



PONTE VEDRA BEACH
Citizens Traffic Task Force

Citizens Traffic Task Force Newsletter

August 17, 2020

The Citizens Traffic Task Force Board includes representatives from:

The Ponte Vedra Municipal Service District

The Ponte Vedra Community Association

Sawgrass Master Association

Ponte Vedra Coalition

The Palm Valley Community Association

The Plantation at Ponte Vedra Beach

Sawgrass Players Club Master Association

Marsh Landing Master Association

North Ponte Vedra Beach Coalition

Welcome to the Ponte Vedra Beach Citizen's Traffic Task Force August Newsletter.

This newsletter is published periodically to keep our community informed about developments affecting the roadways in the Ponte Vedra Beach-Palm Valley area.

Our distribution includes the registered members of the Ponte Vedra Beaches Coalition, the Ponte Vedra Community Association, the Palm Valley Community Association, the Ponte Vedra Municipal Service District, the North Ponte Vedra Beach Coalition, and the Sawgrass, Marsh Landing, The Plantation at Ponte Vedra Beach, and Sawgrass Player's Club Homeowners Associations. Each organization is represented on the CTTF Board.

Ponte Vedra Beach A1A Intersection Improvement Update

As reported in our January Newsletter, thanks to the efforts of our St. Johns County Legislative Delegation (Senator Travis Hutson, Rep. Cyndi Stevenson, Rep. Paul Renner) the **PVB A1A Intersection Improvement Project** was awarded \$500,000 in the state's 2019-2020 budget year. Now, thanks to their continuing efforts on behalf of our community, an additional appropriation of \$1 Million has been approved in the 2020-2021 budget. These dollars, along with additional support from our St. Johns County Road & Bridge Department, will fund the cost of engineering and construction of intersection improvements at SR A1A and Solana Road, and at SR A1A and Mickler Road, two of the three failing intersections along A1A in Ponte Vedra Beach. Based on the latest information, construction of the intersection improvements at Solana Road and A1A is expected to be completed no later than April/May 2021. As for the Mickler-A1A intersection, we expect the design and engineering work to begin sometime late this year or early 2021 with construction starting in late 2021 or early 2022.

In other area intersection news, we have recently been advised that, due to safety concerns, a traffic signal will be installed in 2022 on the East side of the Palm Valley Bridge at the intersection with the South Roscoe Blvd. Connector.

The CTTF is continuing to work with St. Johns County and FDOT staff to address the other intersections along A1A from JTB to Mickler and will provide updates in future newsletters as new information becomes available. Since embarking on our mission to reduce traffic congestion in Ponte Vedra Beach, the CTTF board has learned much about the challenges and necessary processes that come with addressing traffic problems and roadway improvements. The primary lesson being, there is a long and complicated process associated with defining road improvement projects, obtaining funding, and final construction. The CTTF Board members are actively identifying and pursuing all potential avenues to achieve our ultimate objective of improved traffic flow through our community. However, as explained in the following editorial, the road to success is paved with many inherent difficulties. We welcome any recommendations and support any resident is willing and able to provide. Contact us at cttfboard@yahoo.com.

The Path to Funding Road Improvements – A Guest Editorial

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People want to know...Why can't we have a nice straight road from A to B? Can't they do something to get rid of these traffic holdups, like add another lane or at least an extra turn lane?

Maybe. But, be prepared to crawl over the barbed wire and broken glass scattered about by those who don't want anyone to touch what they consider already to be quite satisfactory or to rattle their peace and quiet.

OK, a bit bloody, but say you decide to persevere and proceed. Be further prepared for a journey of up to 20 years before any new tarmac pours.

First thing that you discover along the way is that your county's Department of Public Works has been tracking traffic and projecting maintenance and improvements for many years...on your roads...and every inch of road in their 609 square miles of responsibility. They have done the cost estimates and have had to compete for funds with other counties and set priorities for the application of all available funding.

Funding coming from county tax revenues is tight as a tick. You shout, "well, for heaven's sake raise some more revenue!" the echo is "no way, Jose'." So, you have two choices: persuade your way up the priority list or, do that and, if it's a state road that needs fixin', climb up the crowded, knobby, greased "beanstalk" of state or federal funding.

The normal beanstalk route leads through a highly structured and very professional group called the North Florida Transportation Planning Organization. They have the studies and they have the definitive list. If your project isn't on it, your project won't move forward. Virtually all funding flows through the NFTPO to Clay, Duval, Nassau and St. Johns counties, county-by-county in a five-year cycle.

But, the funding that the TPO gets, comes from the state budget that is pieced together by the governor and the state Department of Transportation (affectionately known as FDOT), the state House, and the state Senate. So, start persuading: the county staff and commissioners, the two members of the House, our Senator, the NFTPO and FDOT, to include your piece of road in the budget. Whatever fraction of the total that you get, watch that money like a hawk to see that it is not diverted. It all takes countless meetings, reams of correspondence, patience, persistence and quite a bit of luck to achieve any piece of success.

Next year, start all over again.

This editorial was written by CTTF Board Member Douglas Worth to help members of our community better understand the process associated with making roadway improvements and/or the construction of new roads.