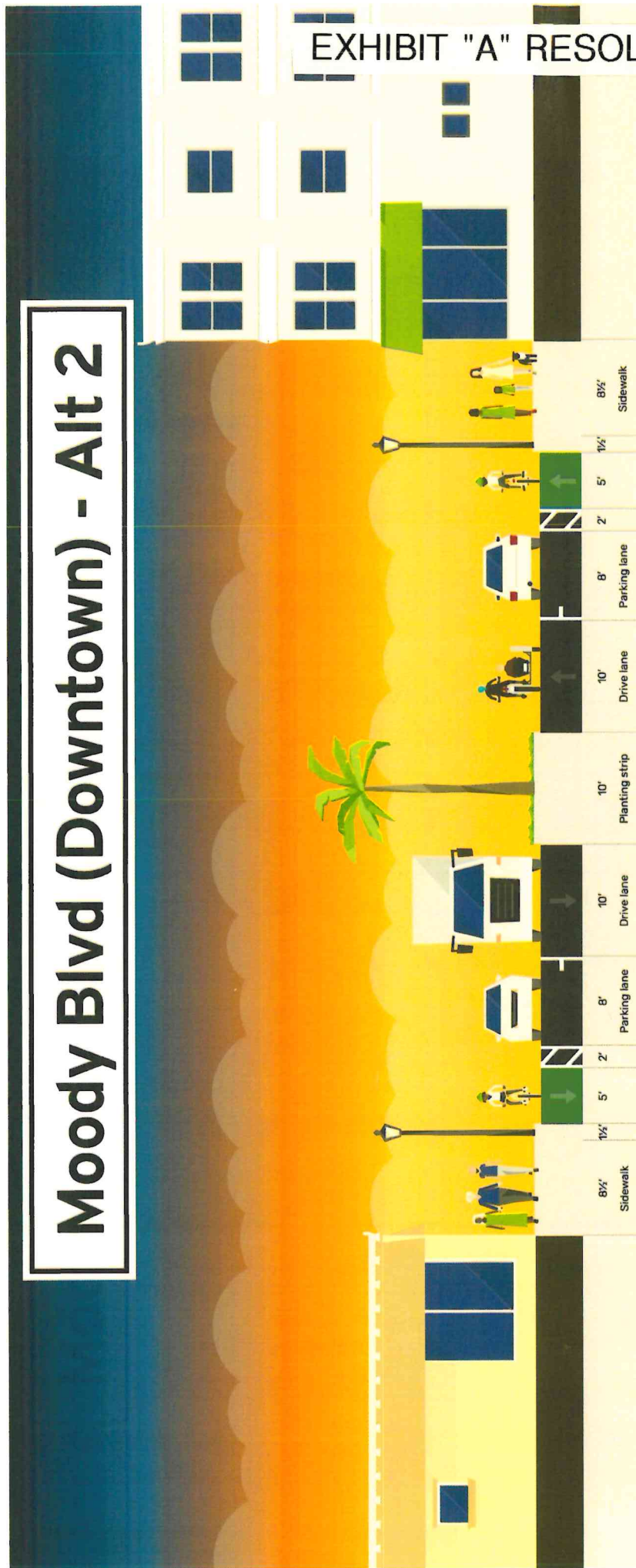


Moody Blvd (Downtown) - Alt 1

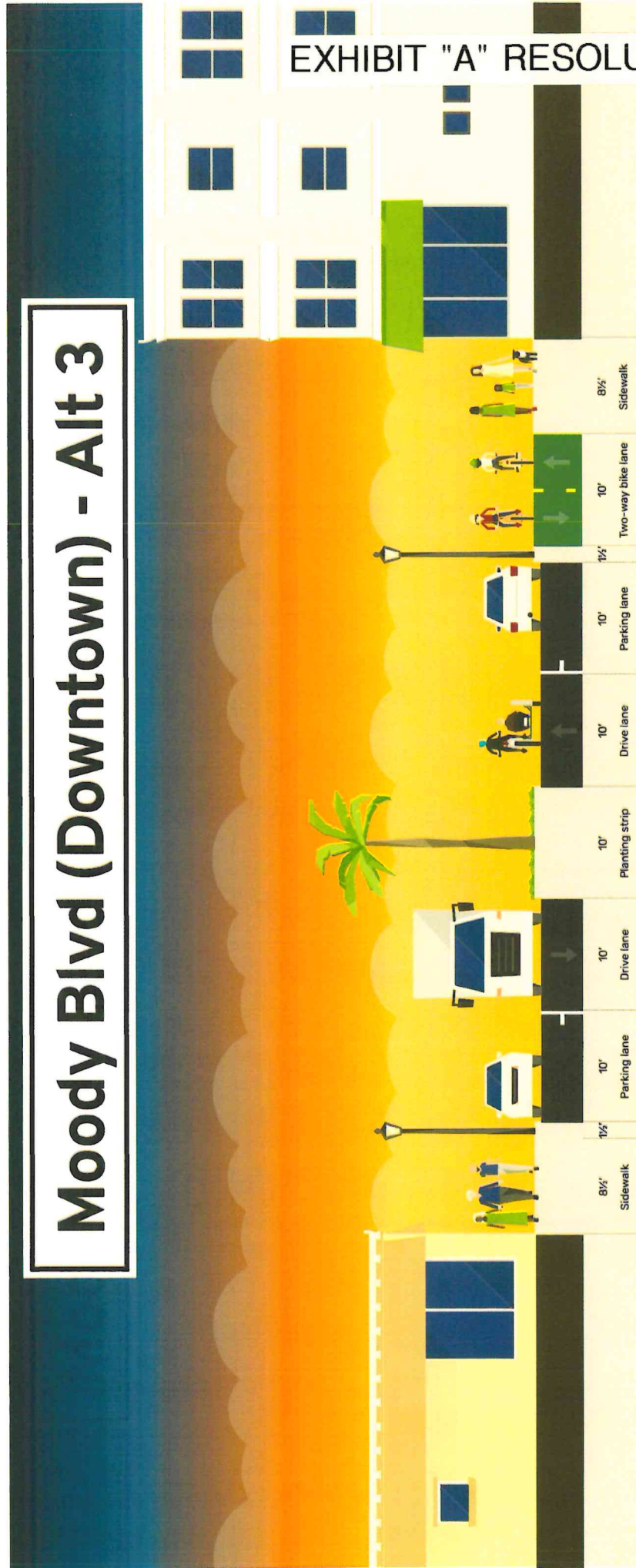
EXHIBIT "A" RESOLUTION 2025-34



Moody Blvd (Downtown) - Alt 2

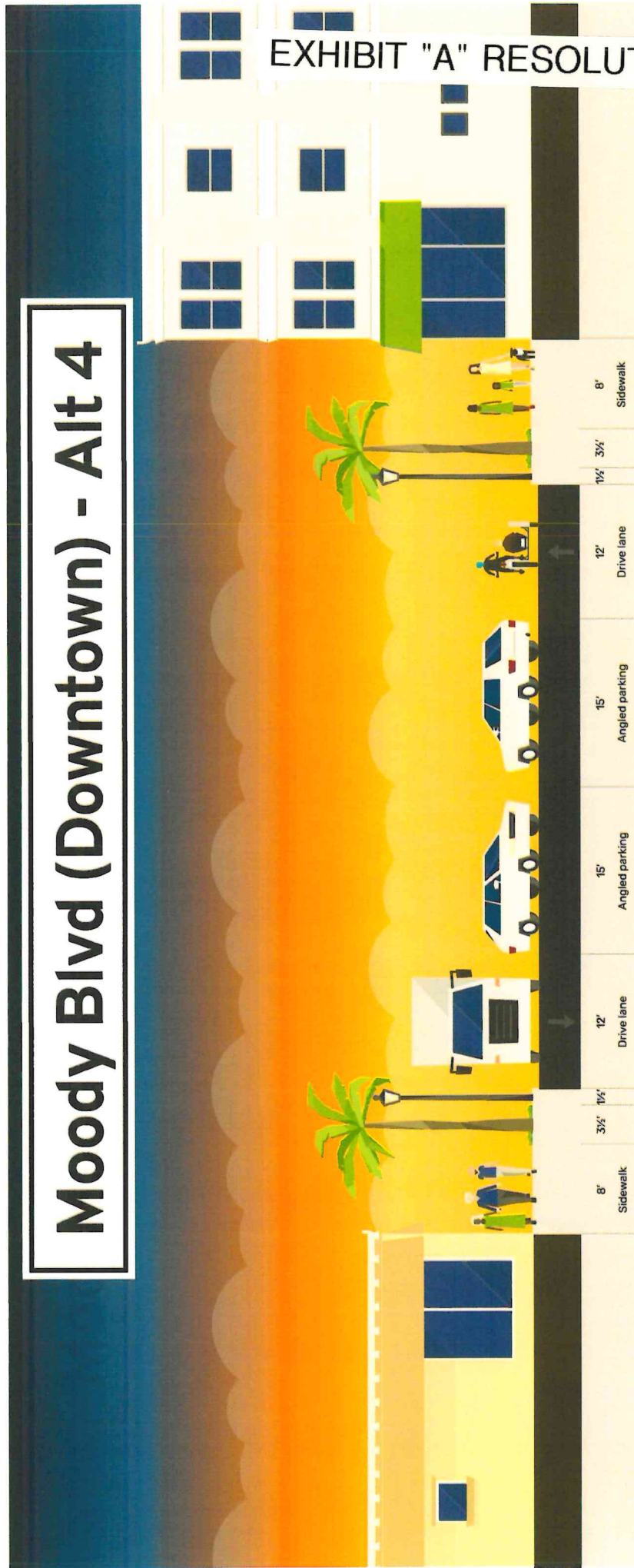


Moody Blvd (Downtown) - Alt 3



Moody Blvd (Downtown) - Alt 4

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Moody Blvd (Downtown) - Alt 5

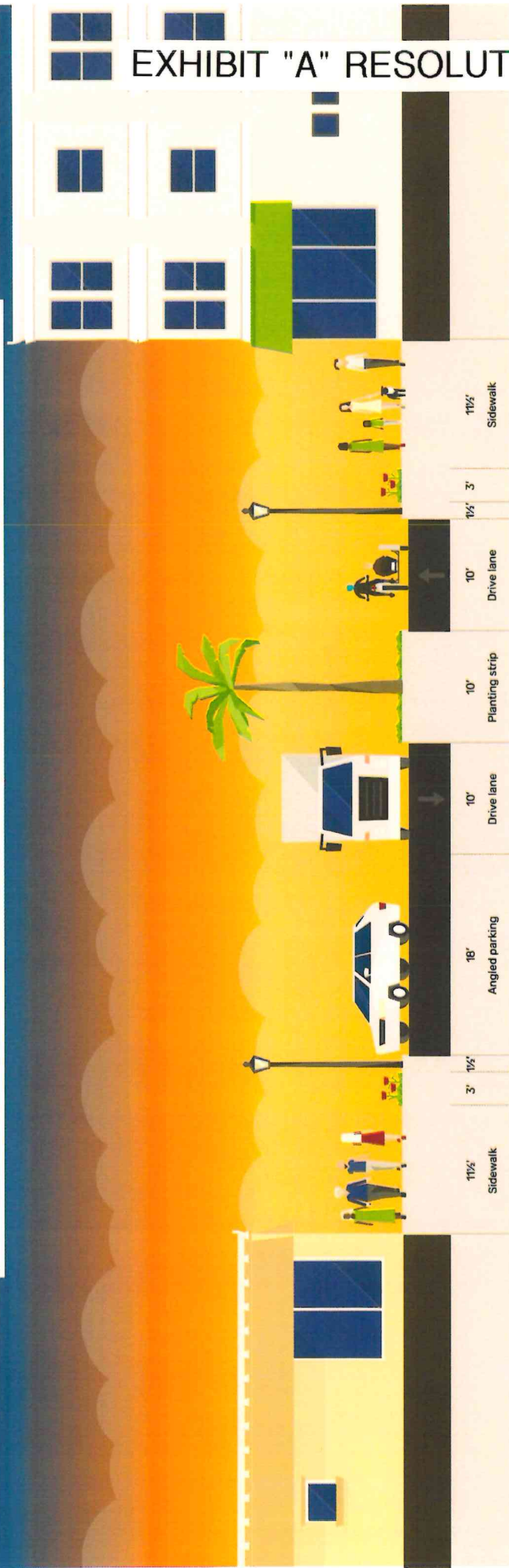
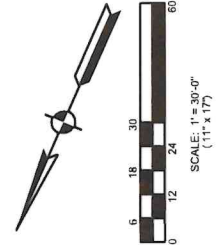


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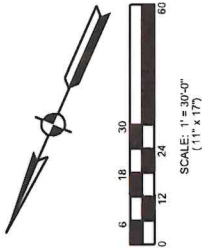
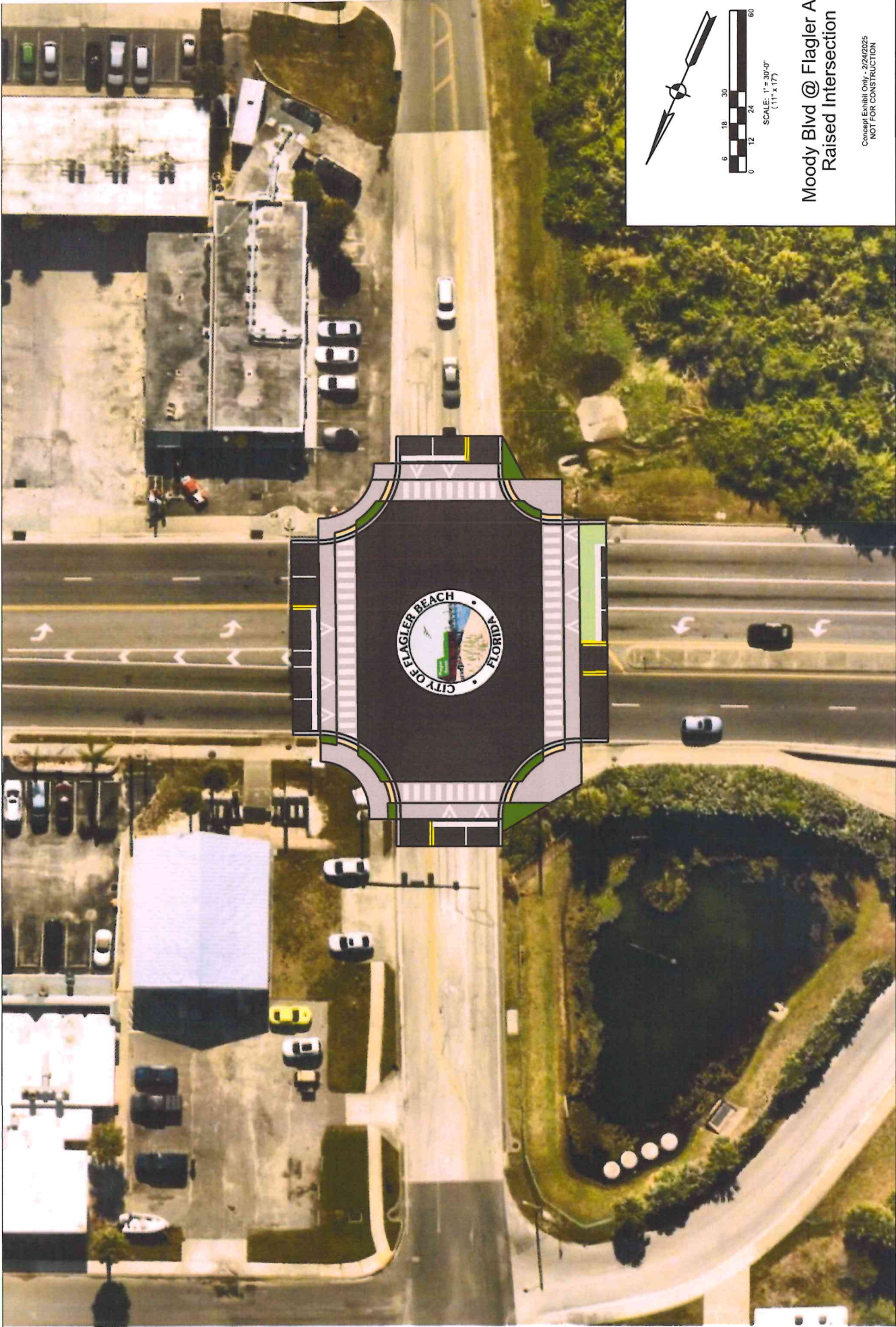
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Moody Blvd @ Flagler Ave
Roundabout Intersection

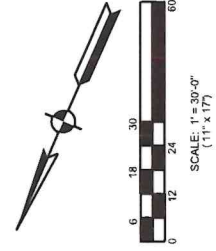
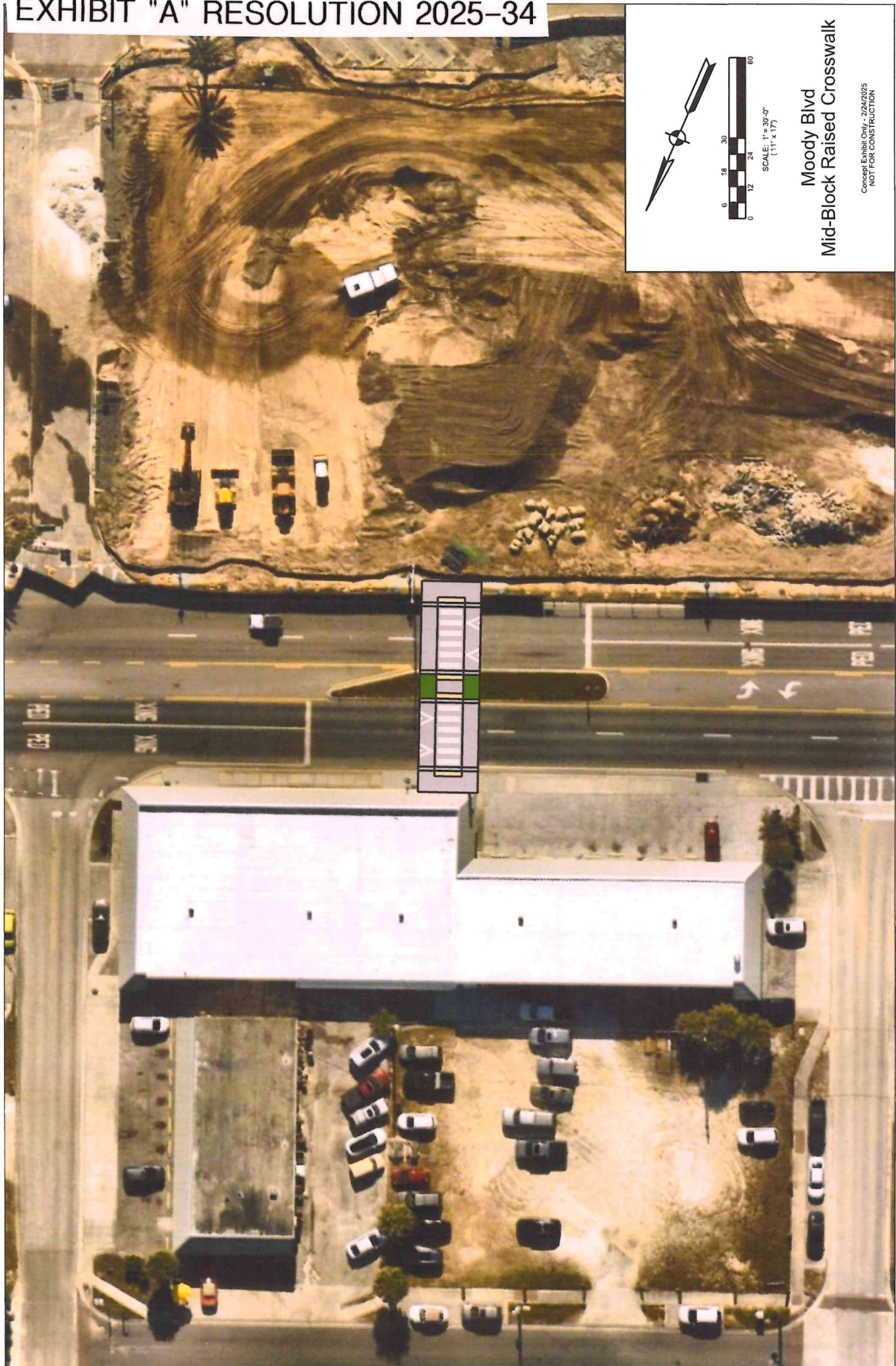
Concept Exhibit Only - 2/24/2025
NOT FOR CONSTRUCTION





Moody Blvd @ Flagler Ave
Raised Intersection

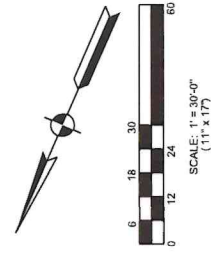
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Moody Blvd
Mid-Block Raised Crosswalk

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EXHIBIT "A" RESOLUTION 2025-34



Moody Blvd @ S.R. A-1-A
Roundabout Intersection

Concept Exhibit Only - 3/23/2025
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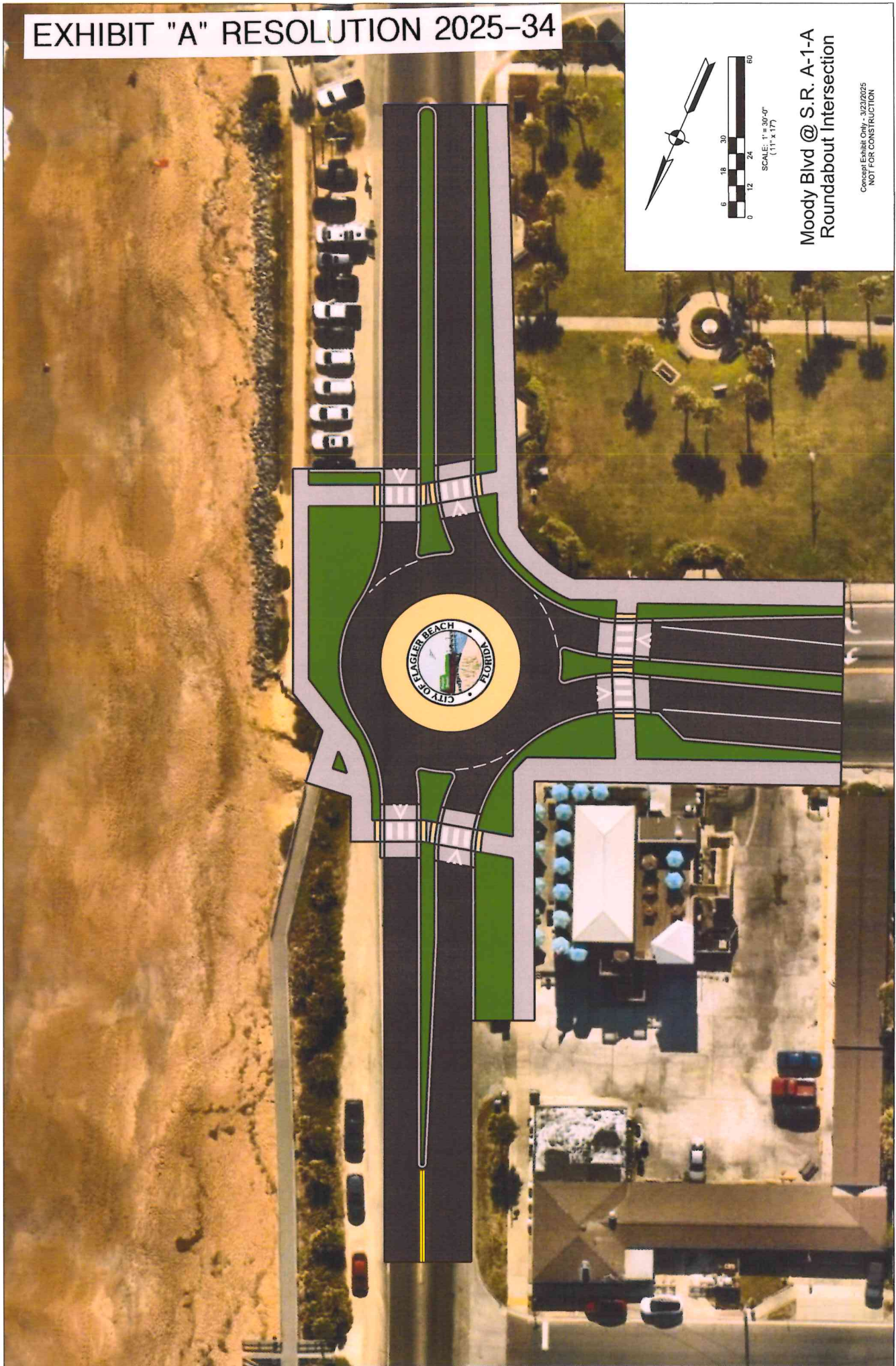
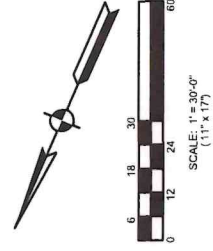
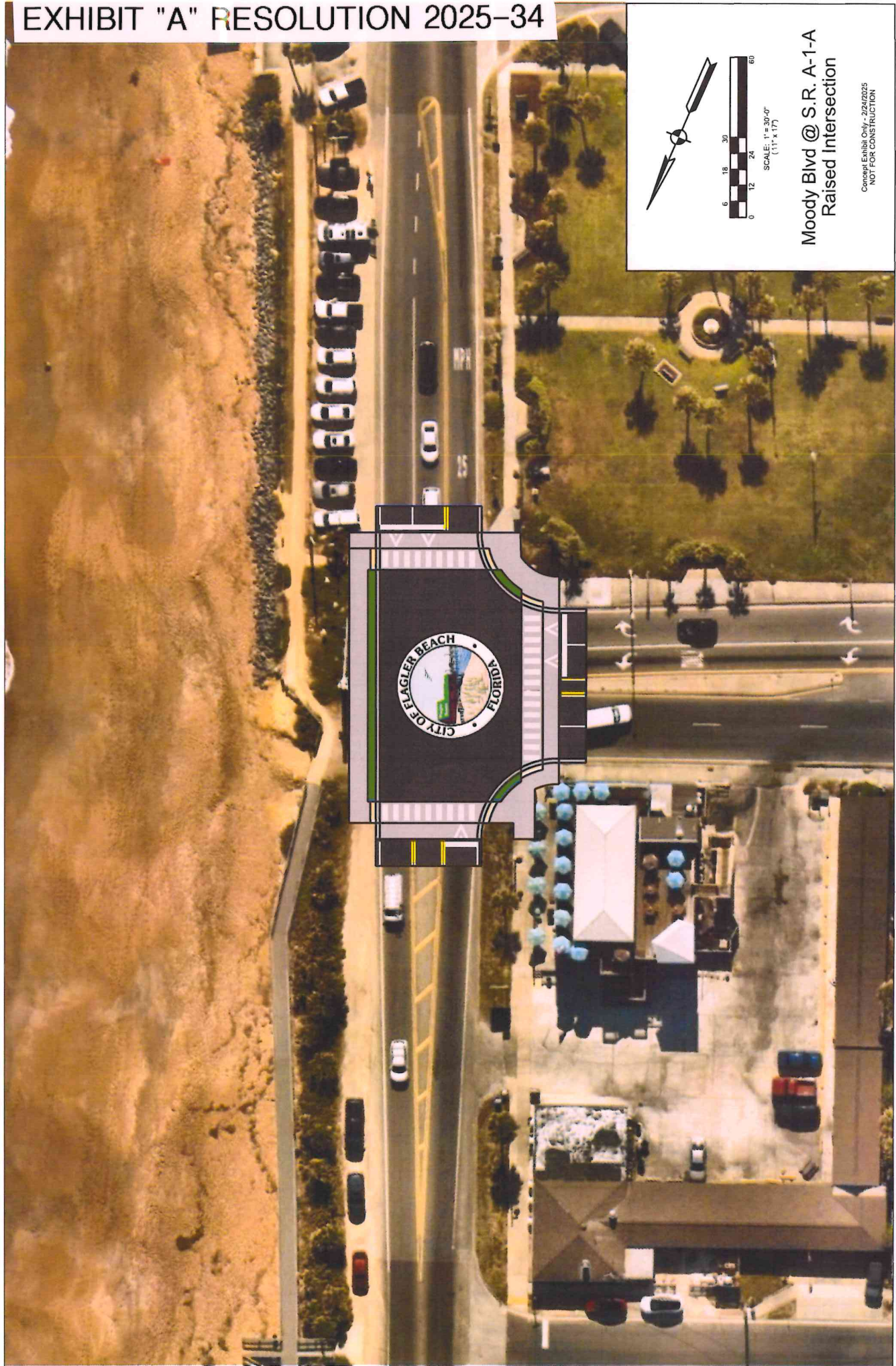


EXHIBIT "A" RESOLUTION 2025-34



Moody Blvd @ S.R. A-1-A
Raised Intersection

Concept Exhibit Only - 2/24/2025
NOT FOR CONSTRUCTION