

# TOWN OF PALM BEACH

Information for Town Council Meeting on: March 8, 2022

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TO: Mayor and Town Council

VIA: Kirk W. Blouin, Town Manager

FROM: H. Paul Brazil, P.E., Director of Public Works

RE: Evaluation of Impacts to Right-of-Way Due to “Palm Beach Transportation Planning Agency Recommended Improvements for South Ocean Boulevard (A1A) Between Lake Avenue to Ibis Way to the Florida Department of Transportation”.

DATE: February 22, 2022

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## **STAFF RECOMMENDATION**

Town staff recommends the project be limited to mill and resurface the present roadway at the existing dimensions and that the bike path be rebuilt.

## **GENERAL INFORMATION**

In 2017, the Palm Beach Transportation Planning Agency (TPA) performed a study of opportunities to increase bicycle and pedestrian safety along the A1A corridor from Boca Raton to Jupiter. Where possible, this study recommended wider traffic lanes, the addition of bicycle lanes, and wider pedestrian paths. In 2022, the Florida Department of Transportation (FDOT) is planning to start the engineering design for the maintenance of the section of A1A between Lake Avenue (City of Lake Worth Beach) to Ibis Way (just south of Phipps Park) with anticipated construction of the improvements to start 2025. The TPA is requesting that the proposed bicycle and pedestrian improvements be implemented as part of the FDOT project. The proposed changes for this section of roadway are as follows:

- Widening of the traffic lanes from 11 feet to 12 feet
- Widening of the paved shoulder from 3 feet to 5 feet
- Increasing the Asphalt Path to 10 feet

Town staff and our engineering consultant, Chen Moore & Associates, Inc., reviewed the TPA’s recommendations. The current roadway profile is an 11 foot lane and 3 foot shoulder and the asphalt path on the west side of the road varies from 6 feet down to 4 feet. The grass median between the edge of the paved shoulder and the asphalt walking path varies in width with the narrowest being 7 feet. The majority of the roadway corridor is without curbing. TPA’s recommendation of expanding the travel lane from 11 to 12 feet and, in addition to expanding the paved shoulder to 5 feet, would mean adding 3 feet of additional asphalt to both sides of the road.

The resulting expansion would impact the following improvements within the right-of-way:

Landscaping on East Side:

- Hedge at 2500 South Ocean Blvd
- Seagrape at 2770 South Ocean Blvd
- Flower beds at 2780 South Ocean Blvd

Landscaping on West Side:

- Flower beds at 2760 South Ocean Blvd
- Minimally maintained shrubs, trees, and brush in under-developed sections

Items that would require specialty restoration or relocation:

- Paver driveway at 2300 South Ocean Blvd
- Paver driveway at 2660 South Ocean Blvd
- Paver driveway at 2760 South Ocean Blvd
- Lighted sign at 2773 South Ocean Blvd
- Lighted sign at 2860 South Ocean Blvd

General items that would require FDOT/FPL/WPB repair and retrofitting:

- Drainage inlets
- Electrical pullboxes
- Irrigation equipment
- Low voltage lighting equipment

Any private improvements located within the FDOT right-of-way belonging to the condos would have to be moved at the condo's expense. Another impact would mean the grass median between the roadway and the asphalt pathway would be reduced by 3 feet. The grass median would further be reduced by the expansion of the asphalt pathway to 10 feet. How much more the grass median would shrink would depend on which side the asphalt pathway is expanded. If the pathway is expanded equally on both sides of the pathway, the grass median in the middle could be reduced down to 2 feet in width. Although the impacts to the east side of A1A would be limited to approximately 3 feet the majority of the asphalt impacts would be on the west side because of the road widening and asphalt pathway widening. With the additional asphalt on the west side, residents should expect additional standing water after any rain events, as the drainage system is limited in the corridor.

The proposed project limits create a new bike lane for a limited distance which will not connect on the north side or south side to bike lane. Staff believes this is confusing to bikers and drivers. Staff does not see the benefit in expanding the driving lanes from 11 feet to 12 feet and making the driving pavement closer to the existing bike path. The primary resident concerns along this corridor is the condition of the bike path which is utilized for walking as much as it is for biking. Therefore, staff believes rebuilding the bike path is the most beneficial portion of this project.

**FUNDING/FISCAL IMPACT**

There are no funding impacts at this time.

**PURCHASING REVIEW**

This item has been reviewed by the Purchasing Division and approved as recommended.

Attachments

cc: Jane Le Clainche, Finance Director  
Eric B. Brown, P.E., Assistant Director of Public Works  
Patricia Strayer, P.E., Town Engineer  
John C. Randolph, Town Attorney