



# AGENDA

Lake Park Town Commission  
Town of Lake Park, Florida  
**US Highway 1 Medians Workshop**  
Wednesday, August 28, 2019, 6:00 P.M.  
Commission Chamber, Lake Park Town Hall  
535 Park Avenue

<b>Michael O'Rourke</b>	—	<b>Mayor</b>
<b>Kimberly Glas-Castro</b>	—	<b>Vice-Mayor</b>
<b>Erin T. Flaherty</b>	—	<b>Commissioner</b>
<b>John Linden</b>	—	<b>Commissioner</b>
<b>Roger Michaud</b>	—	<b>Commissioner</b>
<hr style="border-top: 1px dashed black;"/>		
<b>John O. D'Agostino</b>	—	<b>Town Manager</b>
<b>Thomas J. Baird, Esq.</b>	—	<b>Town Attorney</b>
<b>Vivian Mendez, MMC</b>	—	<b>Town Clerk</b>

PLEASE TAKE NOTICE AND BE ADVISED, that if any interested person desires to appeal any decision of the Town Commission, with respect to any matter considered at this meeting, such interested person will need a record of the proceedings, and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. *Persons with disabilities requiring accommodations in order to participate in the meeting should contact the Town Clerk's office by calling 881-3311 at least 48 hours in advance to request accommodations.*

A. **CALL TO ORDER/ROLL CALL**

B. **PLEDGE OF ALLEGIANCE**

C. **NEW BUSINESS**

1. **US-1 Streetscape/Medians Workshop**

**Tab 1**

**PUBLIC COMMENT:**

This time is provided for addressing items that **do not** appear on the Agenda. Please complete a comment card and provide it to the Town Clerk so speakers may be announced. Please remember comments are limited to a **TOTAL** of three minutes.

**ADJOURNMENT:**



**Town of Lake Park Town Commission**

**Agenda Request Form**

**Meeting Date: August 28, 2019**

**Agenda Item No.**

**Agenda Title: US-1 Streetscape/Medians Workshop.**

- |                                     |                              |                          |                |
|-------------------------------------|------------------------------|--------------------------|----------------|
| <input type="checkbox"/>            | SPECIAL PRESENTATION/REPORTS | <input type="checkbox"/> | CONSENT AGENDA |
| <input type="checkbox"/>            | BOARD APPOINTMENT            | <input type="checkbox"/> | OLD BUSINESS   |
| <input type="checkbox"/>            | ORDINANCE                    |                          |                |
| <input checked="" type="checkbox"/> | <b>NEW BUSINESS</b>          |                          |                |
| <input type="checkbox"/>            | OTHER                        |                          |                |

**Approved by Town Manager**

**Date:** 8-23-19

**Nadia Di Tommaso / Community Development Director**

**Name/Title**

<p><b>Originating Department:</b>  Community Development</p>	<p>Costs: \$ None at this time <i>(WRMA is working with Staff as part of their contract with the Town for the stormwater initiative)</i></p> <p>Funding Source: Acct: # <input type="checkbox"/> Finance _____</p>	<p><b>Attachments:</b></p> <ul style="list-style-type: none"> <li>→ FHMUDO Streetscape Plans (excerpt from Town Code Section 78-84)</li> <li>→ Conceptual Design Plans developed by WRMA: Exhibits 1, 2, 3 and 4 <i>(as separate files in the Dropbox for better viewing)</i></li> </ul>
<p><b>Advertised:</b> Date: Paper: <input checked="" type="checkbox"/> Not Required</p>	<p>All parties that have an interest in this agenda item must be notified of meeting date and time. The following box must be filled out to be on agenda.</p>	<p>Yes I have notified everyone <u>ND</u> or Not applicable in this case ___</p> <p><i>Mail Notices sent to all property owners within the Mixed-Use District and copies provided to Condo Associations on the east side of Lake Shore Drive for resident viewing and distribution.</i></p> <p><b>Please initial one.</b></p>

**Summary Explanation/Background:**

In April 2018, the Town Commission concluded the Vision Lake Park public outreach process and established the current regulations for the Federal Highway Mixed Use District Overlay (**FHMUDO**) along US-1. These regulations include specific provisions for redesigning the US-1 corridor with infrastructure improvements including bike lanes, medians, and landscaping along the street. In conjunction with the Town's overall Stormwater Master Planning initiative, Town Staff has been working with Water Resource Management Associates, Inc. (**WRMA**) to ensure the streetscape plan for US-1, that was previously developed, incorporates the necessary green infrastructure to allow for

adequate absorption of rain runoff and ensure the long term sustainability of properties and the community as a whole well into the future.

The property owners within the FHMUDO have also been invited to this workshop through direct mail notifications and copies of this workshop notification were also provided to the Condo Associations for the condo buildings located on the east side of Lake Shore Drive.

The US-1 corridor we are discussing is an 80 foot right-of-way that stretches from Silver Beach Road on the south end to Palmetto Road on the north end. The adopted streetscape plan currently identifies the following (**larger version in the backup materials – also as a standalone Dropbox file**):



In furtherance to these streetscape plans and pursuant to our recent stormwater master planning discussions at a staff level and with representative of the Federal Department of Transportation (FDOT) and the Transportation Planning Authority (TPA), WRMA developed the advanced and more sustainable designs for the US-1 corridor (**enclosed in your packet**). They show a conceptual layout for green infrastructure (GI) along US-1.

WRMA placed the GI facilities based on the existing drainage system and in utilizing the FDOT as-builts for US-1. WRMA already initiated the coordination with FDOT, particularly as it relates to the proposed lane reductions to 10 feet per lane. Further coordination will be conducted as well following approval of the design plans. The new plans incorporate GI facilities at street intersections and along the curbs in select locations where there appears to be available space. Some GI facilities, such the curbside facilities, may require an additional 2 feet of easement to acquire sufficient space for the sidewalk (however, they will try to be accommodated without the need of an additional 2 feet of easement area). Green infrastructure facilities will also be placed in the median, although the FDOT consultant will first need to design the median before the facilities could be sited (this will occur once we have consensus on the conceptual design). The conceptual medians are illustrated in the backup materials. The actual length of median area will be finalized once they are designed by FDOT's consultant, and the design would maintain the desired left turn lanes, as illustrated, and would consider access management issues.

WRMA investigated the possibility of having separated bike lanes, as shown in Exhibit 2 and Exhibit 3 (in the backup materials). It could be done, but it would require the reduction of the all travel lanes to 10 feet. The buffer separation between the travel lanes and the bike lanes would consists of a 2 foot striped buffer with delineator posts as shown in Exhibit 3. This is needed to provide safe bicycle access.

WRMA explained another possibility would be to go to a single travel lane (each way), with parallel parking and bump outs on both sides of US-1, with GI facilities within the bump outs. WRMA further explained that almost the entirety of West Palm Beach is going to one travel lane with parallel parking and bump outs, yet when approaching Lake Park, the TPA drawings switch back to four travel lanes.

Given the upcoming developments along the US-1 corridor and the potential impacts of reducing to one travel lane each way, Staff instructed WRMA to provide conceptual drawings that provide for two travel lanes each way with bike lanes and the center landscape medians, since this is in line with the Vision Lake Park process that had been developed, even if certain "implementation" modifications are needed based on the final design plans that are created. The Town Commission however, certainly has the option of considering one travel lane each way should this be your collective desire.

This workshop is essentially a "phase 2" discussion to the implementation steps that are needed to incorporate a more advanced and sustainable streetscape conceptual design

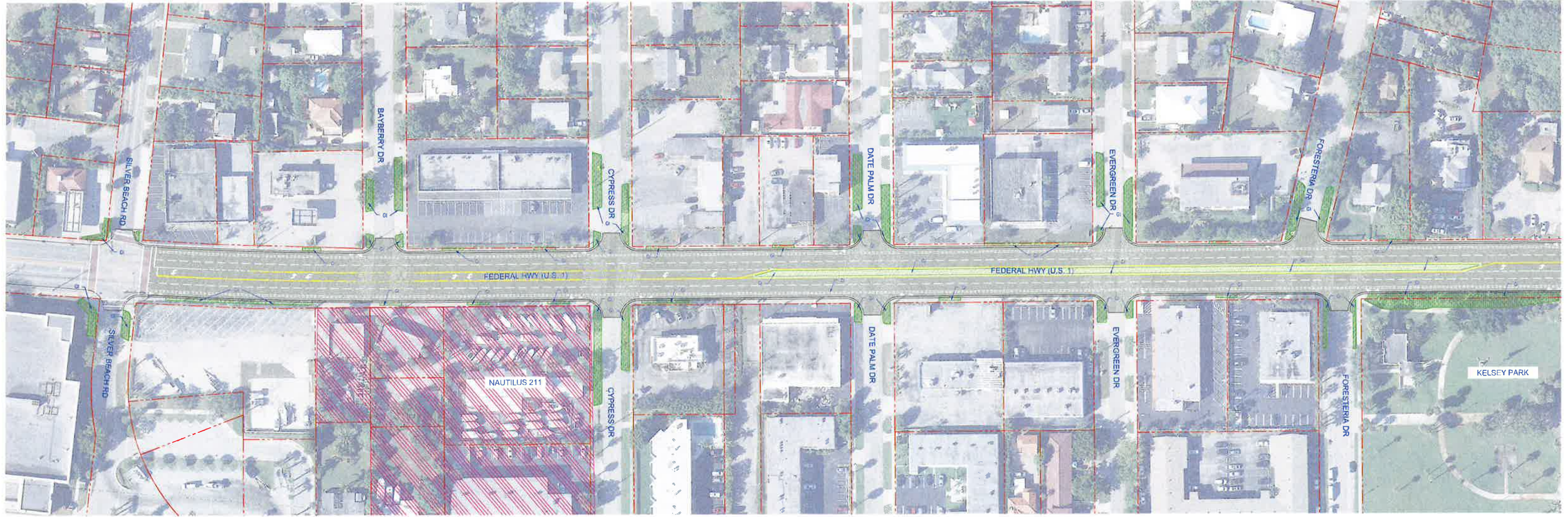
moving forward. Once the conceptual design is solidified, the following Staff-initiated steps will occur (order may vary):

- (1) Modification of the land development regulations respective to the FHMUDO, that incorporate the new design
- (2) WRMA and Staff coordination with FDOT and the TPA on the design
- (3) Cost estimates for the final design (funding sources will come from the FDOT; the TPA; and Town through a mix of public improvement dollars collected from private mixed-use developments and grants). The TPA currently has a limited notation on their 5-year Transportation Improvement Plan (TIP) and are waiting for a decision on our conceptual design to make the additional needed changes to the TIP plan moving forward so that additional funding can be allocated, in conjunction with the Town's contributions.

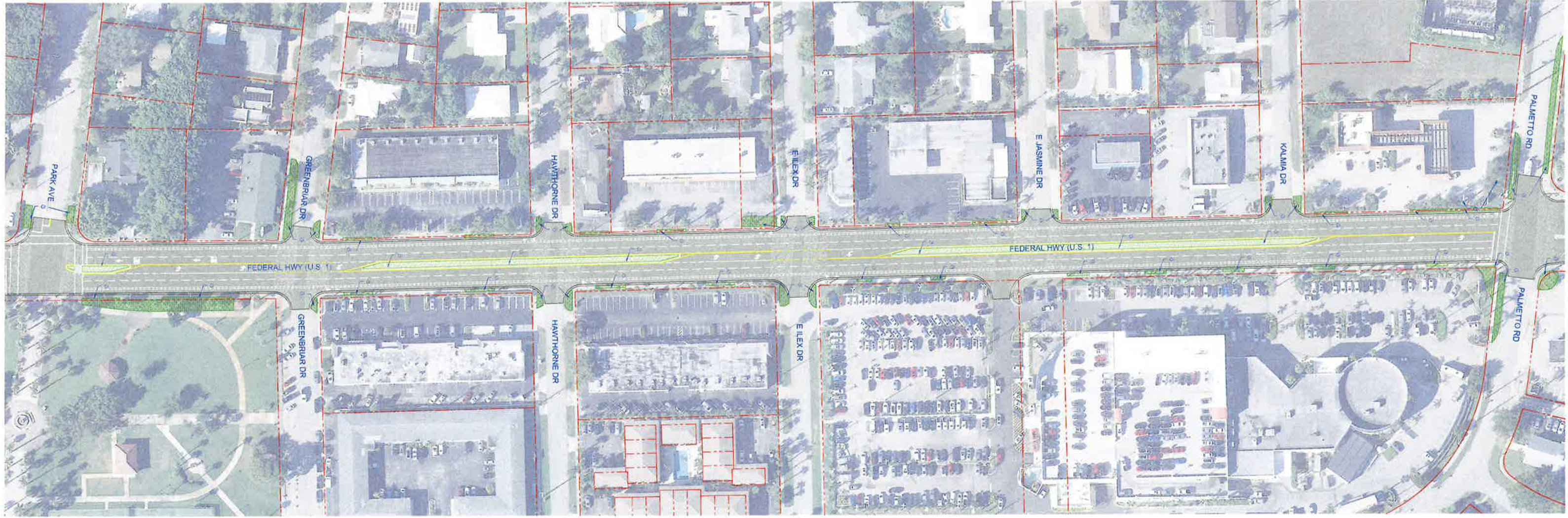
**It will be important to determine this evening whether the conceptual design plans are acceptable and offer any and all feedback.**

**Recommended Motion: Discussion Item.**

In Lake Park



In Lake Park

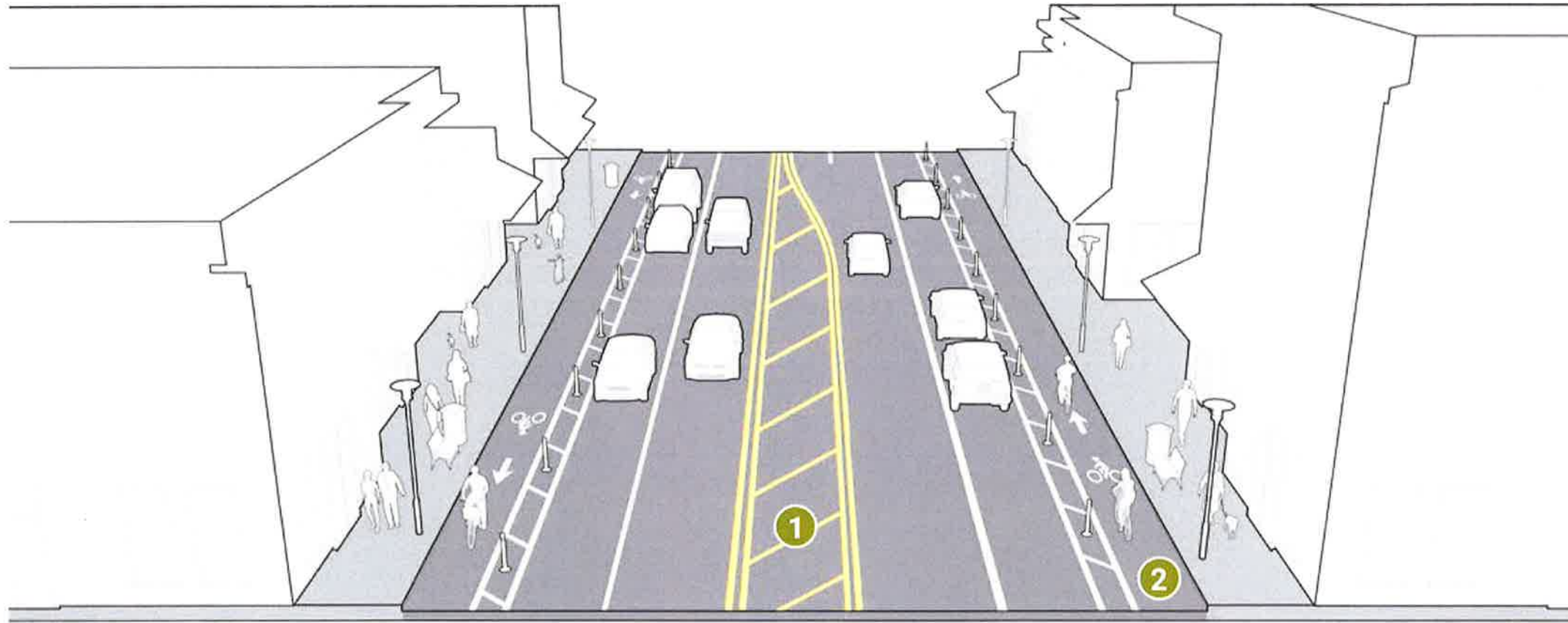


NOT in Lake Park  
For reference only

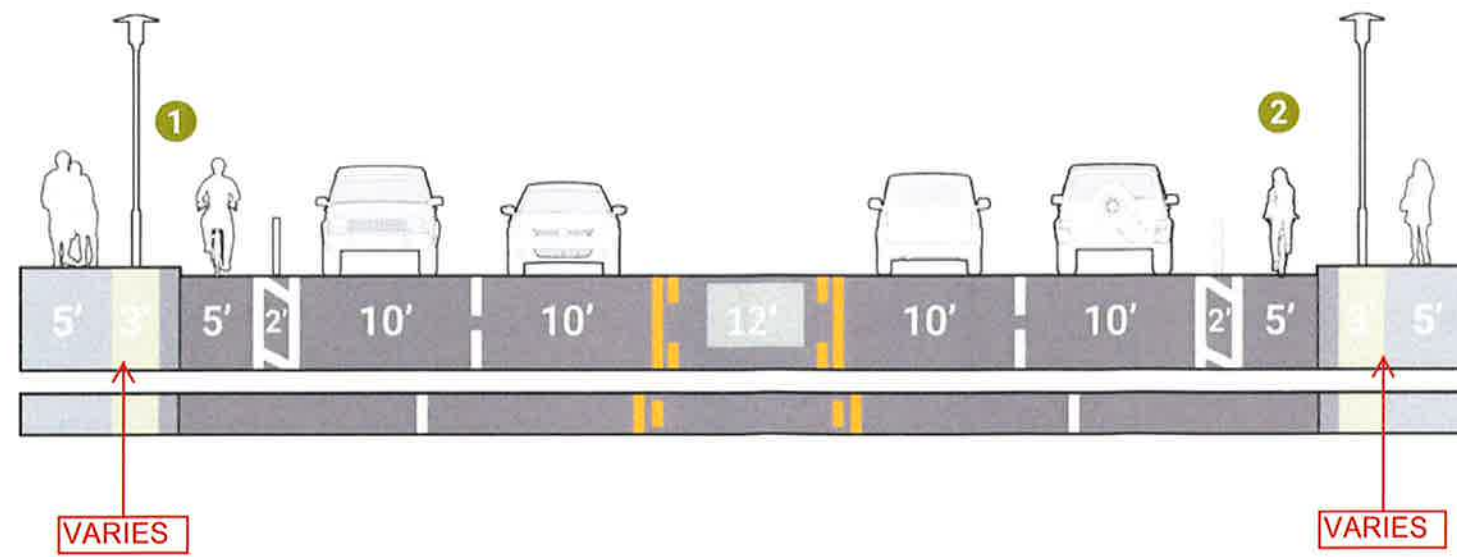




WRMA  
EXHIBIT 3



SEPARATED BIKE LANE





WRMA  
EXHIBIT 4





06/06/20





