



Minutes
Town of Lake Park, Florida
Mobility Plan Community Workshop
Saturday, July 30, 2022 10:00 AM
Town Hall Commission Chamber,
535 Park Avenue, Lake Park, Florida 33403

The Mobility Plan Community Workshop was conducted on Saturday, July 30, 2022 at 10:20 A.M. Some members of the Commission were in attendance.

Ms. Uyen Dang, PE Transportation Engineer and Mr. Jonathan Paul, Principal with New Urban Concepts presented to the audience (see Exhibit "A").

A member of the audience asked if the closed roadways would be reopened. Those roadways included 2nd Street and Silver Beach Road, 3rd Street and Silver Beach Road, and Poplar Drive and Northlake Blvd. Mr. Paul explained that surveys have been conducted and the feedback received was that residents do not want those streets reopened. He stated that the feedback received would be shared with Town staff as they move through this process. He further explained that if streets were opened they would possibly implement traffic calming measures throughout those streets.

Commissioner Mary Beth Taylor explained the historical nature of the closure of 2nd and 3rd Street.

Vice-Mayor Kimberly Glas-Castro explained that the ideas were the consultants and staff. These ideas have not been presented to the Town Commission. She felt the consultants and staff should have reached out to the Commission prior to proposing these measures, because she felt it would not go anywhere.

Ms. Dang explained that the roadway system was like a network. They described how the network would benefit from making changes. She reassured everyone that they have reviewed the plans and its effects on the residents. She reminded everyone that the Town has large development taking place on US1 and its impact. She explained that safety, mobility, access were things all community want for their residents. She explained that a corridor or micro study was needed to find out if the data reflects benefits to reopening the streets. She reiterated that they were not presenting to the Commission at this time because they were still gathering information and feedback and considering everything before a plan could be developed for Commission approval. She encouraged everyone to provided their feedback on what they want and don't want.

Commissioner Roger Michaud encouraged the audience to provide their feedback and to attend the Commission meeting to provide the Commission with feedback on what was being presented.

A member of the audience expressed her concerns with roadways as the community grows.

A member of the audience asked if pedestrian crossings were considered for US1 due to the dangers of crossing that roadway. Mr. Paul explained that they do have proposed changes for traffic calming along US1 and Northlake Blvd to improve safety. The member of the audience asked how they measure the distant traveler from Lake Park to other areas. Mr. Paul explained that phone data was being used to track movement around Lake Park. He explained that the mobile phone was the best source for them to collect the data.

Some comments were made not using the microphone; therefore, it was not captured for the record.

A member of the audience asked how data was collected by square footage to establish a fee. Mr. Paul explained that the calculation was conducted by the square foot.

The audience members were invited to discuss options that were on tables throughout the room.

ADJOURNMENT

There being no further business, the meeting adjourned at 11:30



Mayor Michael O'Rourke



Town Clerk, Vivian Mendez, MMC



Approved on this 17 of August, 2022

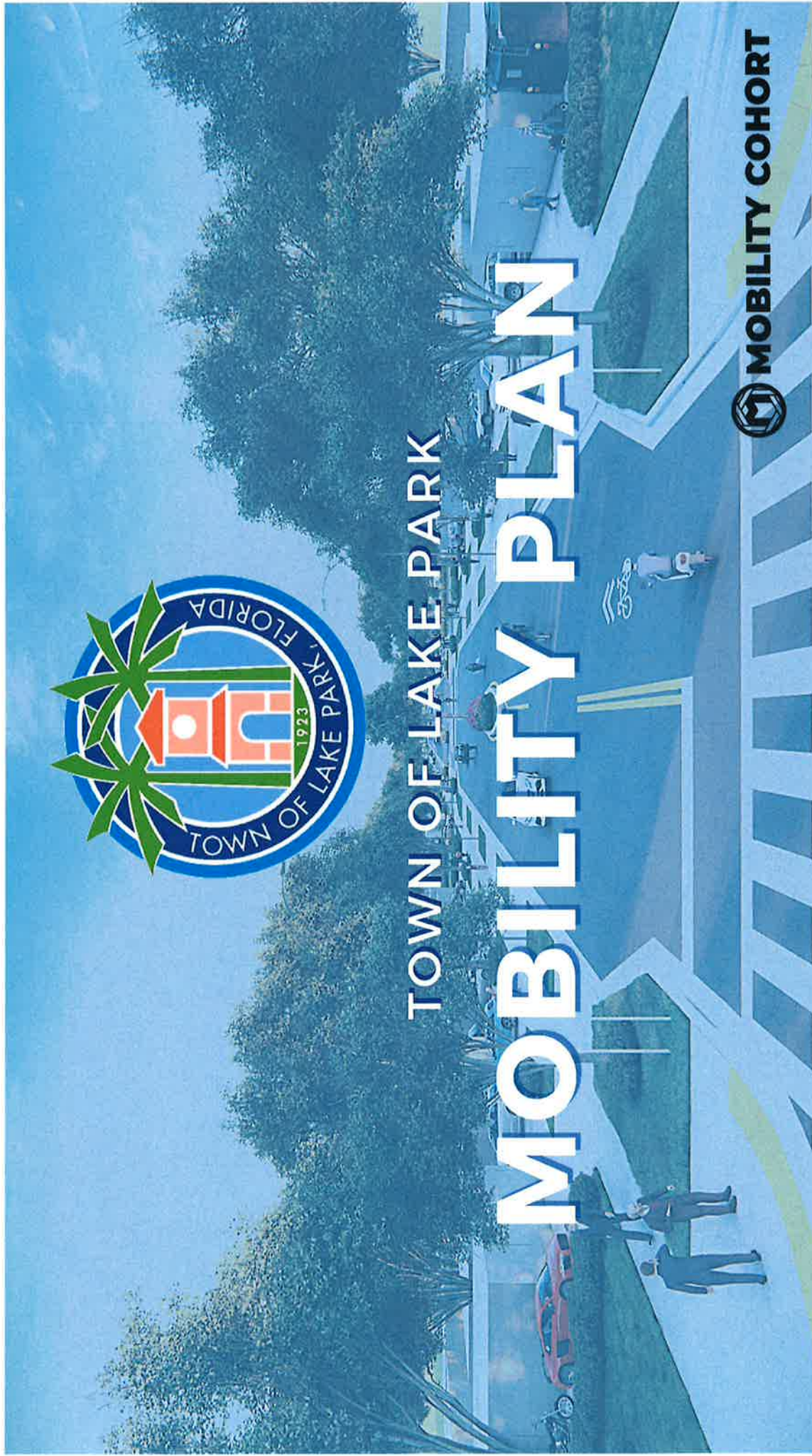


TOWN OF LAKE PARK

MOBILITY PLAN



MOBILITY COHORT





Town Staff and Leadership:



John O. D'Agostino

Town Manager



Nadia DiTommaso

Community Development Director



Roberto F. Travieso, MPA

Public Works Director



Jonathan Paul, AICP

Mobility Planner



Uyen Dang, PE

Transportation Engineer

Consultant Team: **MOBILITY COHORT**

House Keeping







- **Emergency Exit**
- **Restroom**
- **Online Survey**
- **Project Website**
- **Public Comments**





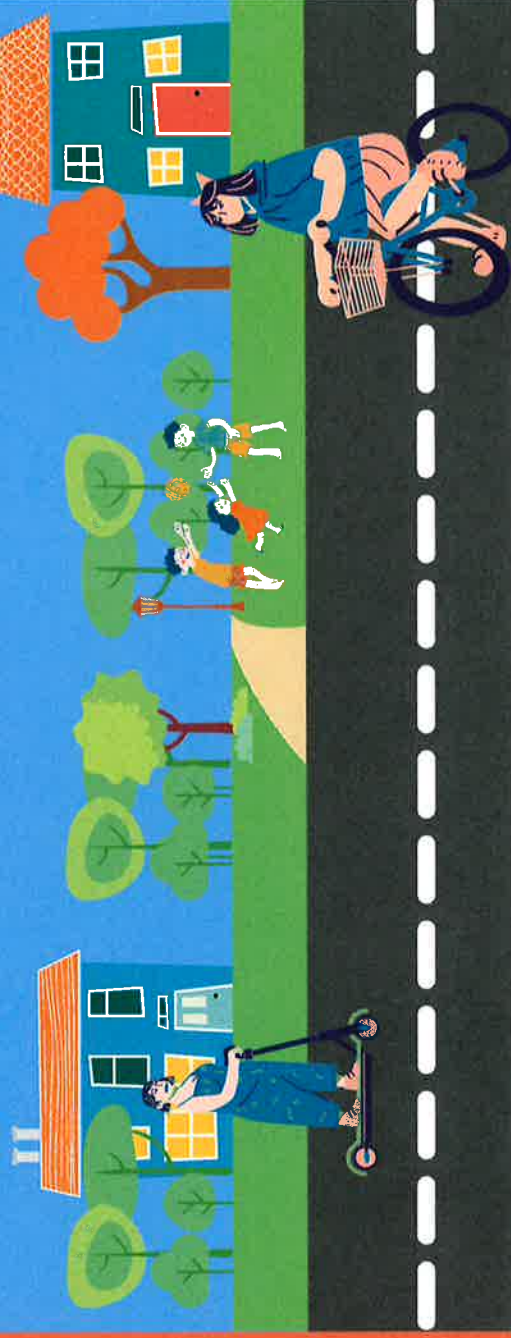
Agenda

Mobility Plan and Fee

-  Recap and Progress
-  Draft Lake Park 2045 Mobility Plan
-  What is a Mobility Fee?
-  Who pays the Mobility Fee?
-  Mobility Estimate
-  Next Steps

What is a Mobility Plan?

Mobility Plans are a 20 year vision of the Town's transportation system to transition from one focused primarily on moving vehicles to a multimodal system.



Why is a Mobility Plan needed?

A **Mobility Plan** is
the basis to
establish a
Mobility Fee.

Having a **Mobility Plan** assists
the Town in prioritizing
projects in their long-range
transportation plans.





How Can a Mobility Plan Help The Town of Lake Park?

Improve Safety

Reduce Speed



Improve Access

Complete Streets



Enhance Community

Capital Improvements





Meeting 1 Recap



Survey Recap

- **60%** of participants are not aware that the Town is conducting a Mobility Study
- **90%** of participants do not know what Complete Streets are
- **50%** of participants feel that cars are driving too fast in Lake Park



Lake Park 2045 Mobility Plan

2045 LAKE PARK MOBILITY PLAN

DRAFT VERSION 4.2

July 18, 2022

Street Improvements

- Multimodal Improvement
- Complete Street
- Priority Residential Traffic Calming Street (design to be determined based on further evaluation)

- Two (2) Lane Divided Complete Street
- Park Ave Curbless Main St
- Lake Park Greenway
- Waterfront Promenade
- New Future Two (2) Lane Road
- New Future Two (2) Lane Road (to be constructed by new development/redevelopment)

- Train Station
- Federal Highway Mixed Use Overlay District (FHMUDD)
- Residential Traffic Calming Program
- Roundabout
- Rectangular Rapid Flashing Beacon (RRFB)
- High Visibility Crosswalk
- Signalized Roundabout
- High-Intensity Activated CrossWalk (HAWK)
- Intersection Improvements
- Street Opening
- Boat Underpass



Summary of Changes



To address cut-through traffic on streets north of Silverbeach Blvd. after opening 2nd St & 3rd St the following improvements were added:

- Added 2nd Street & 4th Street as a Traffic Calming from Park Ave / Date Palm to Silverbeach Blvd.
- Added Cypress Dr as Traffic Calming from 6th St to US Hwy 1
- Added Bayberry Dr as Traffic calming from 2nd St to US Hwy 1
- Add Evergreen Dr Traffic calming from 2nd St to US Hwy 1



Removed underlying 4th street segment between Date Palm & Evergreen (school location)



Added intersection improvement / traffic circle to intersection of Date Palm where it merges between 2nd & 3rd street

Summary of Changes Cont.



Added intersection improvement / traffic circle to intersection of Date Palm where it merges between 2nd & 3rd street



Added traffic circle or roundabout at Evergreen Drive & 2nd Street where there are issues with drivers running the stop sign



Flagler Blvd & Seminole Blvd - bike / multimodal lanes on recommended adjacent to median



5th Street: Flagler Blvd to Park Ave - changed to 2LD



Removed proposed multimodal lanes on Park Ave and change to 2-lane divided with on-street parking on one side and add 10' wide Shared Use Paths on both sides as ROW permits. Add bulb-outs at intersections. Added "cross section is subject to change per final design"

Summary of Changes Cont.

Added traffic signal at Silverbeach Rd & Avenue S

Added catch all project for transit stop upgrades

Added boat underpass improvements on Northlake Blvd to improve access between North Lake and South Lake

Adjusted 19, 20, and 21 (new future two lane roads) to follow existing paths through Scrub Natural Area

Intersections (added these in response to crash data received from Town):

- Congress Ave @ Park Ave West
- Congress Ave @ south entrance to Target

Typical Section Park Ave.

Location: 7th Street to 10th Street
Roadway Classification: Collector
Existing Speed Limit: 25MPH
Proposed Speed Limit: 20MPH
Length: 0.4Mi

Proposed Recommendations: low speed curbless shared street with on-street parking and wide multimodal lanes



Typical Section Park Ave. East

Location: US-1 - 7th Street

Roadway Classification: Collector

Existing Speed Limit: 25MPH

Proposed Speed Limit: 20MPH

Length: 0.7Mi

Proposed Recommendations: Lane repurposing from 4-lanes to 2-lane divided with median and shared-use paths



Typical Section Silverbeach Rd.

Location: US-1 - 10th Street

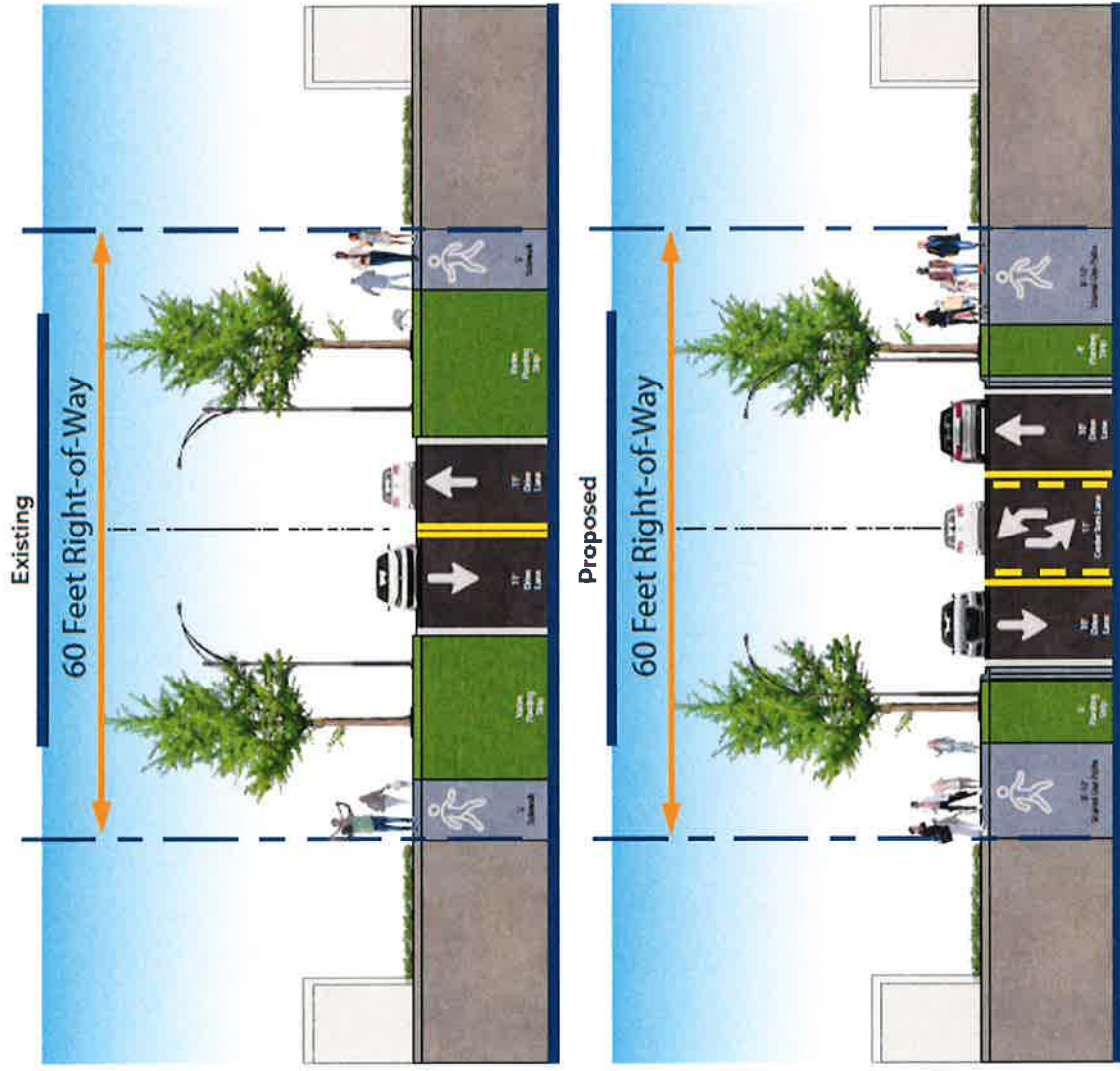
Roadway Classification: Collector

Existing Speed Limit: 30MPH

Proposed Speed Limit: 25MPH

Length: 1.0 Mi

Proposed Recommendations: road widening from 2-lanes to 3-lane with center turn lanes and shared use paths

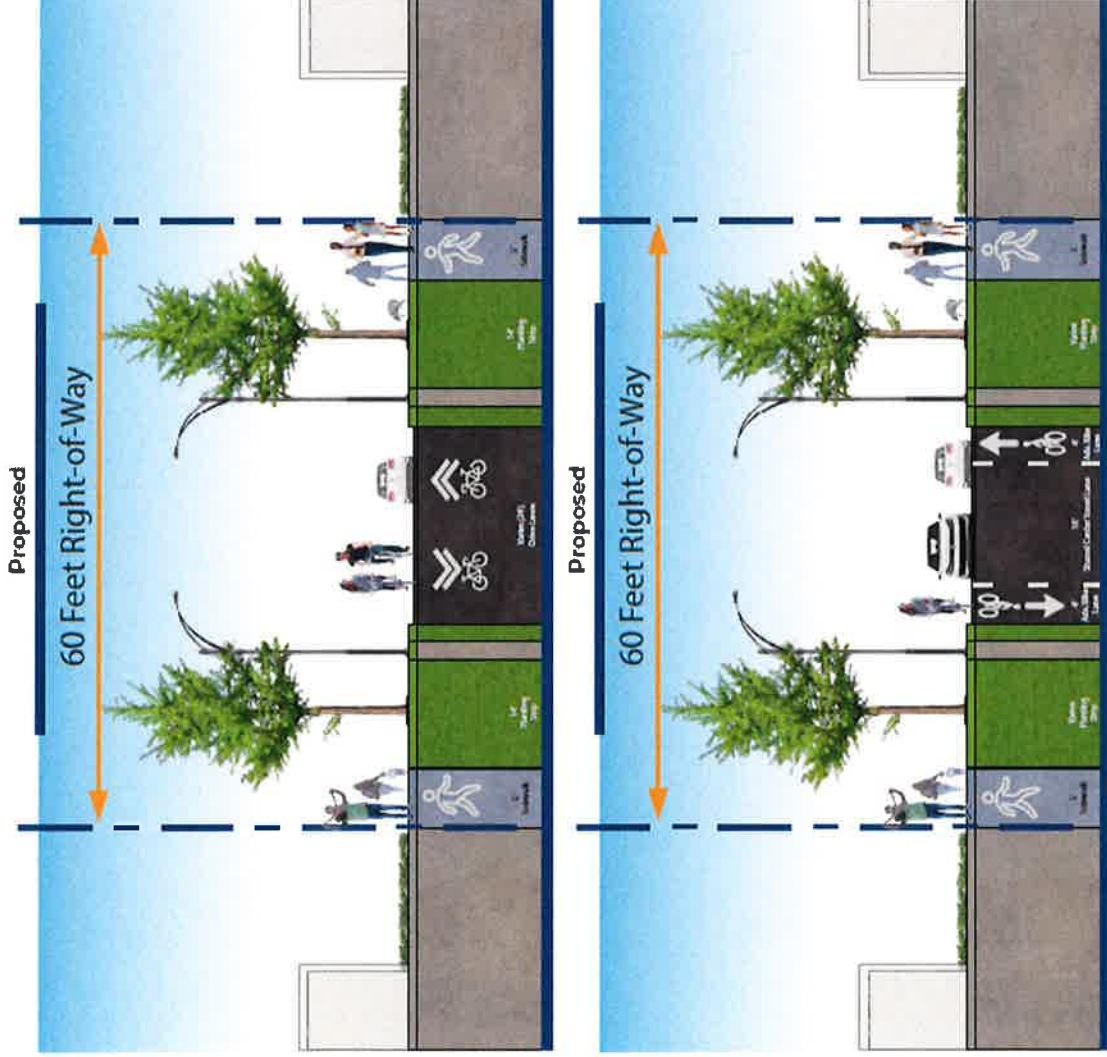


Typical Section Flagler Blvd.

Location: Palmetto Dr. to Northlake
Roadway Classification: Collector
Existing Speed Limit: 25MPH
Proposed Speed Limit: 20MPH
Length: 1.0 Mi

Proposed Recommendations:
restripe existing travel lanes with
buffered and/or protected bike
lanes





Typical Section Low Speed Streets

Location: Varies

Roadway Classification: Local

Existing Speed Limit: 25MPH

Proposed Speed Limit: 20MPH

Length: Varies

Proposed Recommendations:
neighborhood low speed street with on street shared lanes or advisory bike lanes and traffic calmed.

What is a Mobility Fee?

A Mobility Fee is a one-time fee paid by new development and redevelopment, which results in additional person travel demand, to mitigate its transportation impact.



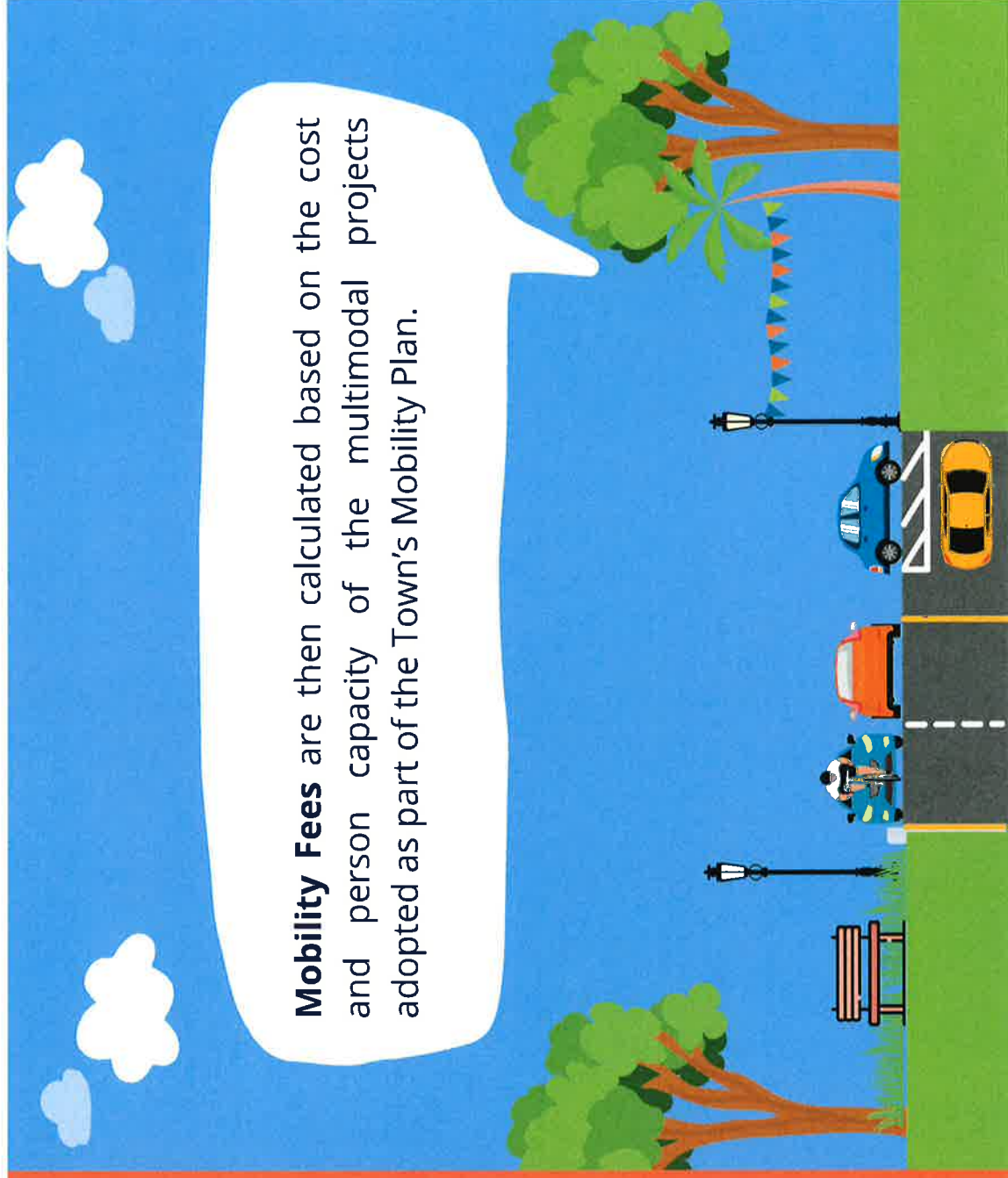
Who pays for the Mobility Fee?

Any **new** residential or non-residential **development or redevelopment** that creates **additional impact**



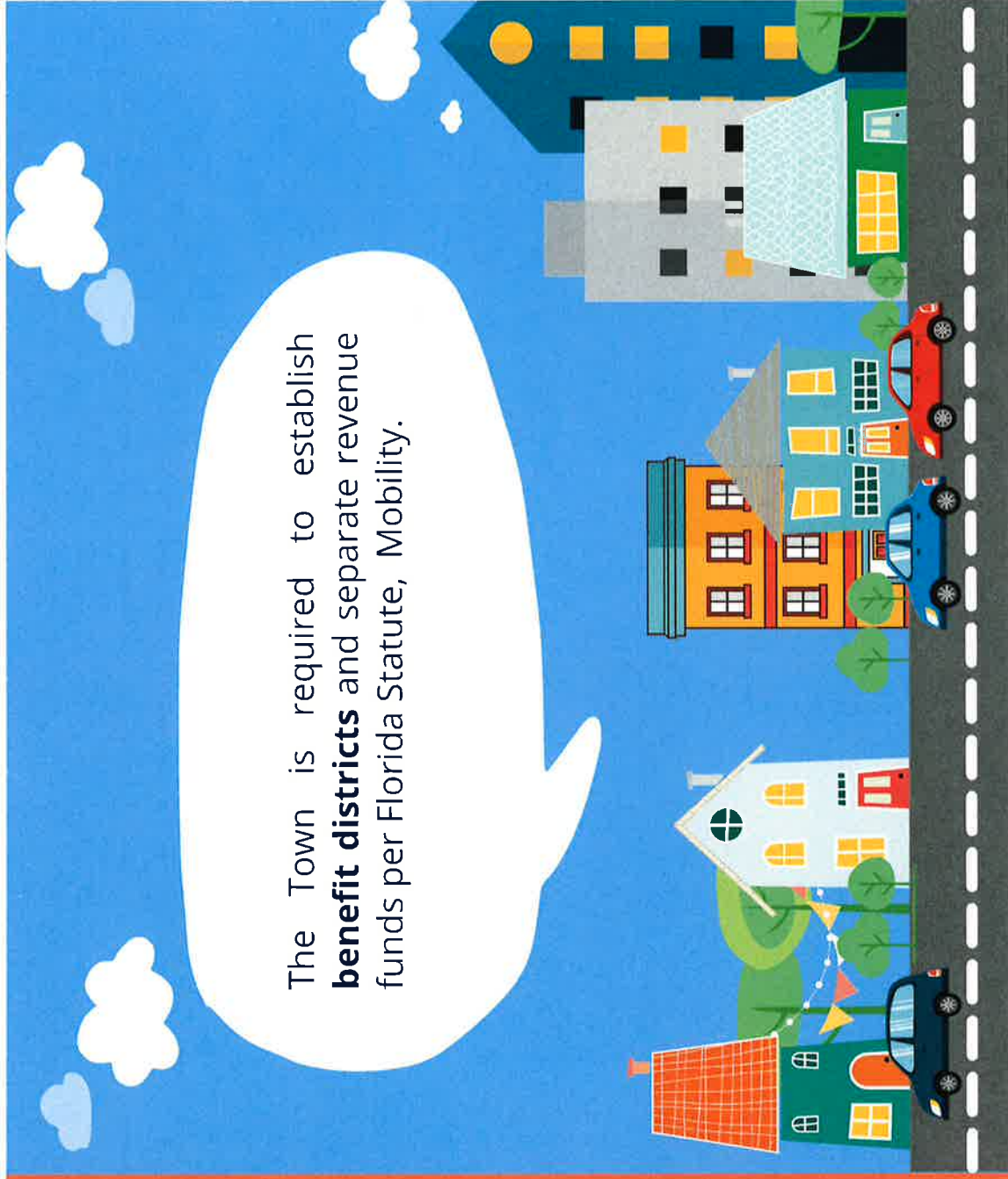
How is a Mobility Fee determined?

Mobility Fees are then calculated based on the cost and person capacity of the multimodal projects adopted as part of the Town's Mobility Plan.

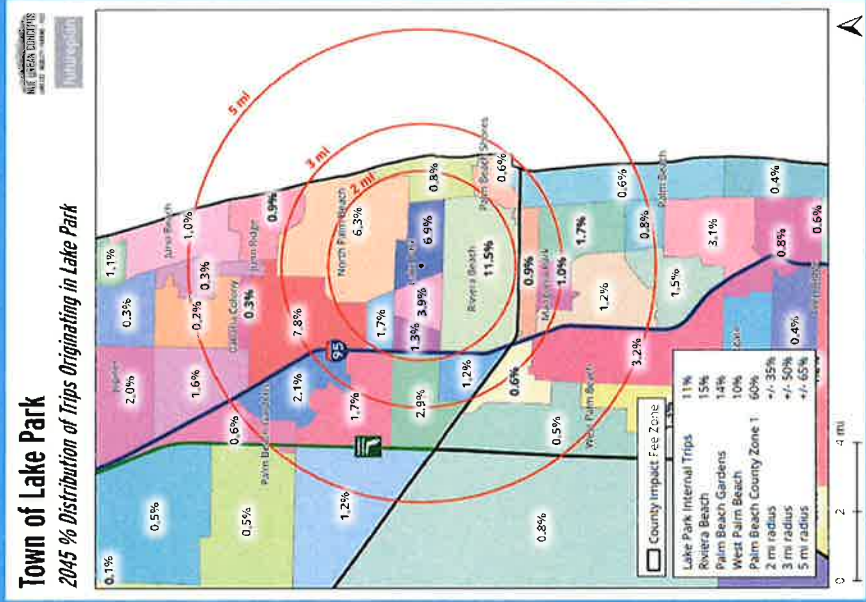


Where can Mobility Fees spent?

The Town is required to establish **benefit districts** and separate revenue funds per Florida Statute, Mobility.



Mobility Fee - Trip Distribution



Districts	DISTRICT NAME	Number of trips from Lake Park	% of trips from Lake Park
68	Riveria Beach Area Central	2713.66	9.8%
60	PBG Central East	2569.85	9.3%
41	Lake Park East	2126.15	7.7%
51	North Palm Beach	1878.55	6.8%
42	Lake Park West	1062.39	3.8%
115	WPB West Z2	949.8	3.4%
107	West Palm Beach CMA	948.14	3.4%
55	Northlake PBG SW	905.51	3.3%
62	PBG Central West	660.5	2.4%
54	Northlake PBG SE	547.95	2.0%

How is a Mobility Fee Calculated

Mobility Plan Project Cost: \$109,054,027

Mobility Plan Intersection Cost: \$25,832,890

Mobility Plan Total Cost: \$134,886,917

Mobility Plan Project Person Capacity: 299,300

Mobility Plan Intersection Person Capacity: 141,100

Mobility Plan Total Person Capacity: 413,400

MODEL NETWORK



How is a Mobility Fee Calculated

- Base Year (2022) VMT: 775,247
- Base Year (2022) PMT: 1,403,197
- Plan Year (2045) VMT: 952,923
- Plan Year (2045) PMT: 1,724,791

VMT INCREASE (2022-2045): 177,676

PMT INCREASE (2022-2045): 321,594

How is a Mobility Fee Calculated

Person Miles of Travel Increase: 321,594
Person Miles of Capacity Increase: 413,400
New Growth Share of Capacity: 78%

Draft Mobility Plan Cost: \$134,886,917
New Growth Share of Cost: \$104,931,753
Person Miles of Capacity Increase: 413,400
Person Miles of Capacity Rate: \$253.83

Mobility Fee Estimate

Use Categories, Use Classifications, and Representative Uses	Unit of Measure	Mobility Fee	Unit of Measure	Mobility Fee
Residential / Lodging Uses				
Affordable, Attainable or Workforce Residential 1, 2	per sq. ft.	\$ 1,425	per 1,000 sq. ft.	\$ 1,425
Residential 2	per sq. ft.	\$ 2,850	per 1,000 sq. ft.	\$ 2,850
Overnight Lodging (Hotel, Inn, Motel, Resort) 3	per room	\$ 3,237	per room	\$ 3,237
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer) 3	per space or lot	\$ 2,108	per space or lot	\$ 2,108
Institutional Uses				
Community Serving (Civic, Museum, Performing Arts, Place of Assembly or Worship)	per sq. ft.	\$ 1,009	per 1,000 sq. ft.	\$ 1,009
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per sq. ft.	\$ 1,578	per 1,000 sq. ft.	\$ 1,578
Private Education (Day Care, Private Primary School, Pre-K)	per sq. ft.	\$ 0.946	per 1,000 sq. ft.	\$ 946

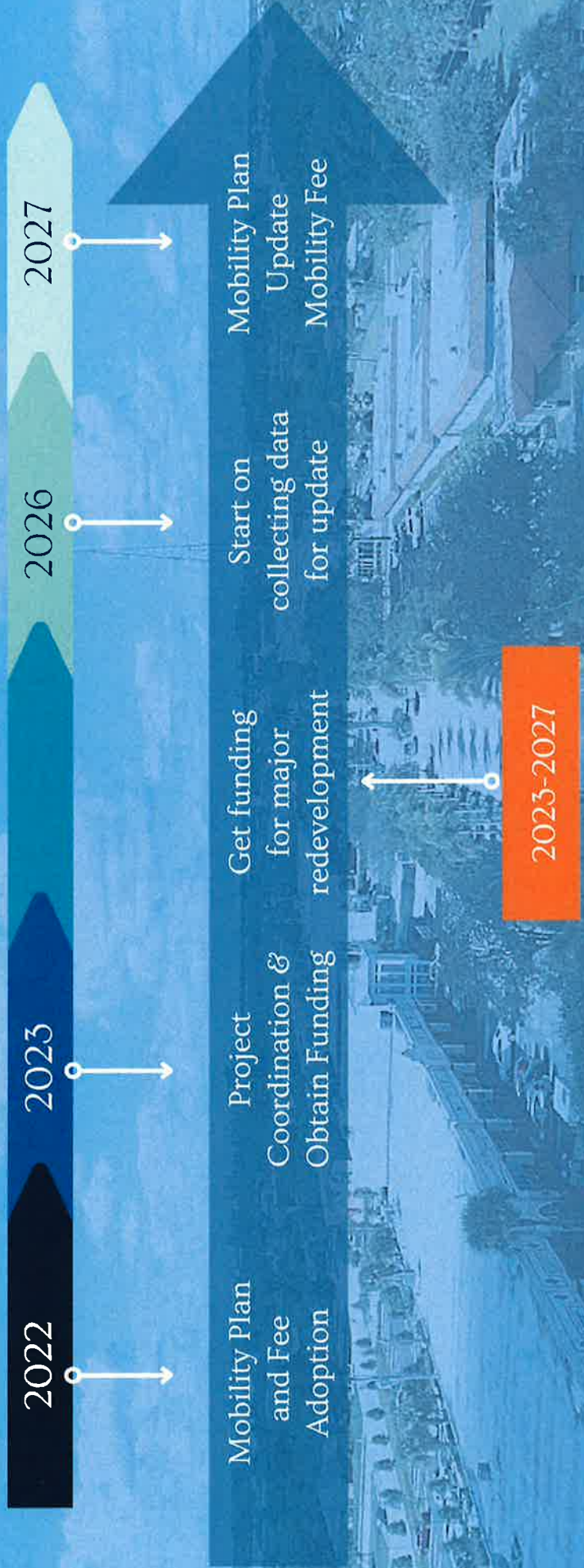
Mobility Fee Estimate

Use Categories, Use Classifications, and Representative Uses	Unit of Measure	Mobility Fee	Unit of Measure	Mobility Fee
Industrial Uses				
Industrial (Assembly, Brewing, Distilling, Distribution, Fabrication, Flex Space, Manufacturing, Nursery, Outdoor Storage, Processing, Trades, Warehouse, Utilities) 4	per sq. ft.	\$ 1,958	per 1,000 sq. ft.	\$ 1,958
Recreational Uses				
Marina (Including dry storage) 3	per acre	\$ 973	per acre	\$ 973
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis) 3	per acre	\$ 5,538	per acre	\$ 5,538
Indoor Commercial Recreation (Dance, Gym, Fitness, Indoor Sports, Kids Activities, Yoga)	per sq. ft.	\$ 10,480	per 1,000 sq. ft.	\$ 10,480
Office Uses				
Office (Dental, General, Higher Education, Hospital, Medical, Professional)	per sq. ft.	\$ 4,915	per 1,000 sq. ft.	\$ 4,915
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary) 5	per sq. ft.	\$ 14,004	per 1,000 sq. ft.	\$ 14,004

Mobility Fee Estimate

Use Categories, Use Classifications, and Representative Uses	Unit of Measure	Mobility Fee	Unit of Measure	Mobility Fee
Commercial & Retail Uses				
Small Retail Business (Entertainment, Restaurant, Retail, Services) 6	per sq. ft.	\$3,112	per 1,000 sq. ft.	\$3,112
Retail (Discount, Entertainment, Financial, Retail, Services, Superstore) 7	per sq. ft.	\$6,621	per 1,000 sq. ft.	\$6,621
Food, Beverage & Goods Retail (Pharmacy, Restaurant, Supermarket, Variety, Wine & Spirits) 8	per sq. ft.	\$14,748	per 1,000 sq. ft.	\$14,748
Convenience Retail (Convenience, Motor Vehicle Charging & Fueling, Quick Service Restaurant) 8	per sq. ft.	\$22,878	per 1,000 sq. ft.	\$22,878
Additive Fees for Commercial Services & Retail Uses 9				
Bank Drive-Thru Lane or Free-Standing ATM 10	per lane or ATM	\$7,056	per lane or ATM	\$7,056
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) 11	per lane or stall	\$9,073	per lane or stall	\$9,073
Motor Vehicle Charging or Fueling 12	per charging or fueling position	\$14,774	per charging or fueling position	\$14,774
Pharmacy Drive-Thru 13	per lane	\$7,694	per lane	\$7,694
Quick Service Restaurant Drive-Thru 14	per lane	\$23,927	per lane	\$23,927

Project Timeline



Next Steps

- Coordination with other Local Governments and FDOT
- Mobility Plan Adoption
- Develop Mobility Fee Ordinance

