

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 13, 2022

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 Revised Plans for “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: November 29, 2022

STAFF RECOMMENDATION

Town staff is seeking guidance from Town Council on the revised plans for A1A between Lake Avenue to Ibis Way.

GENERAL INFORMATION

At the May 2022 Town Council meeting, staff presented an evaluation completed by Chen Moore & Associates of the proposed improvements for A1A based on the 2017 Palm Beach Transportation Planning Agency (TPA) 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 early 2022, the Florida Department of Transportation (FDOT) initiated 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 was requesting that the proposed bicycle and pedestrian improvements be implemented as part of the FDOT project.

A public meeting was held by the FDOT on June 2, 2022 with opposition from the Town residents and alternatives to the design for bike lanes were reconsidered. Public Works had a follow-up meeting with the FDOT on October 10, 2022, which concluded with the possibility of a shared use path for bikes and pedestrians in the green space along this corridor. The summary of changes for this section of roadway were 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 current asphalt path width on the west side of the road from 6- feet to 10-feet and designate as a shared use path
- Reduction in western landscape from 25-feet to 21-feet
- Reduction of grass swale from 7-feet to 4-feet
- Reduction of eastern landscape from 34-feet to 31-feet

The current proposal is conceptual in nature with no formal design drawings being prepared to date. Chen Moore & Associates, Inc. (Chen Moore), has reviewed the revised recommendations and provided a Technical Memorandum which is attached as Exhibit A. Chen Moore will be presenting the revised recommendations and potential impacts at the December 13, 2022, Town Council Meeting and is attached as Exhibit B.

Lastly, FDOT recognizes that there is only a pathway on the west side of SRA1A, which is different than their standard design for shared use paths on both sides of the road. Recent project examples of shared use path projects were provided by the FDOT for discussion purposes and attached as Exhibit C.

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
Jason Debrincat, Senior Project Engineer
Patricia Strayer, P.E., Town Engineer
John C. Randolph, Town Attorney