

PUBLIC WORKS COMMITTEE

2010 ANNUAL REPORT

The roads subcommittee made minor changes to the road inspection form and developed instructions with examples to have more uniform results among the several teams. All 87 miles of major roads were inspected. All minor roads were inspected within the last two years so only 17.75 miles of the minor roads with the lowest ratings were reinspected to prioritize them for the 2010 paving program. Major roads will be inspected every year along with one third of the minor roads. A portion of the planned paving program was rescheduled to 2011 due to a reduced budget. The thin super pave was used wherever applicable as once a road deteriorates beyond a certain point, only a thicker surface can be used. The mix has been further refined to improve the expected life of the pavement. The use of the super pave has shown to be a cost saving measure and is recommended to continue to be used.

All buildings were renumbered and divided into five zones. The buildings were inspected using five two man teams. This was a time saving measure by keeping distances between sites to a minimum. Some slight changes to the forms will be reviewed prior to the 2011 inspections. The building subcommittee assisted POA staff with the remodeling of the Ponce restaurant area by helping determine the correct heating - air conditioning system improvements.

Accidents reports, or collision reports as they are now referred, were reviewed each month by the safety subcommittee. 2010 had 134 accidents reported which is the third worst year on record. This was down from the 164 accidents in 2009. Single vehicle accidents accounted for seventy percent of the total. Deer were involved in thirty two percent and were the biggest problem. Other items in the summary were- Drove off road twenty nine percent; Failed to stop seven percent; Lost control thirty three percent; and Failure to yield twenty nine percent. DeSoto had the highest percentage of accidents with thirty nine, Barcelona had seventeen percent, and Balearic had fifteen percent. Twenty four percent of the accidents were at intersections. This percentage

has stayed fairly constant for the last several years. The major intersections of DeSoto at Carmona and DeSoto at Barcelona had the highest number with three each. The DeSoto at Ponce intersection had two. It did not appear that any of the accidents were due to a lack of signage, poor visibility due to trees or brush, shoulder drop offs, or driving conditions that were controllable by the Public Works Department. No review has been completed of accidents that may have occurred due to the increase of many speed limits. Several of the lost control or ran off road type may have been due to this factor.

The committee reviewed and responded to several resident concerns. One was the intersection of Maderas and Country Club Drive. A tree was removed and two new signs were installed. The other major concern was the Intersection of DeSoto and Ponce. The intersection problems were reviewed. Brighter stop signs and "cross traffic does not stop" signs were installed. Several signs were relocated to improve visibility and be less of a distraction. Funds were not available to conduct a traffic study to see if stop sign warrants were met. However, there was a committee count and a review of the criteria for a warrant did not appear to be met. Only a review by a traffic consultant should be used to determine if all way stop signs need to be installed. The committee also reviewed a concern by POA Human Resources staff about the safety of several golf cart crossings on roads where the speed limit was increased by the POA Board. Appropriate signage was in place and the speed limit is an issue that needs to be addressed by the board.

The committee members continued to complete all assignments and have my hearty thanks. A special thanks to David Whitlow for his long service to the village and the committee. His knowledge and expertise will be missed as he retires in 2011. Also, a special thanks to Cheryl Martin and Peggy Ford for all that they do for the committee. We could not accomplish all we do without their help.

Bill Monson, Chairman

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