

Manager's Report
YTD April 1st – October 31st

KINGS POINT Master Association

November 16, 2022



Work Orders
3,041

Inspections
804

Alterations
226

Emergency
Calls - 72

IRRIGATION

Irrigation Repairs

- ◆ 103 Mainline Repairs
- ◆ 139 Valve Repair/Replacements
- ◆ 85 Lateral Line Breaks
- ◆ 14 Lateral Line Reroutes
- ◆ 24 Wiring Projects
- ◆ 20 Control Boxes Replaced
- ◆ 14 Breakers Replaced
- ◆ 17 Baseline Control Boards Replaced
- ◆ 7 Baseline Faceplates
- ◆ 5 Baseline Radios Replaced
- ◆ 13 Decoders Replaced
- ◆ 4 Baseline Flow Bi-Coders
- ◆ 13 Baseline Bi-Coder Boards
- ◆ 2 Moisture Sensors Installed
- ◆ 8 Baseline Surge Arrestors Replaced
- ◆ 3 2-Wire Boards
- ◆ 2 Power Boards
- ◆ 2 Pumps Replaced
- ◆ 2 Recharge Wells Drilled
- ◆ 10 Modems Replaced
- ◆ 10 Time Relays Replaced
- ◆ 4 Antennas/Antenna Wire Replaced



4" Recharge Well - Portsmith & Corinth



6" Mainline Repair (Hammersmith)



Pump Control Box Replacement Inverness

Drainage Repairs



Drainage Repairs

- ◆ Ring Cover Replacement – Locksley
- ◆ Underdrain Repair – Laughton
- ◆ 18" CMP Replacement – Harringay
- ◆ Storm Box Repair – Princeton & Cambridge
- ◆ Drain & Asphalt Repair – Holkham/Gladstone/Gloucester
- ◆ Drain Inspections – Locksley & Laughton
- ◆ Ring Cover Replacement – Princeton
- ◆ Grate Replacement – Foxhunt
- ◆ Grate Seat Replacement – McDaniel
- ◆ Drain Inspection - Gladstone
- ◆ 15" CMP Replacement – Kings Blvd.

Pattern & Coverage Project Update

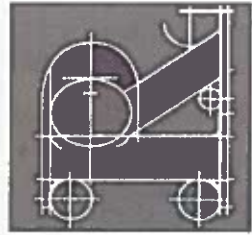
Year one of the Pattern and Coverage Project began on October 24, 2022. Audits will continue through June 1st, 2023. We are at the front of Kings Point currently evaluating the upper loop.

Audits will be completed one communication hub at a time, starting in the front of the community and working towards the back.

Cambridge J - Completed	Andover E - Completed	Bedford A - Completed	Fairfield A - In Progress
Cambridge I - Completed	Andover F - Completed	Bedford B - Completed	Fairfield B -
Cambridge H - Completed	Andover G - Completed	Bedford C - Completed	Fairfield C -
Andover A - Completed	Andover H - Completed	Bedford D - Completed	Fairfield D -
Andover B - Completed	Andover I - Completed	Bedford E - Completed	Fairfield F -
Andover C - Completed	Bedford J - Completed	Bedford F - Completed	Fairfield G -
Andover D - Completed	Bedford H - Completed	Bedford G - Completed	Fairfield H -

For Up-to-Date Project status for your Association or for more information about pattern and coverage visit kpmaster.com/patternandcoverage

Introducing Our New Landscaper!



RUSSELL
LANDSCAPE

LANDSCAPING



OTHER R&M

Quarterly Pressure Washing



- ◆ 6 Sidewalk Repairs
- ◆ 35 Tree Removals
- ◆ 19 Sign Repairs
- ◆ 14 Potholes
- ◆ 8 Benches Replaced
- ◆ 1 Radar Sign Repaired
- ◆ LED Lights Installed on Gazebo
- ◆ LED Lights Installed at Back Gate
- ◆ LED Track Lighting Repair Front Gate
- ◆ Storm Box Repair - Cambridge
- ◆ Drain Repair – Gladstone
- ◆ Golf Course Clean Up
- ◆ Asphalt Repair – Lonigan Center Line
- ◆ Pavers Repaired at Kings Roundabout
- ◆ Modem Replaced on Speed Radar Signs
- ◆ Awning Replaced at Front Gate
- ◆ Canaster Lighting Replaced at Front Gate
- ◆ Annuals Replaced



VOLUNTEER OF THE MONTH NOMINATIONS

August



MaryAnn Meeker

September



Arleen Sanders

October



Sheila Thurston

November



Rob Davies

Join Us On
facebook
@KINGSPONTPMASTERASSOCIATION

KINGS POINT CLUBS
OF THE MONTH

August



KP AMATURE RADIO CLUB

September



KP PHOTOGRAPHY CLUB

October



KINGS POINT QUILTERS

November



KP LAWN BOWLERS

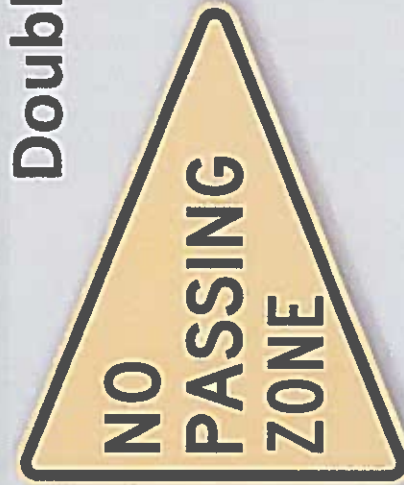
**Traffic
Control**

**Safe Driving Can Mean The
Difference Between Life and Death!**

Speed Radar Data July 1st – October 31st

	April	May	June	July	August	September	October	All
31-35 MPH	25,123	15,088	17,271	17,710	17,271	29,014	29,653	151,130
36-40 MPH	5,104	3,655	4,198	4,300	4,198	6,762	6,921	35,138
41-45 MPH	668	577	599	642	599	1,019	1,091	5,195
46-50 MPH	75	66	87	89	87	156	175	735
51-55 MPH	8	10	24	18	24	28	34	146
Total	30,978	19,396	22,179	22,759	22,179	36,979	37,874	192,344

**PLEASE
SLOW
DOWN**



Double Yellow Lines Mean NO PASSING

THIS INCLUDES GOLF CARTS!

For your safety and the safety of others please
exercise patience while driving on non-passing
roads. It could truly save your life!



Thank you!

**KINGS POINT**

Disaster Planning Committee

Financial reports are not available online as this is a public website. A copy of the Treasurer's report can be requested through our Request for Corporate Records form located on our website under the Corporate Documents tab.

Presidents Report !!/16/2022

On behalf of the Board of Directors I would like to thank you for attending today's meeting. As you know the board as well as most of you in attendance today are volunteers. Kings Point is managed by a combination of Volunteer's and Professional's in order to provide service to all the residents. Today I am supposed to give an annual report highlighting the boards accomplishments over the past 12 months, instead I would like to recognize the volunteers and employees that have made our success possible.

I would like to begin with the Disaster Planning Committee, over the last two months we have experienced a Hurricane and a Tropical Storm, due to the extraordinary planning and constant communications to our residents we had very little damage and inconvenience. This committee is comprised of members of the Master and Federation Boards, all three management companies and all Landscapers.

Next, we have the Strategic Planning Committee who has worked diligently in assisting the board of Directors in instituting both a one year and five year plan for maintaining the infrastructure of Kings Point.

The Pond Committee which is comprised of all volunteers who has worked closely with our pond maintenance contractor to maintain our ponds and help secure grants for Plantings.

The Traffic Committee who has worked diligently in both researching alternatives to our traffic problems but also interviewing companies to that would assist in controlling our issues.

The Landscape and Irrigation Committee who not only assisted in writing a new Landscape contract but also put forth a plan to address

the Pattern and Coverage issues that the membership approved in September. This committee is comprised of Board members, Federation Representatives, First Service Employees, Master Association Employees and volunteers.

I have saved the Finance Committee for last, this Committee is comprised of Board members, Master Association employees and volunteers. Due to their hard work and due diligence, we were able to keep our budget to a ,20 cent per unit per month increase.

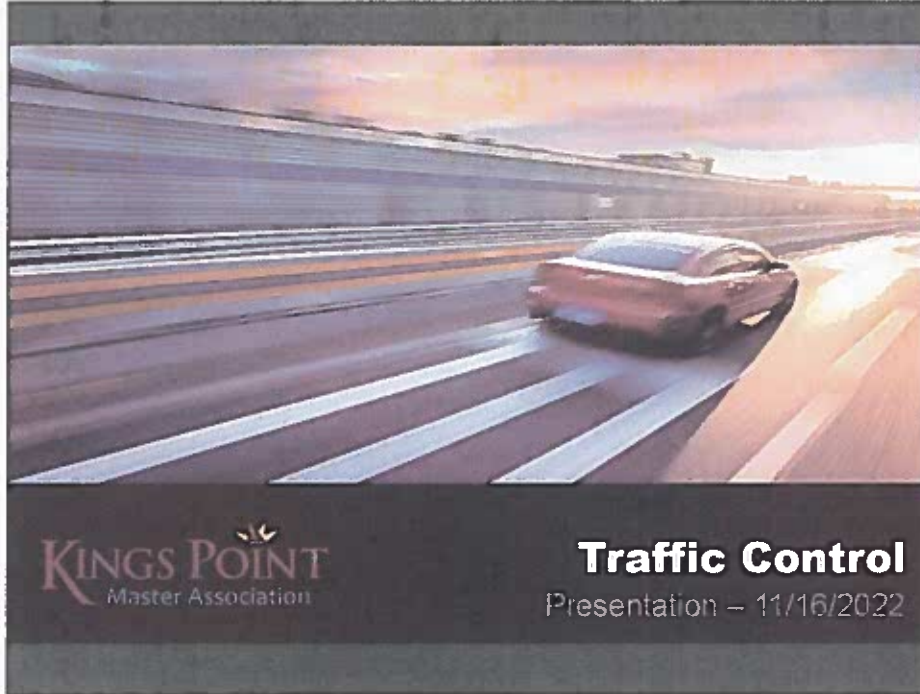
The Board is very grateful for the input and recommendations these committees have made to our success. Thank you.

I know I speak for all Directors when I say that the reason for our success is because of our General Manager Shawna Deiulio and the team she has put together. I have received many compliments over the last year from residents on how good they were treated by the Master Association employees. It all starts with Shawna. As most of you will recall one year ago we had a backlog on workorders, no wet check reports, constant complaints about the Irrigation Contractor's personnel.

Last December the Board replaced the field Manager with Denny Brinsinger, the Water Manager with David Rivera, the Irrigation Contractor with ITS and hired Tiffany Decker to assist in the office. All these changes were at Shawna's recommendations. This team along with Cathy Crawley our Administrative Assistant have reduced the backlog of workorders, produced wet check reports every month for the last ten months to every association.

The Board is very happy to report that our accomplishments over the last twelve months is due to the selection of the committees and

employees that work with us to supply services to all residents of Kings Point. Thank you!



Update from Kings Point Safety University

Great news!

The staff of the university has done incredible research of the automatic turn signal on automobiles produced in the United States.

The staff has concluded that the device has an inherent major flaw, humans. While many drivers have the notion that when they are about to make a turn the turn signal will automatically engage the proper signal light installed on their vehicle.

However, not known to many drivers as seen by the lack of use of turn signals in Kings Point, Ford, GM and Chrysler had removed this function from ALL their production vehicles since 1982. All other manufacturers never had this signal feature.

The Safety University is encouraging all Kings Point residents to check the turn signal in their driveway before driving on Master Associations road which include: Kings, Kings Greens, Hammersmith, Nantucket, Vilmont Greens and Newpoint Loop.

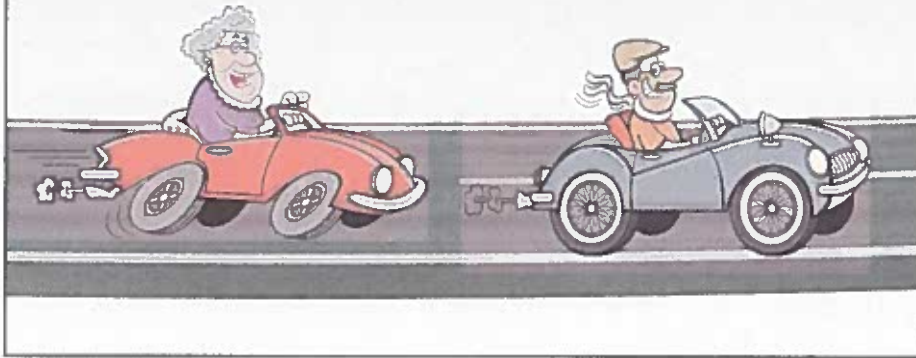
The next study that the staff will be investigating is the auto braking when a vehicle comes within 63 feet of a stop sign.

Stay tuned for those results.

Dean of KP Safety University
Speed "D" Ticket



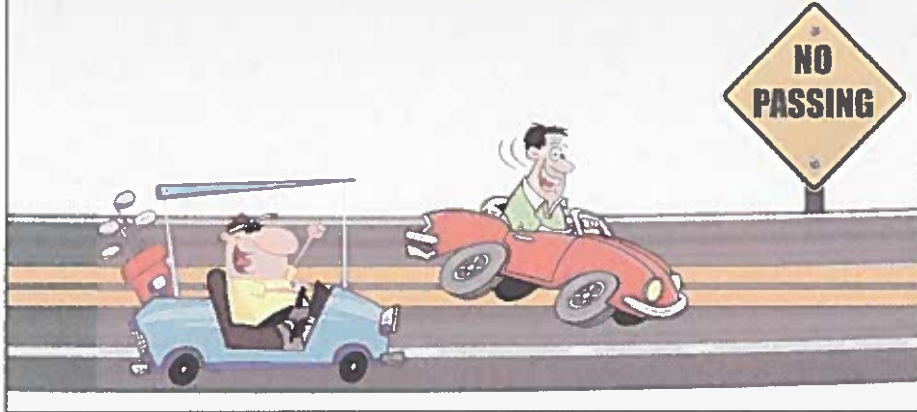
Who Has an Issue With Speeders in Kings Point?



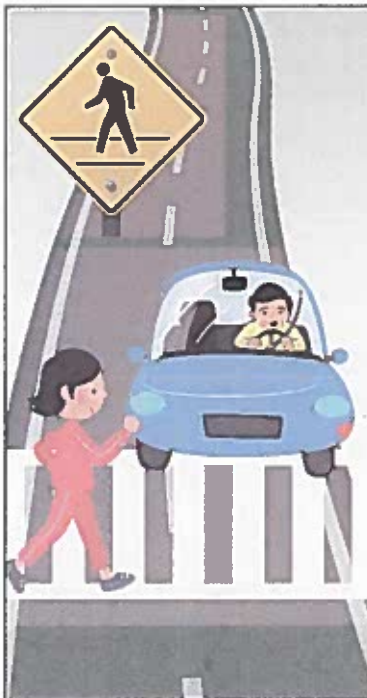
Who Has an Issue With Drivers That Don't Stop at Stop Signs?



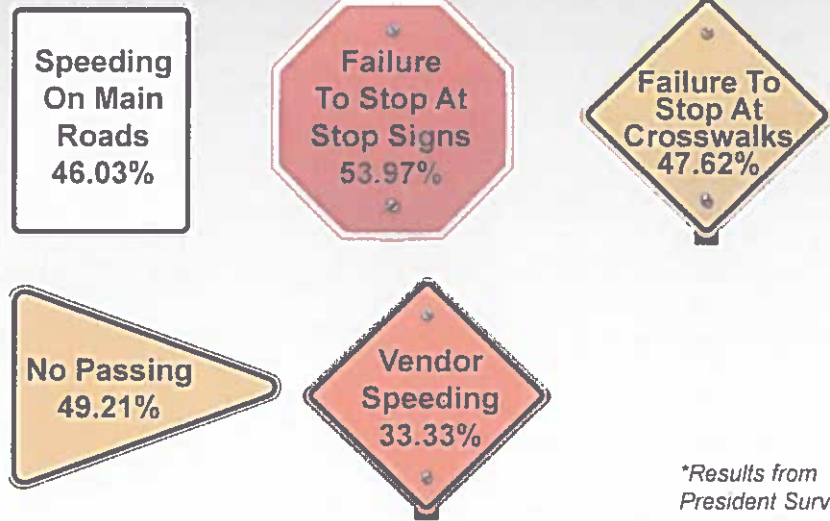
Who Has an Issue With Drivers Passing in No Passing Zones?



Who Has an Issue With Drivers Fail to Yield to Pedestrians at Crosswalks?



We conducted a survey in response resident concerns about speeding in the community and failures to obey traffic rules.



Residents Are Right To Be Concerned!

Radar Sign Data

Speed	September	October
31-35 MPH	29,014	29,653
36-40 MPH	6,762	6,921
41-45 MPH	1,019	1,091
46-50 MPH	156	175
51-55 MPH	28	34



Even if you remove the 31-35 MPH Speeders, we are still averaging around **8,000 Speeders per month.**

Failure to obey traffic rules affect:

- Walkers & Runners
 - Bicyclist
- Elderly That May Not Hear Well
 - Blind Pedestrians
 - Golf Carts
- Landscape Workers



The Time Has Come To Find a Solution For Our Traffic Control Issues.

Let's take a look at some of your suggestions:



Increase the Amount of Signage

- Current signage placements were installed per recommendations from our Traffic Engineer as a result of a study they were asked to do to help us improve safety and reduce speed. Unfortunately, the radar data has not indicated a reduction in speeders to date.
- Too much signage can easily become an eyesore.

Decrease the Amount of Signage

Any sign removals or any other changes to the signage would need to be approved by the Traffic Engineers. Deviating from their recommendations without approval could increase our liability in the event of an accident.



Installing Speed Bumps and/or Rumble Strips on All of the Main Roads

- While installing speed bumps and rumble strips might help to reduce speed, residents were very vocal about not being in favor with speed bumps in the community when we installed them at the front gate. They are also a hardship on the ambulances and their patients.
- Speed bumps would not prevent the other traffic issues like stopping at stop signs and crosswalks or people passing in no passing zones.

Increase Speed Limit to 35 MPH



- According to Florida Statutes, golf carts may only be operated on roads that are 30 MPH or less.
- Over 8,000 vehicles per month are traveling OVER 36 MPH or higher.

Install Light Up Crosswalks and Stop Signs



We are looking into these but even if they work out, the speeding and passing issue will still exist.

Add Stop Signs At Kings & Clubhouse Drive

- This was ruled out as a viable option by the engineers

Install More Radar Signs

- While the signs are great for collecting data, they have not proven to be a speed deterrent as residents are aware there is no enforcement

Capture Speeders and Send Them Firm Letters

- This would require a private investigator to pull tag numbers and again, everyone is aware there is no enforcement

Hold Driver Education Classes

- We do not have the authority to make classes mandatory. It's unlikely the speeders and traffic violators would volunteer to attend.

There Isn't a Speeding Problem So Nothing Needs To Be Done

- **Data collected from the radar signs prove there is a speeding problem in Kings Point. Residents have and continue to report speeding incidents that nearly resulted in accidents. Having this knowledge could increase liability to the Master. In the event of serious injury or fatality, we could be looking at a multi-million-dollar payout.**

Unarmed Security Patrol With Radar Gun

There are a few major reasons this solution will not work for us in Kings Point:



- The Master does not have access to the resident license plate data base. A private investigator would need to be hired to pull license plates and find the owners. The cost for this service ranges between \$35-\$100 per tag depending on the state.
- No authority to fine visitors or vendors
- In order to levy fines, a fining committee would need to be established. However, if the recipient of the fine chooses not to pay the fine, the only recourse to collect the fine would be to go to small claims court. In most cases, more money would be spent on attorney fees than the amount of the fine itself.

Bring in HSCO

The Board along with 58.73% of Presidents surveyed agree that bringing in the Sheriff to patrol the main roads is the best overall option to help control speeding and the other traffic issues of concern.

How would this work?

- Engineers would need to conduct an audit of the community signage.
- Recommendations for repairs, adjustments and/or replacements would need to be made so we can apply for certification from the county
- We would need to sign an indemnity agreement with HSCO which will require an insurance premium increase.
- Officers would be hired by the Master for a certain number of hours on specific days and times per month to patrol Master roads ONLY.
- We estimate it will take until 2024 to complete the certification.

What will this cost?

- Sign Audit - \$20,000
- Sign Repairs - \$80,000 (Rough Estimate)
- Insurance Premium - \$120,000 (\$1.78 pupm)
- Deputy Hourly Rate – Approximately \$40.00 per hour. We estimate utilizing them 20 hours per month.

Bringing in HSCO would cover all traffic issues including speeding, illegal passing, failure to stop at stop signs, and failure to yield to pedestrians.