

**TUESDAY, DECEMBER 10, 2024, TOWN COUNCIL MEETING
PROPOSED AGENDA MODIFICATIONS SHEET**

TIME CERTAIN:

IX. REGULAR AGENDA

B. Old Business

2. Discussion on Traffic Mitigation
Kirk Blouin, Town Manager
Page 4
TIME CERTAIN: 10:00 AM
Supplemental Backup attached

ADDITION

IX. REGULAR AGENDA

C. New Business

1. Endorse Palm Beach County's Bonefish Islands Restoration Project and Amend Approved Waivers to Town Code for Construction Dates, Hours, and Noise in Lake Worth Lagoon to Include Sunday Work and Extend Waivers to August 1, 2025.
H. Paul Brazil, P.E., Director of Public Works
Page 4
Supplemental Backup attached

REVISION:

VIII. APPROVAL OF CONSENT AGENDA

C. OTHER

Acceptance of Donation from Mr. Nelson Peltz
Nicholas Caristo, Chief of Police / Sean Baker, Fire Rescue Chief

DELETION

VIII. APPROVAL OF CONSENT AGENDA

B. RESOLUTIONS

8. RESOLUTION NO. 180-2024 A Resolution of the Town Council of the Town of Palm Beach, Palm Beach County, Florida, approving acceptance of \$50,000 donation to Palm Beach Fire Department from Mr. Nelson Peltz to purchase unbudgeted equipment needs for the Fire Department as deemed appropriate and necessary by the Fire Chief and the Town Manager in accordance with the Town's Procurement Procedures.
Dean Mealy, II, Procurement and Contract Manager

Are there any other changes to the agenda?

12/10/2024 Town Council Meeting re Traffic and parking Mitigation –Safety needed- Royal Palm Way - Seltzer, A.

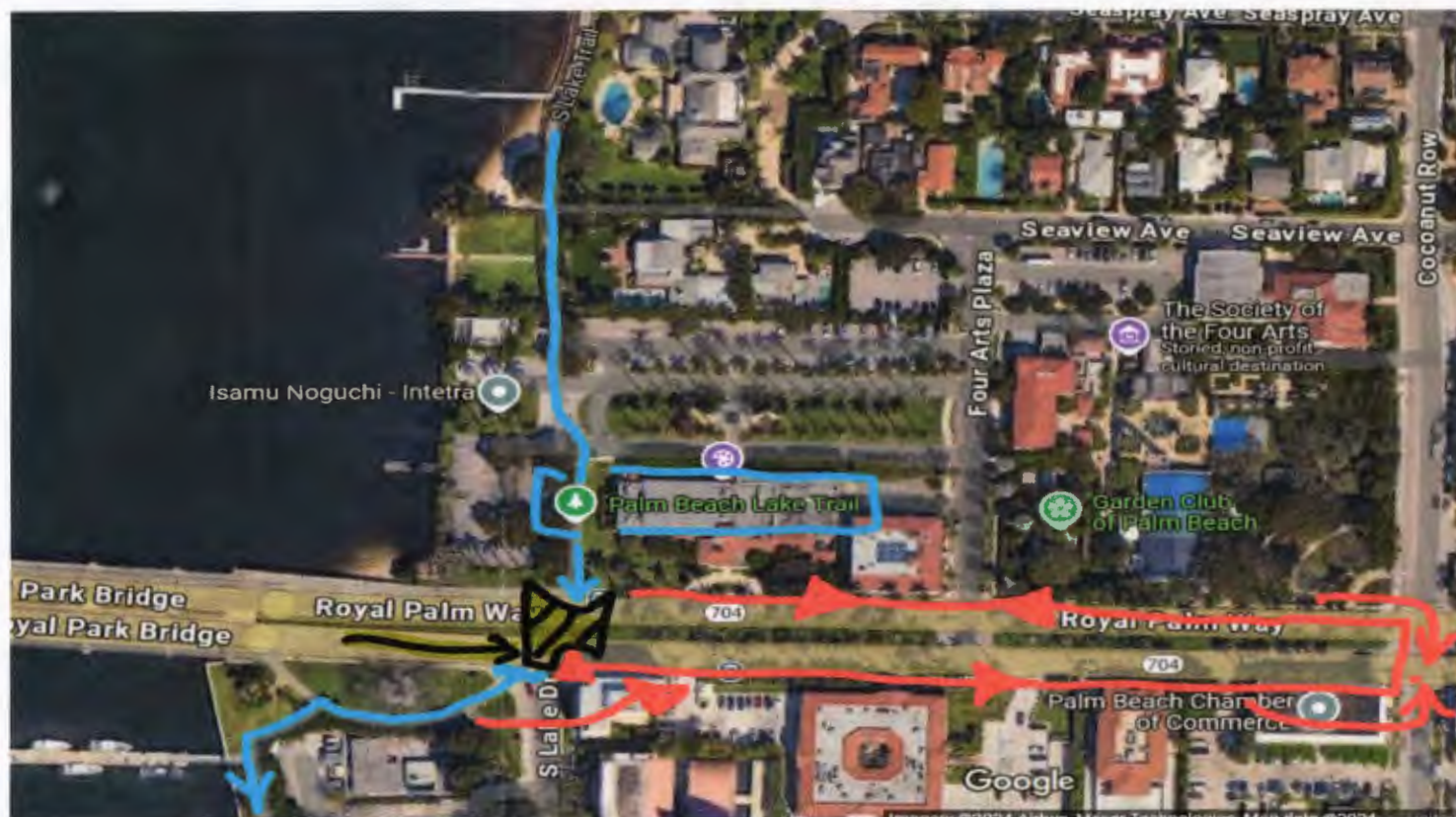


12-10-24 Town Council
Meeting
Anita Seltzer

12/10/2024 Town Council Meeting re Traffic and parking Mitigation --Safety needed- Royal Palm Way - Seltzer, A.



- A. Existing Lake Trail
- B. Bicyclists , pedestrians, parents with strollers don't walk east to Coconut Row cross the street and then head west in order to continue on the Lake Trail.
- C. A condition waiting for a situation to happen.





Town of Palm Beach

2024 Traffic Mitigation Proposals

Category	Proposed Action	Expected Impact	Challenges	Additional Notes	Lead Dept/Personnel	Policy Decision for TC or Procedure
Construction Activity Regulation	Prohibit noise-producing equipment during the peak "winter season" (11/1 to 4/30), in many cases limiting construction to interior work only. Consider code modification to require construction employees/staffing shuttle to jobsite to alleviate car trips and parking. Expand constructions hours outside of season.	Reduces construction-related traffic during peak season.	Cost for soundproofing may deter compliance; Enforcement required.	May align with Town's broader zoning strategies.	PZB/Wayne	Policy
Traffic Emergency Declaration	Adopt a Declaration of Emergency to regulate construction, landscape vehicles, and deliveries during peak traffic times.	Provides authority for immediate traffic mitigation actions.	Requires strong justification and legal framework.	Declaration could include specific roadway or time restrictions.	PZB Wayne/ Legal Joanne	Policy
Zoning Moratorium	Implement a temporary moratorium on new single-family construction and certain building additions.	Reduces construction-related traffic.	May face pushback from developers or residents.	Could exempt necessary maintenance and repair work.	PZB Wayne/ Legal Joanne	Policy
Town-Serving Concept Update	Increase the "Town-serving" threshold for businesses to reduce trips by nonresidents.	Limits nonresident traffic into the Town.	Balancing Town access with business sustainability.	Current threshold is more than 50%; consider raising to a higher percentage based upon the use. Maybe 75% or higher for food & beverage uses.	PZB Wayne/Code Reform Process	Policy
Daily Traffic Mitigation	Conduct manual traffic management to improve flow and prevent intersection blockages. Increase traffic management staffing.	Immediate, localized traffic relief.	Requires daily staff coordination and resources.	Includes communication with Public Works on signal issues. PD is in regular communication with PBC Traffic Management Division to coordinate signalization.	PD/Nick	Procedure
Traffic Data Analysis	Work with Kimley Horn to analyze real-time traffic data and regional conditions and review recommendations for intersection and/or traffic lane flow redesign. Review options for redesign of Bradley Place.	Informs targeted solutions to manage traffic.	Coordination and timely access to data are critical.	Present findings to Town Council in December.	PW/Paul/Jason	Procedure
Undergrounding Project Phasing	Delay undergrounding work in Phase 7 South until after the New Year; Limit work to east-west streets. Propose Phase 8 work to be conducted at night and weekends for Coconut and South County.	Minimizes traffic impacts during peak season.	Balancing project timelines with traffic needs. Increased cost.	Drilling on North Lake Way and North County prohibited.	PW/Patricia	Procedure but needs TC input
ROW Work Restrictions	Restrict Right-of-Way (ROW) work after November 1 each year; move required work to nights or Saturdays. Continue enforcement through PD/PW.	Reduces peak traffic disruptions.	Adjustments for emergency or essential work.	Revisions to the ROW manual to be proposed.	PW/PZB/PD	Policy

Category	Proposed Action	Expected Impact	Challenges	Additional Notes	Lead Dept/Personnel	Policy Decision for TC or Procedure
Utility Coordination	Collaborate with FPL to sequence Phase 5 South streetlight installation; delay work until March/April if needed.	Minimizes added traffic disruptions.	Aligning timelines with FPL's availability.	Materials are now available for installation.	PW/Patricia	Procedure
Project-related Traffic Impact Identification	Identify all projects causing traffic impacts; develop and present findings to Town Council in January. (Including large scale commercial projects). Roadway paving will be delayed until after season.	Increases transparency and planning efficiency.	Comprehensive and timely identification required.	Presentation will outline traffic management strategies.	PW/Paul/Patricia/Jason	Procedure
Service Work Schedule Adjustments	Landscaping work hours have been adjusted via pilot program. Consider modification to other service providers and contractor work schedules to avoid peak traffic hours. Could be specific days of the week or parking on north/south sides of streets on certain days	Reduces volume during critical times.	Coordination and enforcement with businesses.	Proposed schedule changes under review. Example: Odd/even day restrictions by street side.	PZB Wayne/PD- Code	Policy
Traffic Flow Optimization	Review and adjust traffic controls (one-way vs. two-way flow, turn lanes, signal timing, signage). Possibly add movable barricades to expand Southbound capacity on North County Road.	Improves overall traffic flow.	Requires detailed traffic studies and resources.	Recommendations to be reviewed by professionals.	PD/Nick	Procedure
Bridge Opening Management	Reassess bridge opening schedules to limit closures during peak hours. Bridges will now open only once per hour from 2:00-6:00 p.m. with the exception of barges.	Reduces traffic stoppages caused by bridge openings.	Coordinating with bridge operators, USCG and enforcement.	Example: Prohibit openings during rush hours.	PD/Nick/John/Will	Procedure
Town Hall and Departmental Operations	Adjust Town Hall staff schedules (e.g., remote work, hybrid, flex schedules) where feasible while maintaining continuity of operation. Modify Town Hall hours to begin and end earlier. Commercial trash and vegetative pick up schedules have been modified to occur outside of peak rush hours.	Reduces trips to and from Town facilities, removes employees from peak travel hours.	Requires internal scheduling adjustments.	Could encourage similar measures in local businesses.	TMO/Kirk	Procedure
Community Participation in Staffing/Workhours	Encourage community/residents to reduce staffing levels or adjust hours to be off peak travel times.	Reduce the number of service vehicles in Town during rush hours.	Compliance is voluntary.			
Other Departmental Operations	Assess all non-essential Town sponsored programming related to traffic impacts (Rec, Fire Rescue Educational Program offerings, Tree Lightings (or other events), etc.	Reduces non-essential trips during peak hours	Requires internal coordination of community events schedule	Could encourage other civic partners to follow suite	All Dept. Directors	Procedure
Traffic Impact Communication	Continue to use Town Alerts and News Releases to communicate with the community regarding planned & unplanned traffic congestion (including impacts in WPB). Message this is a regional problem. Create and monitor traffic@townofpalmbeach.com for resident input. Twelve new electronic message boards have been deployed throughout the County messaging to avoid South Ocean Blvd. Include a Town Council agenda item monthly to update on traffic.	Reduces congestion as residents and visitors avoid areas and/or seek alternate routes. Improves public awareness	Requires coordination with Town Departments, City of WPB and PBC. Requires effective communication tools and personnel.	Could grow into a robust communication platform utilizing GIS, social media, etc. Critical during high-impact events.	TMOCarolyn/Jess PD/Nick	Procedure
Awarding Contracts for Services	Propose using waiver of Town Code to permit extended work hours or weekend work for awarded contract for services and to existing contracts during timeframe of November to May	Reduce number of contractor service vehicles during high volume time of day	Requires TC approval to grant waiver	When solicitations are issued, language can be included to note options that would benefit Town traffic operations in collaboration with PW work scheduling	Procurement/Dean	Procedure with Town Council approval
Barge Traffic Coordination	Request altered schedules for barge traffic related to the Lake Worth Lagoon Restoration Project.	Minimizes traffic impacts during peak hours.	Permits, project timelines, and safety concerns may limit flexibility.	Army Corps-funded project may resist schedule changes. Several meetings have already occurred with Palm Beach County and the Contractors to consider postponing the work until after the inauguration, conduct night work or off peak hours. These request were denied, but communications will continue.	PD/Nick/PW-Patricia	Procedure
Regional Collaboration	Maintain daily contact with PBC Traffic Management Center for downtown WPB corridor support.	Improves flow into and out of Town.	Coordination across multiple jurisdictions required.	Advocacy efforts ongoing for external issues.	PD/Nick	Procedure
Marine Traffic Management	Request Dock Master to discourage peak-time vessel departures.	Reduces bridge openings during peak hours.	Compliance is voluntary.	Conversations initiated with vessel owners.	TMO/Carolyn	Procedure

[illegible]

TOWN OF PALM BEACH

Information for Town Council Meeting on December 10, 2024

To: Mayor and Town Council

From: Wayne Bergman, MCP, LEED® AP, Director of Planning, Zoning & Building

Cc: Kirk Blouin, Town Manager

Re: Planning and Zoning Commission Recommendations from December 3, 2024 Meeting

Date: December 5, 2024

At the December 3, 2024 Planning and Zoning Commission (PZC), two topics of discussion were had. Staff presented the list of recommendations developed by the Corradino Group to assist with traffic and parking management. In addition, private club uses were discussed. The PZC recommended disallowing any new private clubs and offered the following list of recommendations related to traffic management. The subject memorandum adds a suggested recommendation related to construction trucks that was inadvertently not included in the previous memorandum dated December 3, 2024. That comment is shown below in red.

1. Limit the number of events at Mar-A-Lago
2. Introduce “Shared Use Vehicles,” which are transportation resources and services that multiple people share, either at the same time or one after another, such as shuttles
3. Enforce current laws related to the maximum length of time for construction (Code Sections 18-237 and 18-238), **and restrictions on on-site construction truck parking (Code Section 118-89).**
4. Limit barges to off-season
5. Establish a moratorium on commercial projects
6. Consider a resident-only travel lane
7. Provide police traffic officers at major intersections during peak hours
8. Allow more flexible work hours for construction
9. Limit on-site contractor parking by requiring off-island shuttles or carpools
10. Allow right-of-way work at night

11. Increase communication with other governmental agencies, such as the City of West Palm Beach, Palm Beach Transportation Planning Agency and the Florida Department of Transportation
12. Adjust bridge openings so they do not open during peak hour traffic

WRB:JGM:JHD



TOWN OF PALM BEACH

Public Works Department

MEMORANDUM

TO: Kirk Blouin, Town Manager

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

RE: Public Works Traffic Mitigation Efforts

DATE: December 2, 2024

With the growing concern of traffic impacts on the island, Public Works continues to review and proactively pursue new improvements or technologies that may improve our current roadway congestion. Below is a list of actions that Public Works has completed or actively pursuing:

Daily Traffic Mitigation

- Public Works continues to maintain communication with PD on the signal timing at all the intersections.
- Public Works has contacted Palm Beach County traffic for maximizing the signal timing on Okeechobee Blvd for East/West traffic to and from the Island.
- Public Works has contacted Palm Beach County ERM and the Army Corp of Engineers for maximizing the barge bridge openings for the Bonefish Cove project south of Lake Worth Bridge.

Traffic Data Analysis

- Warrant analysis has been completed for the intersection of Bradley and Sunset.
- Presentation for Bradley Pl and Sunrise intersection optimization was given at the October Town Council meeting with options for further review and discussions.
- Re-stripping from Royal Poinciana to Sunrise is complete as discussed in the presentation.
- Similar to the exercise at Bradley Pl and Sunset, Kimley Horn has been asked for a proposal to review all Town roadway segments and develop alternatives for traffic flow by means of re-stripping and modifications to on-street parking. Proposal to include looking at all of the intersections that do not have signals townwide and determine if a warrant analysis should be performed. If one should be performed, Public Works will present the information with a request for approval to perform it.
- Kimley Horn has been engaged to analyze real time traffic data on the island and regionally. Presentation will be given to Town Council at a later date to be determined.

- Public Works is working with Kimely Horn to determine if there are temporary measures that can be taken to improve traffic flow. This would include temporary use of on-street parking as a temporary travel lane during peak hours.

Project Phasing

- All Paving has been put on hold.
- FPL pole removal for undergrounding project from Hammond to the intersection of County and Ocean has been put on hold until after the New Year – 2025.
- Undergrounding Phase 6 South is no longer allowed to have weekday/daytime impacts to Cocoanut Row or S County Road.
- North Firestation completion date is December 23rd with restoration of the ROW and removal of Temporary Trailer in January.

ROW Work Restrictions

- On November 12, 2024, all ROW permitting has been put on hold even though the ROW manual allows permits to be issued up to November 22.

Utility Coordination

- All planned Capital Improvement projects are complete and will resume in May 2025.

Public Works Operations

- Public Works has implemented temporary works hours on a trial basis to reduce operational volume on the island. Crews for Water Resources, Facilities Maintenance, Yard debris and Residential garbage collection will start at 7:30am on the island. Commercial garbage will start at 6:00am on the island. All changes in operational hours are being monitored to ensure the least amount of disruption and noise.

cc. Jason Debrincat, P.E., Assistant Director of Public Works
Patricia Strayer, P.E. Town Engineer
Public Works File



December 3, 2024

Mr. Jason Debrincat, P.E.
Assistant Director of Public Works
Town of Palm Beach
951 Old Okeechobee Road, Suite A
West Palm Beach, Florida 33401

RE: *Town of Palm Beach*
 Peak Season Traffic Update

Dear Mr. Debrincat:

Kimley-Horn has reviewed available data in an effort to best understand the impacts from the onset of the 2025 peak season as well as the consequences of the closure of South Ocean Boulevard at Mar-A-Lago and the impacts of areawide growth within and outside of the Town Limits.

Review of Growth through the 2024 Season

Daily and peak hour traffic volumes are collected annually at 14 locations throughout the Town during a typical peak week of traffic in season. A review of the historical data indicates growth patterns generally throughout the Town and on individual streets. In the five years prior to the 2024 season, the Town has seen an overall increase traffic at a rate of 2.7 percent growth annually, with a higher growth rate of 4.9 percent in the past three years. Although growth trends tend to be long-term in nature, the one-year growth rate between the 2023 and 2024 season was 6.31 percent. The trend of growth rates in the past five, three, and one year indicated an increasing rate of growth in recent years. These growth rate trends are consistent among daily volumes as well as during the peak hours, indicating that the growth is an overall town-wide trend and not the result of one specific traffic generator.

Initial Impacts of South Ocean Boulevard Closure

With South Ocean Boulevard closed between South County Road and the Southern Boulevard traffic circle, traffic originating or destined to Midtown Palm Beach from West Palm Beach and beyond must utilize the Royal Park or Flagler Memorial Bridge. Residents south of Southern Boulevard cannot access Midtown or north without detouring through West Palm Beach. The Florida Department of Transportation (FDOT) maintains continuous traffic counts on the Flagler Memorial Bridge. Analysis of these traffic volumes can indicate overall growth on the two bridge crossings serving midtown and the north end. Furthermore, data collected by the Town's new adaptive traffic signal system was analyzed to determine year over year growth on both bridges.

A review of the annual data by FDOT reveals a year-over-year growth in October 2023 and in October 2024 of 0.9 percent growth. This generally represents growth in season traffic since South Ocean Boulevard was not consistently closed in October. The November year-over-year growth through November 21, 2024 is 8.6 percent.

Traffic data collected from the Town's new adaptive signal control system was then analyzed to review data on the Royal Park Bridge.

A typical weekday in November was analyzed in 2023 and 2024 to determine growth patterns. The traffic on Royal Palm Way increased by 1.2 percent between 2023 and 2024 representing a combination of overall growth and diversion of traffic from the south. Data was collected between 2017 and 2020 to determine the impacts of the road closure at that time. Traffic volumes increased from 3.5 percent to 5 percent in the Midtown area and north at times that the road closure was implemented.

The FDOT annual data on the Flagler Memorial Bridge indicates that the peak traffic impacts are in February. Therefore, it is expected that traffic volumes in the Town will continue to increase into February this year, compared to the traffic currently observed in the Town.

Review of Growth in West Palm Beach

The major corridors within West Palm Beach have also seen steady annual growth. Traffic entering the downtown area primarily uses the main corridors of Southern Boulevard, Belvedere Road, Okeechobee Boulevard, Palm Beach Lakes Boulevard, Dixie Highway and Flagler Drive. West Palm Beach draws workers from all parts of the County and region, and therefore traffic impacts are not restricted to just Okeechobee Boulevard. Traffic congestion is observed on all of the main corridors into and out of West Palm Beach during the peak hours of traffic. As the east-west corridors become more congested and cause longer delays, motorists often seek using east-west corridors further and north and south of downtown (such as 45th Street and Southern Boulevard). To enter downtown, these motorists must then utilize Dixie Highway or Flagler Drive, which have seen subsequent growth and congestion. During the peak times of travel, all of the east-west and north-south corridors into downtown West Palm Beach see congestion and delay.

The overall growth rate on the main corridors into downtown West Palm Beach is 1.7 percent annually. Even without any growth in the Town, growth in West Palm Beach would impact traffic volumes on the east-west corridors that provide access to the Town. No major capacity improvements have been completed or are planned on the major roadways into downtown West Palm Beach in the near future.

The Palm Beach County Traffic Division monitors the Okeechobee Corridor and other surrounding roadways via cameras at their Traffic Control Center. There, employees adjust signal timings to optimize flow and respond to traffic congestion due to accidents and construction lane closures. Although the County is committed to moving motorists into and out of West Palm Beach, given the volumes on the entire network, and not just Okeechobee Boulevard, there is often little opportunity to reroute traffic onto other corridors within West Palm Beach. Traffic flow through West Palm Beach is also impacted by the two railroad crossings and the Flagler Memorial and Royal Park bridges. When road closures occur due to rail or bridge operations, gridlock can occur with little opportunity to provide relief to the motorists regardless of signal timing or operations.

Review of Growth in Palm Beach County

Much of the traffic impacting the Town and West Palm Beach originates in the greater Palm Beach County region. To understand the overall growth in Palm Beach County, traffic volumes from several major corridors in the County were sampled. Based on the sample of traffic volumes on the major corridors in Palm Beach County, the County is experiencing growth at an annual rate of approximately one percent, with higher growth rates approaching three percent along the corridors serving West Palm Beach. The

Palm Beach County Engineering Department is responding to the growth by providing additional capacity, such as additional turn lanes at intersections and in some cases, widening roadways. These physical capacity improvements provide relief in the areas where they are constructed. However, due to right-of-way and cost constraints, fewer capacity improvements are planned in the more developed urban areas nearest to Palm Beach. However, the County will be implementing an advanced adaptive signal control along Okeechobee Boulevard will provide more capacity along Okeechobee Boulevard and reduce congestion, which will impact the Town in a positive manner. This multi-million-dollar system is expected to be implemented in 2025.

Outlook for the Town of Palm Beach

As demonstrated here, the growth affecting the Town is also affecting West Palm Beach and the region as a whole. The Town may consider and implement traffic relief measures within the Town, but ultimately, motorists will be impacted by the growth in the surrounding area and how West Palm Beach, Palm Beach County and FDOT manage the growth.

There are three (3) fundamental ways to reduce traffic congestion: increase capacity of the transportation network, reduce demand on the network, or spread the demand throughout the day.

Increase Capacity

Increasing the capacity of the transportation network can take many forms. It can include widening roads, adding turn lanes, or adding entirely new roads or connections. Removing connections increases congestion, as has been seen with the closure of South Ocean Boulevard.

Adding lanes does not always mean adding roadway width; removing on-street parking, either entirely or during certain times of day can free up lanes for moving cars. For example, streets such as South County Road near Royal Palm Way or Coconut Avenue could have more travel lanes if the parking was removed, or if parking was only allowed during non-peak hours. Some modifications to intersection and signage would be needed to implement this solution. Ultimately, the bridges and the railroad crossings will remain the constraint, however, since the bridges cannot feasibly be widened, and the rail crossings cannot be feasibly grade-separated.

The Town's new adaptive signal system seeks to optimize traffic flow, but there are limitations to how much more efficiently a system can operate when traffic volumes are high. The County's new signal system will increase capacity on Okeechobee Boulevard once implemented.

Reversible lanes are a measure that can be implemented when additional roadway lanes cannot be added. This solution has been implemented in large cities like Atlanta and Washington. This solution would work best on the corridors with highly directional traffic (such as Royal Palm Way which has heavy eastbound traffic in the morning and westbound in the afternoon) but would have limited benefit due to the constraint of the bridges.

Reduce Demand

Reducing the demand on the transportation network similarly can take many forms. Some cities require developers to implement Transportation Demand Measures, which require employers to provide incentives for carpooling, providing incentives to using public transportation, encouraging reduced work week schedules (such as four-day work weeks), incentivizing parking for carpools and impacting parking behavior

by increasing parking prices for single-occupant vehicles. These measure help reduce the demand on the transportation system by reducing the number of cars on the roadway network.

Promoting land uses that serve town residents will generate fewer trips on the bridges, since the patrons would be primarily in Town and would not need to utilize the bridges. However, employee traffic generally is generated from West Palm Beach and Palm Beach County; therefore, even if more businesses operate to serve Town residents, the employee traffic will still impact the bridges and the streets entering the Town.

Shuttling of employees and workers into Town would further reduce demand on the streets. This may require coordination among multiple employers to effectively reduce traffic since most of the businesses in Town employ a small number of employees. Furthermore, the shuttles would have to be a more desirable option to the employees than driving personal vehicles and parking in Town.

Spread Demand

If capacity cannot be increased and the overall traffic demand cannot be reduced, another option to relieve traffic congestions is to spread the traffic throughout the day. Although some of the traffic spreading may occur naturally, as some residents or workers may choose to commute during the non-peak times of traffic, spreading is primarily accomplished by changing the typical work hours for employees and service workers in Town. If service workers are allowed to start work earlier or finish later than currently allowed, or work on some weekend days, they would not be commuting during the peak times of traffic congestion, effectively reducing demand on the transportation network during the most congested times of day.

Conclusion

Traffic volumes continue to grow in Palm Beach. However, the traffic in West Palm Beach and Palm Beach County also continue to grow, creating congestion on streets not just within the Town and the bridges serving the Town, but in surrounding West Palm Beach and Palm Beach County. West Palm Beach and Palm Beach County are attempting to manage the transportation system through capacity improvements, signalization upgrades, and through land planning measures to reduce the need for vehicles and promote walking and biking. Nonetheless, the growth of the region impacts the Town as well as the surrounding areas. Without the ability for meaningful street capacity improvements in the Town, reducing demand and spreading the trips throughout the day are the best opportunities to help reduce congestion.

We appreciate this opportunity to work with you on this project. Please contact me at 561-840-0874 if you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Digitally signed by
Adam B Kerr
Date: 2024.12.03
17:09:29 -05'00'

Adam B. Kerr, P.E.
Transportation Engineer
Florida Registration Number 64773



Traffic Count Locations and Link Map Town of Palm Beach (North)

Legend

- Traffic Count Location
- Roadway Link



Traffic Count Locations and Link Map Town of Palm Beach (South)

Legend



Traffic Count Location

SRA1A

Roadway Link

TOWN OF PALM BEACH

Town Council Meeting on: December 10, 2024

Section of Agenda

Regular Agenda - New Business

Agenda Title

Endorse Palm Beach County's Bonefish Islands Restoration Project and Amend Approved Waivers to Town Code for Construction Dates, Hours, and Noise in Lake Worth Lagoon to Include Sunday Work and Extend Waivers to August 1, 2025

Presenter

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

ATTACHMENTS:

- ▣ **Memorandum Dated December 5, 2024, from H. Paul Brazil, P.E.,
Director of Public Works**
- ▣ **Memorandum Dated February 23, 2024, from H. Paul Brazil, P.E.,
Director of Public Works**
- ▣ **Email Dated December 5, 2024, from Palm Beach County**

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2024

TO: Mayor and Town Council

VIA: Kirk W. Blouin, Town Manager

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

RE: Endorse Palm Beach County's Bonefish Islands Restoration Project and Amend Approved Waivers to Town Code for Construction Dates, Hours, and Noise in Lake Worth Lagoon to Include Sunday Work and Extend Waivers to August 1, 2025

DATE: December 5, 2024

STAFF RECOMMENDATION

Town staff recommends that Town Council endorse Palm Beach County's Bonefish Cove Islands Restoration Project, and Palm Beach County Environmental Resources Management (ERM) request to amend approved waivers to Town Code of Ordinances for construction dates, hours, and noise in Lake Worth Lagoon to allow for Sunday work and extend approved waivers to August 1, 2025.

GENERAL INFORMATION

At the March 12, 2024 Town Council Meeting, Town Council approved a request by Palm Beach County ERM for a waiver to Town Code for construction, hours, and noise. This request did not include work to be performed on Sundays. Town staff has been working with ERM and the US Army Corps of Engineers to reduce the number of bridge openings at Royal Palm Way bridge and Southern Boulevard bridge in an effort to reduce the impacts on traffic within the Town. ERM has requested the waiver to be amended to allow for Sunday work. This will allow the work production to be extended through Sundays which will reduce the number of barges transporting to Bonefish Islands. The number of barges is being driven by a strict completion date in the Corps contract. The date for completion cannot be extended, therefore, including Sunday work is the next best option to reduce the number of barges on any given day.

For additional background information, Palm Beach County ERM has been performing environmental enhancement projects in the Lake Worth Lagoon for many years with several projects which include Grassy Flats and Ibis Isle, completed within Town limits. Currently, the Town is working with Palm Beach County to place fill from the marina rehabilitation into an old dredge hole in Tarpon Cove to construct resilient islands near the El Cid neighborhood of West Palm Beach.

Palm Beach County ERM staff have been coordinating with Town staff for many years regarding future environmental enhancement projects in the Town of Palm Beach. ERM is now constructing resilient islands, called Bonefish Cove, near the south end of the Town approximately 1,000 feet from shore in the lagoon between 3120 and 3390 South Ocean Boulevard Condominiums. In

addition, ERM has been coordinating with Town staff with their plans to construct resilient islands south of Everglades Island. These projects, like the previously constructed projects, will serve as environmental habitat, improve water quality in the lagoon, and provide wave-breaks to help shoreline stabilization. Neither of these projects are expected to negatively impact the three (3) recently completed channel dredging project areas.

In order to construct these projects, Palm Beach County ERM provided a letter to the Town dated February 26, 2024 and subsequently an email requesting waivers of the following sections of the Town Code of Ordinances:

Section 42-198 – prohibits operation of equipment or machinery during winter, Sundays, and legal holidays (commencing on December 1 and ending May 1).

Section 42-199 – prohibits work between 5:00pm and 8:00am.

Sections 42-226 through 229 – regulates noise, equipment operation, and work hours and the standard Town requirement to “stand down for the season”.

Specifically, Palm Beach County ERM is requesting approval for construction hours of 7:00am to 6:00pm, Monday through Sunday. The original memorandum explicitly excluded Sundays. The US Army Corps of Engineers is the Federal sponsor and has awarded a construction contract. The contractor has until July 2025 to complete the project.

FUNDING/FISCAL IMPACT

There is no funding/fiscal impact related to these Palm Beach County projects.

Attachment

cc: Joanne O'Connor, Town Attorney
Jason Debrincat, P.E., Assistant Director of Public Works
Carolyn Stone, Deputy Town Manager

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 12, 2024

TO: Mayor and Town Council

VIA: Kirk W. Blouin, Town Manager

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

RE: Endorse Palm Beach County's Bonefish Islands Restoration Project and Approve Waivers to Town Code for Construction Dates, Hours, and Noise in Lake Worth Lagoon

DATE: February 23, 2024

STAFF RECOMMENDATION

Town staff recommends that Town Council endorse Palm Beach County's Bonefish Cove Islands Restoration Project, and Palm Beach County Environmental Resources Management request for waivers to Town Code of Ordinances for construction dates, hours, and noise in Lake Worth Lagoon.

GENERAL INFORMATION

Palm Beach County Environmental Resources Management (ERM) has been performing environmental enhancement projects in the Lake Worth Lagoon for many years with several projects which include Grassy Flats and Ibis Isle, completed within Town limits. Currently, the Town is working with Palm Beach County to place fill from the marina rehabilitation into an old dredge hole in Tarpon Cove to construct resilient islands near the El Cid neighborhood of West Palm Beach.

Palm Beach County ERM staff have been coordinating with Town staff for many years regarding future environmental enhancement projects in the Town of Palm Beach. ERM is now planning to construct resilient islands, called Bonefish Cove, near the south end of the Town approximately 1,000 feet from shore in the lagoon between 3120 and 3390 South Ocean Boulevard Condominiums. In addition, ERM has been coordinating with Town staff with their plans to construct resilient islands south of Everglades Island. These projects, like the previously constructed projects, will serve as environmental habitat, improve water quality in the lagoon, and provide wave-breaks to help shoreline stabilization. Neither of these projects are expected to negatively impact the three (3) recently completed channel dredging project areas.

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Section 42-199 – prohibits work between 5:00pm and 8:00am.

Sections 42-226 through 229 – regulates noise, equipment operation, and work hours and the standard Town requirement to “stand down for the season”.

Specifically, Palm Beach County ERM is requesting approval for construction hours of 7:00am to 6:00pm, Monday through Saturday. No work on Sundays. The US Army Corps of Engineers is the Federal sponsor and has awarded a construction contract. The contractor has until July 2025 to complete the project.

Town Council approved a previous request at the May 2021 Town Council meeting. Due to significant time since Town Council approval, staff request Palm Beach County submit a new request.

FUNDING/FISCAL IMPACT

There is no funding/fiscal impact related to these Palm Beach County projects.

Attachment

cc: Joanne O'Connor, Town Attorney
Jason Debrincat, P.E., Assistant Director of Public Works
Carolyn Stone, Deputy Town Manager

From: Patricia Strayer <PStrayer@TownofPalmBeach.com>

Sent: Thursday, December 05, 2024 1:03 PM

To: Kirk Blouin <KBlouin@TownofPalmBeach.com>; Nicholas Caristo <NCaristo@PalmBeachPolice.com>; Will Rothrock <WRothrock@PalmBeachPolice.com>; Jason Debrincat <jdebrincat@TownOfPalmBeach.com>

Subject: FW: Bonefish Islands Restoration Islands Waiver Request

As Kirk requested, I have prepared a TC item for next week for this request. Below is the County's explanation of why Sunday work will hopefully help.

Patricia

Patricia Strayer, PE
Town Engineer

Town of Palm Beach
Public Works Department
951 Okeechobee Road
West Palm Beach, FL 33401
(O) 561.227.7056
(C) 561.339.7309

From: Michael Stahl R. <MStahl@pbc.gov>

Sent: Thursday, December 5, 2024 11:41 AM

To: Patricia Strayer <PStrayer@TownofPalmBeach.com>

Cc: Deborah Drum <DDrum@pbc.gov>; Mayra Ashton <MAshton@pbc.gov>; Jena McNeal <JMcNeal@pbc.gov>; Matt Mitchell <MMitchell@pbc.gov>

Subject: RE: Bonefish Islands Restoration Islands Waiver Request

*****STOP: This email was sent from a source external to the Town of Palm Beach. Links or attachments should not be accessed unless expected from a trusted source. Additionally, all requests for information or changes to Town records should be verified for authenticity.*****

Patricia,

Thank you for expediting Town consideration. Yes, our theory is the contractor could minimize transporting material during the peak commute hours, reducing bridge openings during that time, then "make-up" for any impact to production by working on Sundays. The Corps would coordinate specifics with the contractor and will be sensitive to any increases to cost or timeline, but we wanted to seek Town support before suggesting it as an option for their consideration. Also the waiver was approved for 1 year from approval (March 12, 2024). Since this request will be considered by the Council, we'd also like to request an extension to November 1, 2025. The Corps' construction contract expires on July 17, 2025, but based on current status, construction is not going to be complete by that date. By November, we will have a better idea of project timeline and if necessary, would coordinate with the Town on any additional needs before the start of season.

Thanks,

Mike

Michael Stahl, Deputy Director
Environmental Resources Management
Palm Beach County
(561) 233-2433



PALM BEACH COUNTY
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the Best of Everything*

From: Patricia Strayer <PStrayer@TownofPalmBeach.com>
Sent: Thursday, December 5, 2024 11:01 AM
To: Michael Stahl R. <MStahl@pbc.gov>
Cc: Deborah Drum <DDrum@pbc.gov>; Mayra Ashton <MAshton@pbc.gov>; Jena McNeal <JMcNeal@pbc.gov>; Matt Mitchell <MMitchell@pbc.gov>
Subject: RE: Bonefish Islands Restoration Islands Waiver Request

Mike,

I am going to put this on the agenda for next Tuesday. Could you give me an idea of how this would help? Would we be able to reduce the barges during the week and therefore reduce the bridge openings?

Patricia

Patricia Strayer, PE
Town Engineer

Town of Palm Beach
Public Works Department
951 Okeechobee Road
West Palm Beach, FL 33401
(O) 561.227.7056
(C) 561.339.7309

From: Michael Stahl R. <MStahl@pbc.gov>
Sent: Thursday, December 5, 2024 10:33 AM
To: Patricia Strayer <PStrayer@TownofPalmBeach.com>
Cc: Deborah Drum <DDrum@pbc.gov>; Mayra Ashton <MAshton@pbc.gov>; Jena McNeal <JMcNeal@pbc.gov>; Matt Mitchell <MMitchell@pbc.gov>
Subject: Bonefish Islands Restoration Islands Waiver Request

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Good Morning Patricia,

The County respectfully requests a modification to the Waiver of Town Codes as approved on March 12, 2024 for the Bonefish Cove Islands Restoration Project to allow construction activities to occur on Sundays. In response to the traffic concerns, the County would like to suggest to the USACE to work with the contractor to authorize construction activities on Sundays as an option to reduce bridge openings during peak commute periods on weekdays. Ultimately, the USACE is the contracting authority and will have discretion on how to proceed with the contractor, but with the Town's support of this modification, we'll present it as a potential option that shouldn't impact the project's construction timeline. Please let me know if you have any questions.

Thanks,
Mike

Michael Stahl, Deputy Director
Environmental Resources Management
Palm Beach County
(561) 233-2433



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TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2024

To: Mayor and Town Council

Via: Kirk W. Blouin, Town Manager

From: Sean Baker, Fire Rescue Chief

Re: Accept Donation of \$50,000 from Mr. Nelson Peltz

Date: November 27, 2024

STAFF RECOMMENDATION

Staff recommends the Town Council accept a donation from Mr. Nelson Peltz in the amount of \$50,000 to purchase unbudgeted equipment needs for the Fire Department as deemed appropriate and necessary by the Fire Chief and the Town Manager in accordance with the Town's Procurement Procedures.

GENERAL INFORMATION

The Palm Beach Fire Department continues to benefit from the generosity of the residents and businesses of the Town of Palm Beach. The Department has recently received a donation of \$50,000 from resident Nelson Peltz. The donor indicated that the funds should be utilized as deemed appropriate and necessary by the Fire Chief and the Town Manager for the Fire Department.

Per Town Administration Policy No. 1-08-08 (Attachment A), any donation with a value over \$25,000, which is not included in the Town's budget, must be approved by Town Council. A gift agreement, which has been approved by the Town Attorney, will be executed by the donor and Town Manager if the Town Council approves the donation acceptance.

FUNDING/FISCAL IMPACT

The donation will be forwarded to the Finance Department for deposit in the Fire Department's donation account. Vehicles or equipment purchased using donated funds will be obtained in accordance with established Purchasing Procedures.

SB:jms

Attachment

cc: Robert Miracle, Deputy Town Manager
Carolyn Stone, Deputy Town Manager
Dean Mealy, Procurement and Contract Manager

Kelly Churney

Subject: FW: KT's Traffic suggestions /comments

Kelly Churney
Acting Town Clerk



Town of Palm Beach
360 South County Road
Palm Beach, FL 33480
561-838-5416

Town Clerk's Office

From: KT Catlin <catlinkt@gmail.com>
Sent: Tuesday, December 10, 2024 11:39 AM
To: Kelly Churney <KChurney@TownofPalmBeach.com>
Subject: KT's Traffic suggestions /comments

*****STOP: This email was sent from a source external to the Town of Palm Beach. Links or attachments should not be accessed unless expected from a trusted source. Additionally, all requests for information or changes to Town records should be verified for authenticity.*****

Kelly,

I obviously shortened this. Here is a copy for the record

KT

Traffic

I think we can all agree there is not a magic bullet.

The traffic is mounting - just yesterday. I tried to get out of Fairview Road to go to The Rec Center and it took me 15 minutes to get as far as the north end fire station.

Not only that but cars trying to see if lake was a better choice than county or vice versa for zipping down Fairview and other side streets. The impact is not just to those of us that are sitting in traffic on the two main arteries

It is impacting the cross streets and safety on the cross streets as well.

I love to speak to people and hear what others think, I'm a gather of other people's ideas.

There are 3 small items that I wish to present to you today.

They directly relate to construction vehicles. I cannot take credit for any of them because both were presented to me by contractors who currently work on the island or have worked on the island.

Number 1 is porta John's. Not only are they unsightly despite code saying that they need to be screened a certain way they seldom are. I have numerous pictures showing that even the Town did not appropriately screen their Porta John.

The workers admit they don't use them. They become saunas that have an extremely unpleasant aroma in the Florida temperatures. Workers choose to relieve themselves behind a tree or if that is not possible they will get in their vehicle and drive someplace such as Publix to use a public facility. Another vehicle on the road!

Add that to the regular trips by trucks to clean the Porta John's at least once a week...often twice Then there's a question of how you handle them during an approaching storm. They are supposed to be dismantled and removed from the site at the very least tipped over. I venture to say that that's not really happening.

Instead picture a small bathroom that is built on the property. Just large enough for a toilet and a window. Constructed of plywood. The outside with a Spicket for a hose. These have been done successfully on and off the island.

They are properly permitted and connected to the sewer system. They are clean they are used by the workers and do not generate the same amount of truck traffic.

Do the math if there are even 100 construction sites that have a timeline of one year or greater you can easily take 400 trips a month for service off the road and additional for individual leaving the site to use bathroom facility off site!

You might ask if the contractors would be willing to do that. I specifically stated one year or longer for a job timeline because at one year the cost of doing the bathroom is a breakeven with the rental of a porta John. additionally, these can be dismantled and reused on other sites, bringing the cost going forward down. The town could have several designs preapproved for the contractors to utilize.

Again, not my idea brought to me by contractors who currently use this effectively.

Second is the number of trucks and vehicles for construction site.

Builders told me there should be one truck with the tools and everyone else should get shuttled in from the designated parking lot in West Palm Beach. I'm sure there are times when there may be more than one truck with the tools, especially if there are multiple subcontractors on site at the same time. But you aren't going to have multiple subcontractors employees driving their own vehicle. Again, not a big number, but added to the other one and now we're getting someplace.

It was also suggested to work with Publix to run delivery of sandwiches to the sites one or two trucks moving around the island versus the multiple trucks leaving the site during lunchtime to go to Publix and other spots on the island to pick up lunch.

These are cost-effective items for the contractors and No Cost to the town!!!That is a win-win for everybody.

In addition to the large items that you are trying to put into effect we need to be looking at the small things we can do that can make a difference.

While we are waiting for these big ticket items, traffic studies, moratoriums, and bans to be reviewed and possibly go into effect let's start trying to nibble away at the problem and make some small changes with the potential for significant and immediate relief.

One last comment on another topic...,new landscaping hours.... I have stopped calling in code violations as I'm embarrassed as to how often I call and, no results....

Codes, laws, ordinances only work if they are enforced and clearly we lack the staffing or system to enforce our rules. That's why I see landscape work as early as 6:45am and as late as 5:30pm...landscape debris out for a week prior to pickup date....They system is clearly broken!

I'm happy to meet 1 on 1 to delve into the ideas and details on what I have put before you. Let's not wait!

KT Consulting & Associates llc.
Marketing Solutions & Sales Training
Mobile : 908.229.9150
Office: 562.701.9009
Email: CatlinkKT@gmail.com

Sent from my iPhone