TOWN OF PALM BEACH

Office of The Town Clerk

MINUTES OF THE SPECIAL TOWN COUNCIL MEETING HELD ON MONDAY, JANUARY 8, 2007

I. CALL TO ORDER AND ROLL CALL

The Special Town Council Meeting was called to order on Monday, January 8, 2007, at 1:30 p.m. in the Town Council Chambers. On roll call, the following elected officials were found to be present:

Mayor Jack McDonald
President Denis P. Coleman
President Pro Tem Richard M. Kleid
Council Member William J. Brooks
Council Member Susan Markin
Council Member Allen S. Wyett

Others present for all or a portion of the meeting were:

Town Manager Peter B. Elwell
Deputy Town Manager Thomas G. Bradford
Assistant Town Manager Sarah E. Hannah
Town Attorney John C. Randolph
Jay Boodheshwar - Recreation Director
Paul Brazil - Public Works Director
Veronica Close - Director Planning, Zoning and Building
Tim Frank - Planning Administrator
Charles Langley - Public Works Assistant Director
Michael Reiter - Police Chief
Jane Struder - Finance Director
Susan Eichhorn - Town Clerk

II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by President Coleman.

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RECYCLED PAPER

III. APPROVAL OF AGENDA

The Agenda was approved through motion of Council Member Brooks and seconded by Council Member Markin. On roll call, the motion carried 4-0 as President Pro Tem Kleid was temporarily absent.

IV. TOWNWIDE TRAFFIC AND PARKING IMPROVEMENT PLAN– PRIORITIZATION OF STRATEGIES AND PLAN OF ACTION FOR FUTURE CONSIDERATION

Deputy Town Manager Bradford presented the Traffic and Parking Improvement Plan to the Council for prioritization of the issues.

Council Member Wyett indicated that he was not in favor of the recommendation to build parking garages in various areas in Town, as it would change the nature of certain districts. He added that the recommendation to build a platform for the tennis courts was expensive and that other solutions could be found.

Council Member Brooks noted that, although the Seaview Park/School Area Parking was to be discussed at tomorrow's meeting, he was intrigued by the concept of elevating the tennis courts, which would supply additional parking spaces. He added that the Town Docks Parking should remain as is, until a master plan had been submitted. He suggested that the Town Council prioritize the issues, and discuss them over the next few months.

Town Manager Elwell advised the Town Council to focus on the process of prioritizing the issues today rather than taking any actions, as staff would be providing a report in order to assist in the decision making.

Council Member Markin noted that in the parking study, there was not a clear inventory of existing parking spaces in the Town's existing parking garages, and was interested to know how many of the spaces were being utilized. She indicated that there were several parking garages that had empty parking spaces during the peak of season, and some were so empty that spaces were leased for long term storage of vehicles. She requested a complete inventory of unused, available spaces, before allocating space to build more parking garages.

President Pro Tem Kleid noted that he would like to see this season's traffic counts, as the handout had provided off season counts. He added that it was hard to understand why the Lake Worth Bridge access was eliminated from the study, as it was a gateway on the southern end of Town.

There was discussion by the Town Council regarding the traffic signalization on the three bridges going south on Ocean Avenue people were confused about the traffic signal's red arrow. Mr. Elwell noted that the Public Works Department was currently engaged with Florida Department of Transportation (FDOT) to obtain clarity on the situation.

President Pro Tem Kleid stated that statistical data should be provided for Lake Worth Bridge the same as the other three bridges, as it was another entry into Town.

Responding to President Coleman, Mr. Bradford commented that he could obtain the information for Mr. Kleid, but it would take time and extra money.

Mayor McDonald noted that the in-season traffic counts were crucial information as it dealt with the level of service on all the roads and that the Lake Worth Bridge needed to be added to it.

Mr. Bradford responded that the counts were done in March, which was on the tail end of the season and not high season, but the capability existed to configure it mathematically through the ratios that historically exist, between the seasonal and non-seasonal.

President Coleman commented that it was addressed in the last meeting that assumptions were made for seasonal traffic, but were not specific counts.

Brian Mirson, principal of American Consulting Engineers (ACE), provided an explanation of how the seasonal traffic counts were obtained. He responded to Mayor McDonald that the local streets, with parking included, met the standard level of service; a constraint would not be required on a development of a street because of the traffic.

Responding to Mayor McDonald, Mr. Elwell explained that certain intersections failed at peak times in season, as an example, the Royal Palm Way and Bradley Place intersection failed at certain times of day and certain times of year.

Mr. Mirson added that the Town was not going to expand the intersections, take right-of-ways, or add lanes. The issue was how to make modifications to improve circulation at the intersections and links in Town.

Council Member Markin noted that at the beginning of the study, she was assured that this would be a very comprehensive study that would provide the information needed for parking and traffic within the Town. She had brought up the issue of computerizing the traffic signals, utilizing the state of the art technology similar to what other cities around the country used, but said she had not seen any proposals or recommendations in the handout. She commented that there were two issues: traffic/circulation and parking. The parking areas needed to be prioritized, and a detailed

count provided.

Gareth Klotz, project manager of ACE, conveyed that the Town's traffic signals were interconnected at both the north and south end. The turning movement counts at the intersections throughout the Town were dumped into a program that simulated the circulation patterns. The Town requested the turning movement counts at those signalized intersections, and then the program was run to see how the traffic would operate as far as level of service and circulation. The State of Florida optimized the signal timings based on the traffic counts at the data collection sites.

Mr. Mirson indicated that the signal was already on a computerized system. He noted that the team defined what was needed to identify the issues, defined the items that needed to be implemented in the detailed design, and detailed counts would be provided. The Town would not need a count to demonstrate that a problem existed in only a few places.

Council Member Markin responded that every morning and night there was a problem coming out of Publix on Bradley Place onto Sunset Avenue, as one could wait two minutes for a light to change when nobody was coming from any direction either way.

President Coleman suggested proceeding geographically from Seaview Avenue to Midtown to Royal Poinciana and circulate from the north bridge to include Bradley Place and Cocoanut Row. Seaview Avenue would be used as the prototype, with safety as a paramount concern.

Council Member Wyett commented that the seasonal traffic counts should be taken the last two weeks of February as the Town was at its peak season at that time.

Council Member Brooks indicated that he would be comfortable using March as a peak season count.

Responding to President Coleman, Mr. Bradford indicated that the safety items could be addressed simultaneously with the geographical issues.

Police Chief Reiter recommended viewing the issues from the big picture and then addressing the emergency public safety issues. A decision could be made on how to proceed rather than identifying geographical parts of the Town, as it may not make sense to attack it from geographical areas.

President Pro Tem Kleid indicated that, at last month's meeting, the Council had viewed the Powerpoint presentation; read the report prepared for today's meeting, and that the Council was aware of the global, townwide issue, and was looking at the broad picture.

Amy Shaughnessy, Chairman of the Transportation Committee for the Palm Beach Civic Association, commented that these issues had been discussed by the Transportation Committee and that they wanted to offer themselves as a resource to be called on as needed.

President Coleman responded that the Committee's input was welcomed and would be valued.

Council Member Markin commented that it would be welcomed for the Transportation Committee to attend the meetings, in which traffic and parking issues were discussed.

Mr. Elwell indicated that the prioritization process was to make the task manageable and that the Town Council had been provided with the broad picture. Today, small pieces would be identified, in order to prioritize and begin processing the recommendations.

Council Member Markin suggested that, from a safety standpoint, in the event of a disaster, the Town invite traffic and circulation improvement planners for discussion, to be placed on the agenda.

President Coleman responded that guidance was available from the Fire-Rescue Chief and the Police Chief, and it would not be necessary to invite anyone for that purpose.

Council Member Wyett commented that parts of the plan should be looked at first to decide the magnitude of the project and its problems.

President Pro Tem Kleid commented that the purpose of the meeting was to prioritize the agenda, in which the Council had already identified the areas to proceed, and suggested that the Council should stay with it for this meeting.

Responding to President Coleman, Mr. Elwell indicated that at the Special Town Council meeting on January 16, 2007, discussion could begin in order to address Mid-town, which was the priority that was identified after the Seaview-Seaspray segment. Discussion may overlap regarding Seaview from the January 9, 2007, Town Council meeting to the January 16, 2007, meeting.

Mr. Elwell noted that at the January 16, 2007, meeting, there would be follow up on Seaview-Seaspray, and an initial discussion regarding Mid-town would occur.

Mr. Mirson made the following inquiries: would townwide concepts and policies be applied throughout the Town, as discussion of each one of the zones occurred; would there be any modification in the permitting process; and would the temporary permitting process be integrated with the residential and commercial parking.

Responding to Mr. Mirson, President Coleman made the following comments: that he personally did not favor that type of approach as there was a situation on Seaview Avenue that could not wait for a philosophical discussion; that valet parking depended on the location; and that the Town Council was attempting to solve aggravations that existed within the community.

Mr. Elwell indicated that, at tomorrow's discussion, traffic calming would be a topic of discussion, as there was interest in the Town to force people to slow down. Staff needed to address the concept of traffic calming through the establishment of policy. Calming measures would take time and examination to ensure an acceptable expectation of the impacts before proceeding, which would not prevent them from taking other actions in the meantime.

President Coleman stated that he did not want to discuss traffic calming, until the discussion regarding Seaview.

Heinz Gundlach commented that he had written a letter regarding safety issues, and that the speed limit should be reduced and enforced, with one uniform speed in Town and not three. He said the hedges should be cut back, as they caused poor visibility. He added that it would be helpful to stagger the opening and closing times of the schools would also be a help.

Mr. Elwell established the following: the Town Council would meet on January 16, 2006. Seaview-Seaspray was scheduled for discussion at the January 9, 2007, Town Council meeting, and that whatever results from that discussion would be discussed at the January 16, 2007, meeting; a discussion would begin regarding Mid-town. Following Mid-town, Royal Poinciana would be discussed and the meeting date for that had not yet been determined. The topics for discussion on the February 12, 2007, would be determined after the January 16, 2007, meeting.

Norman Goldblum, 109 Everglade Avenue, commented that at one time school buses were required to travel over the north bridge, on Royal Poinciana Way, and were now being routed through residential streets.

President Coleman indicated that the direction of Seaview Avenue may change to go in the other direction, in which the buses would be routed to North County Road and over Royal Poinciana Way, which would be one of the discussions at tomorrow's meeting.

Mr. Elwell asked if the Town Council wanted to go through the outline to give a low, medium or high prioritization to the remaining items or did they want to address the two or three items that were identified first, and then decide which items to address next.

It was the consensus of the Town Council to digest it first and then refine it.

V. ANY OTHER MATTERS

There were none.

VI. ADJOURNMENT

There being no further business to discuss, the January 8, 2007, Special Town Council meeting was adjourned at 10:45 a.m.

APPROVED:

Dennis P. Coleman
Town Council President

ATTEST:

Susan A. Eichhorn
Town Clerk