



**Special Town Commission Meeting
NOTICE OF VIRTUAL SPECIAL TOWN COMMISSION
MEETING FOR COMMISSION DISCUSSION REGARDING
THE EL MAR DRIVE DESIGN.**

Pursuant to Executive Order 20-69 issued by the Governor and the Town Local Declaration of Public Emergency, a VIRTUAL Town Commission meeting will be held on Tuesday, September 22, 2020, at 6:30 p.m. and broadcast from Town Hall.

The September 22, 2020 Special Town Commission meeting will be held as a VIRTUAL MEETING with elected officials and Town staff participating through video conferencing. This virtual meeting will be broadcast live

for members of the public to view on the Town's website (www.lbts-fl.gov), Comcast Channel 78, and AT&T U-verse Channel 99.

Updated plan proposals can be accessed on the Town's website, at <https://www.lauderdalebythesea-fl.gov/DocumentCenter/View/1533/Updated-El-Mar-Drive-Lane-Options-9-14-2020>

The Town of Lauderdale-By-The-Sea Town Commission welcomes and encourages the public to participate at its virtual meetings and offers two ways for residents to be heard.

WRITTEN PUBLIC COMMENTS

Send an e-mail to public_comments@lbts-fl.gov Your comment will be read into the record during the meeting by the Town Clerk.

ACTIVE PARTICIPATION

Notify the Town Clerk via e-mail at public_comments@lbts-fl.gov by September 22, 2020 5:00 pm of your desire to speak during a live virtual meeting.

Please provide us with your name email address and phone number. We will then send you the Zoom Meeting ID and link. For security reasons, please do not share the Meeting ID with anyone else. If a friend or neighbor also wishes to speak, have them sign-up with the Town Clerk. The Town will enable the Waiting Room function on Zoom and allow public speakers to enter the virtual meeting during Public Comments or for a specific agenda item. You can join the meeting either by calling in or using a laptop, computer webcam or cellphone. Once you are

finished commenting, the Town will disconnect you from the meeting.

Please note that Governor DeSantis' Executive Order Number 20-69 suspended the requirements of Section 286.011, Florida Statutes, the Florida Sunshine law, that a quorum be present and that a local government body meet at a specific public place. The Executive Order also allows local government bodies to utilize communications media technology, such as telephonic and video conferencing for local government body meetings.

Should any person desire to appeal any decision of the Town Commission with respect to any matter to be considered at this meeting, that person shall ensure that a verbatim record of the proceedings is made including all testimony and evidence upon which any appeal may be based (Section 286.0105, Fla. Stat).

Broadcast from Jarvis Hall 4505 N. Ocean Drive

Virtual Town Commission Meeting

Virtual Town Commission Meeting

Tuesday, September 22, 2020, 6:30 PM
Broadcast from Jarvis Hall 4505 N. Ocean Drive

CALL TO ORDER

PUBLIC COMMENTS

1. OLD BUSINESS

- 1.a. El Mar Drive Project - Public Meeting #5 (Bill Vance, Town Manager, Linda Connors, Development Services Director / Jay Flynn, Town Engineer / Ken Rubach, Municipal Services Director / Jeff Suiter, EDSA)

[CoverPage.docx](#)

[Ex1 Green Book Design Standards.pdf](#)

[Ex2 FS 316.130.PNG](#)

[Presentation_.pdf](#)

THE TOWN OF LAUDERDALE-BY-THE-SEA WILL FURNISH APPROPRIATE AUXILIARY AIDS AND SERVICES NECESSARY TO AFFORD INDIVIDUALS AN EQUAL OPPORTUNITY TO PARTICIPATE IN MEETINGS OF THE TOWN COMMISSION. IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND FLORIDA STATUTE 286.26, PERSONS WITH DISABILITIES NEEDING SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT THE TOWN CLERK NO LATER THAN TWO (2) DAYS PRIOR TO THE MEETING AT (954) 640-4200 FOR ASSISTANCE.

IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE TOWN COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT SUCH MEETING OR HEARING, HE/SHE WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSES MAY NEED TO INSURE THAT A VERBATIM RECORDING OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PROCEDURES FOR PUBLIC COMMENTS:

Public Comments may address issues that are not on this meeting's agenda, but should relate to the business of the Town, and should not contain personal attacks. If your comment requires follow up, the Town Manager will have a staff person respond to your concerns, and will advise us of the outcome.

The Town Clerk will read off the names of those who have signed up to speak. When your name is called, please come to the podium, state your name for the record, and indicate whether you are a Town resident. Do not state your address. You have up to 3 three minutes to make your comments, but there is no requirement to use the entire time. If you wish to address a particular Commissioner or member of Town Administration, please do so by use of their title.

If you wish to approach the Commission dais to hand out a document or for some other reason, please request permission and state your reason for doing so. All documents to be provided to the Commission should be handed to the Town Clerk for distribution.

These procedures have been developed to assure that the Town Commission meeting time is efficiently used, and that meetings are conducted in a polite and respectful manner. More information on the decorum rules for Town Commission meetings is available in Section 2-23 of the Town Code of Ordinances.



Special Town Commission Meeting Agenda Item Report

Meeting Date: September 22, 2020

Submitted By: Bill Vance, Town Manager / Linda Connors, Development Services Director / Jay Flynn, Town Engineer / Ken Rubach, Municipal Services Director / Jeff Suiter, EDSA

Item Type: Discussion Item

Agenda Section: OLD BUSINESS

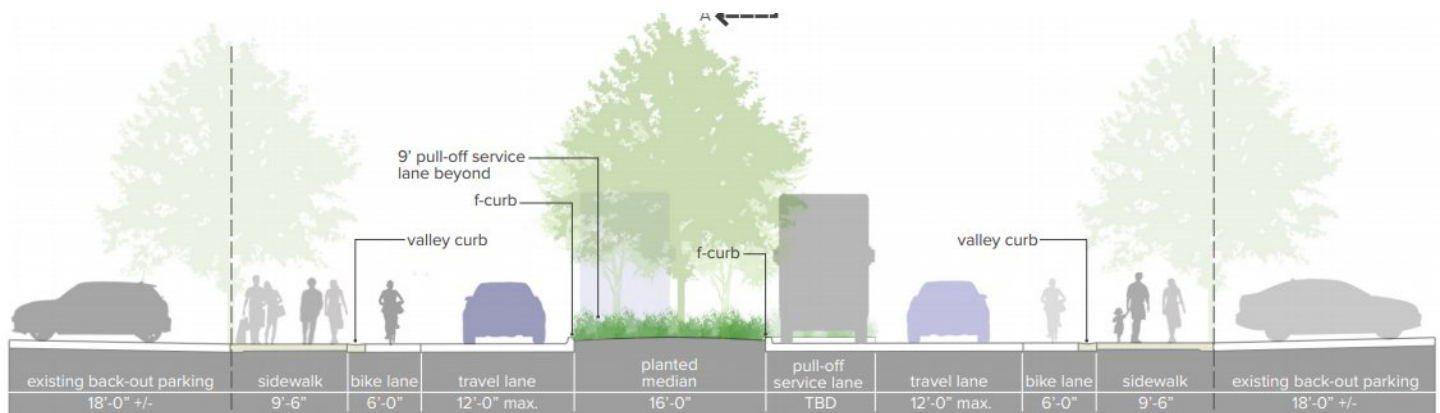
Subject Title:

El Mar Drive Project - Public Meeting #5

Explanation:

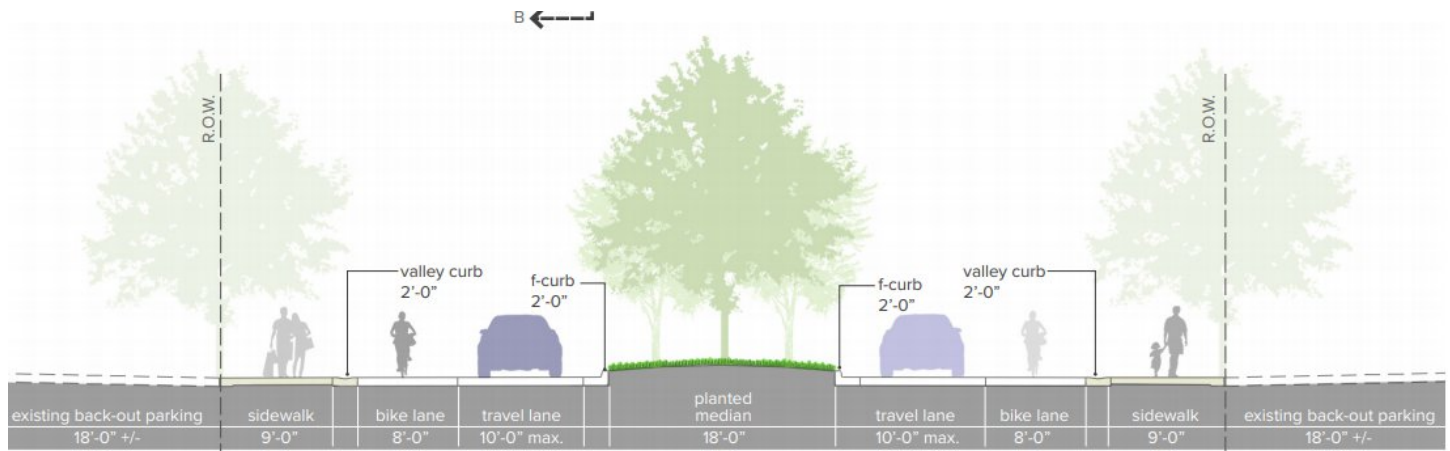
The El Mar Design Team presented the following one-lane design (**Option 1**) to the Commission at their August 11th meeting.

Option One

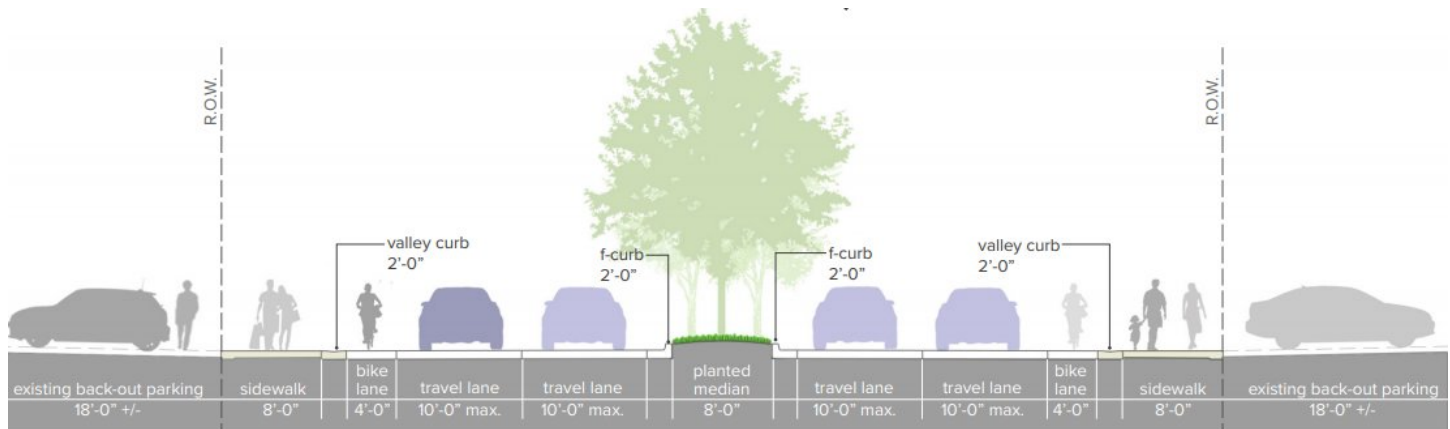


At that meeting, the Commission asked if a two-lane alternative could be presented for the Commission's consideration. They also asked if EDSA could present an amended **Option 1** with a wider bike lane. EDSA consultants provided **Option 2** with the wider bike lane, and the two-lane option as **Option 3**.

Option 2



Option 3

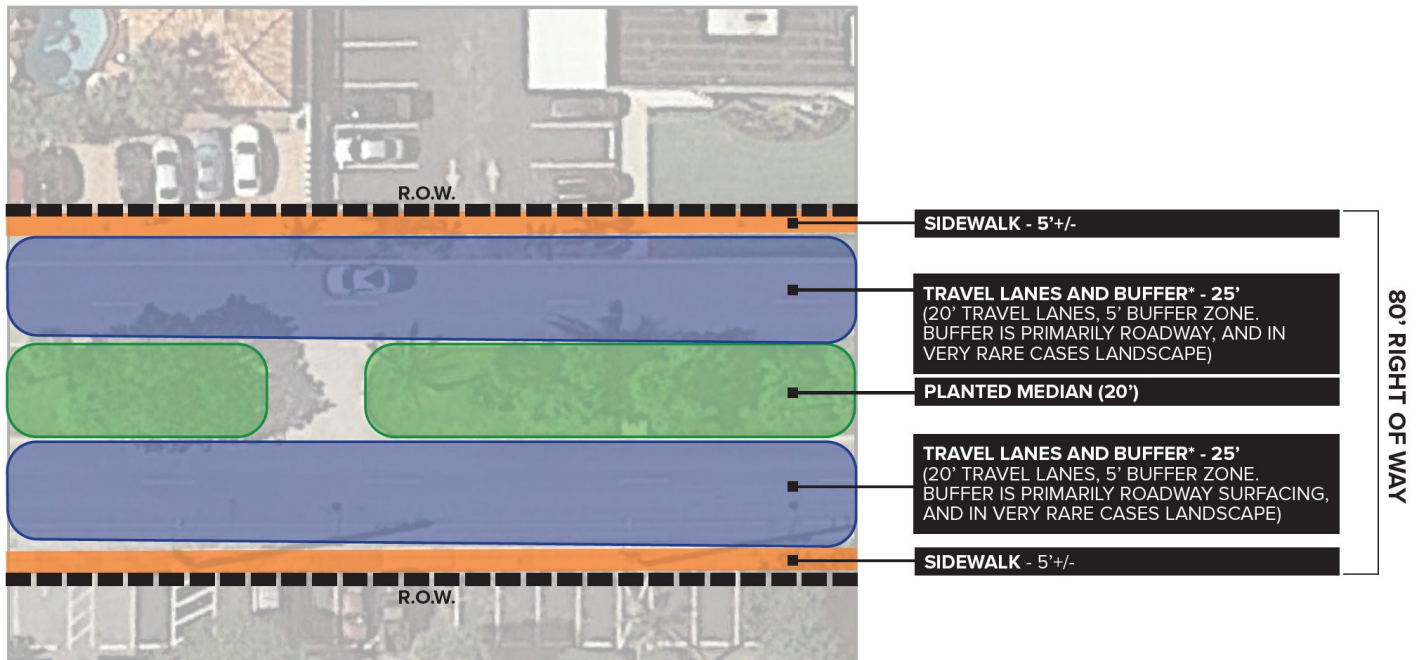


Design Options 2 and 3 were uploaded to the Town's website on September 10, with a request for the public to send comments to the Town Clerk.

At the September 22 Special Commission meeting, the El Mar Design Team will present the three options, and public comment will be heard.

Project Overview

Existing El Mar Drive Conditions



The existing El Mar Drive Right-Of-Way is 80' wide, and is divided into a maximum 5' sidewalk, 20' of travel lanes, 5' of buffer and a 20' planted median.

Design Constraints: Professional Design Standards

The primary reasons for the El Mar Drive project are to improve drainage, widen and repair the sidewalk and provide lighting.

Collecting and Evaluating Survey Results from Public

The El Mar Design survey was advertised on the Town's website, with banners along El Mar Drive and Commercial Boulevard and on social media. Over 630 persons participated in the first survey with 70% of the respondents in favor of the one-lane design and wider sidewalks and 63% of the respondents wanting improved lighting.

Reviewing How the Street is Currently Utilized

El Mar Drive is utilized in several different ways.

1. As a street for vehicular traffic, including as a cut through for drivers looking for relief from A1A traffic
2. Pedestrian traffic, primarily in the morning for exercise
3. Bicyclists utilizing El Mar Drive as a more scenic and safer route than A1A
4. Special event parking when approved by the Town Commission; and
5. Deliveries

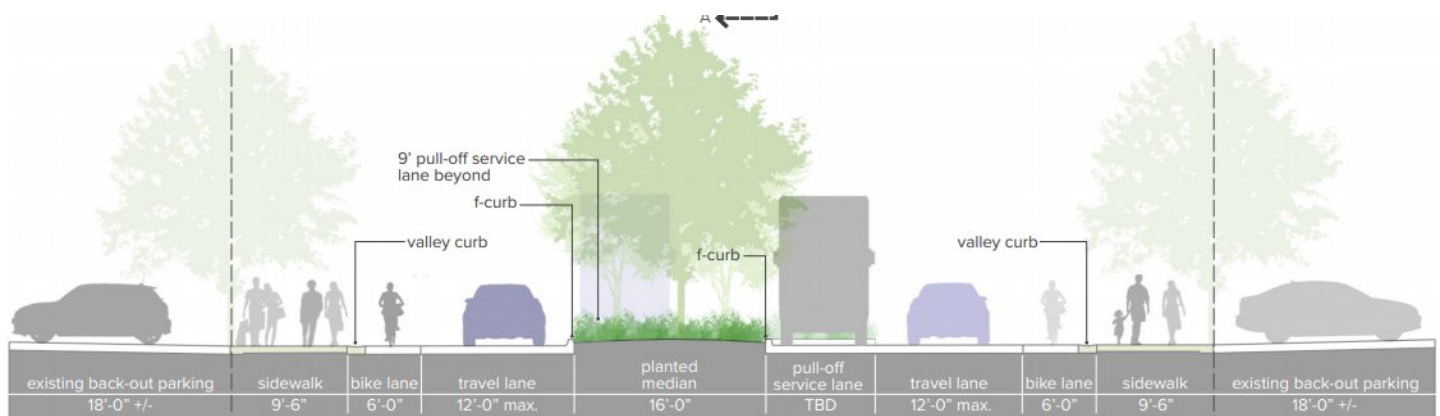
Conclusion

The Design Team supports Option 1, the original design which was created to prioritize and celebrate the pedestrian while respecting professional design standards. The advantages of Option 1 are that the width of the vehicular traffic area is reduced, and the resulting real estate is reserved for the pedestrian by widening the sidewalk, providing the clear zone (which will be utilized as a bike lane), and also widening the median. Removing the additional vehicular traffic lane and widening the sidewalk and median will also discourage cut through traffic and reduce speeding.

Option 2 is a slightly different version of this plan, in which the bike lane is widened, and the median and travel lane are reduced and, although not preferred, it is an acceptable option for the Design Team.

Option 3 continues to prioritize the vehicle over the pedestrian. The street maintains the two travel lanes in each direction. However, because we are required to bring the street up to engineering standards by providing the clear zone (6') and also should provide a design that encourages walking on the sidewalk (increasing the sidewalk by 3'), the real estate to allow for these requirements must be taken from median which is reduced from 20' to 8'. This option encourages continued cut-through traffic and will not reduce the average speed of vehicles.

Option 1



Attachments:

1. Green Book Excerpts
2. F.S. Section 316.130

C.7.f.1 Roadside Clear Zone Width

The clear zone width is defined as follows:

- Flush Shoulder Sections - measured from the edge of the outside motor vehicular traveled way
- Urban Curbed Sections ≤ 45 mph - measured from the face of the curb

The minimum permitted widths are provided in Table 3 – 15 Minimum Width of Clear Zone. These are minimum values only and should be increased wherever practical.

In rural areas, it is desirable, and frequently economically feasible, to increase the width of the clear zone. Where traffic volumes and speeds are high, the width should be increased. The clear zone on the outside of horizontal curves should be increased due to the possibility of vehicles leaving the roadway at a steeper angle.

Table 3 – 15 Minimum Width of Clear Zone

Type of Facility	DESIGN SPEED (mph)							
	25 and Below	30	35	40	45	50	55	60 and Above
	MINIMUM CLEAR ZONE (feet)							
Flush Shoulder	6	6 Local 10 Collectors 14 Arterials	6 Local 10 Collectors 14 Arterials	10 Collectors 14 Arterials	14 Arterials and Collectors ADT < 1500 18 Arterials and Collectors ADT $\geq$ 1500	14 Arterials and Collectors ADT < 1500 18 Arterials and Collectors ADT $\geq$ 1500	18 Arterials and Collectors ADT < 1500 24 Arterials and Collectors ADT $\geq$ 1500	18 Arterials and Collectors ADT < 1500 30 Arterials and Collectors ADT $\geq$ 1500
Curbed*	1 ½	4 **	4 **	4 **	4 **	N/A **	N/A **	N/A **

* From face of curb.

** On projects where the 4 foot minimum offset cannot be reasonably obtained and other alternatives are deemed impractical, the minimum may be reduced to 1 ½'.

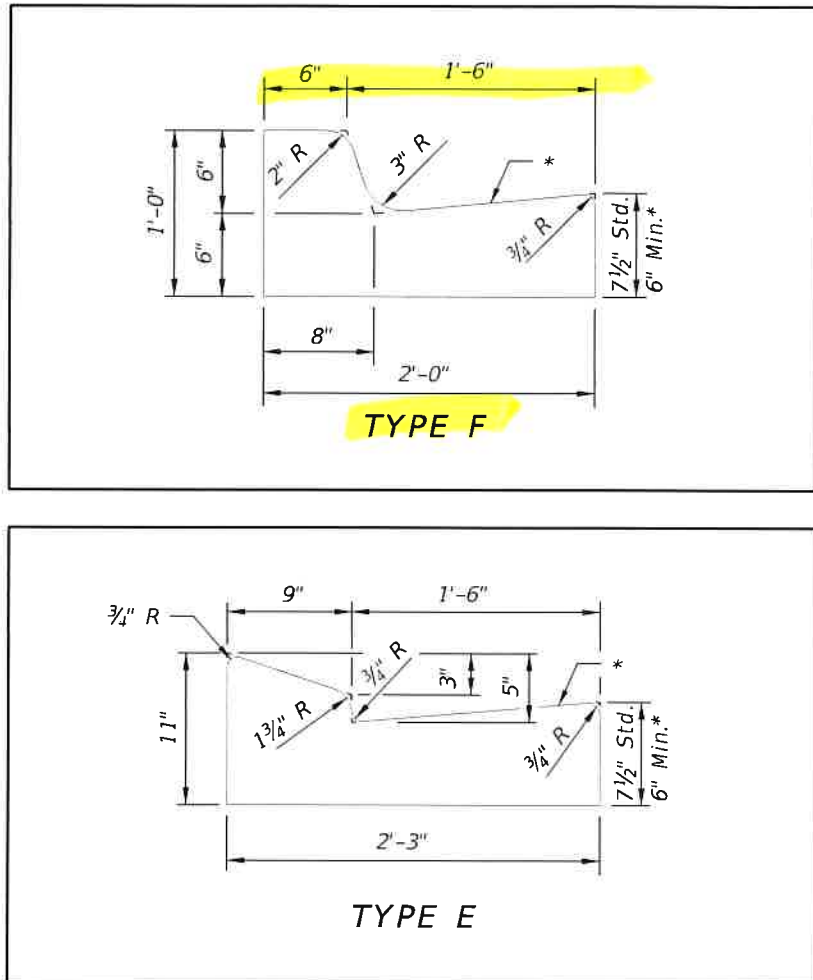
* Use rural for urban facilities when no curb and gutter is present. Measured from the edge of through travel lane on rural section.

** Curb and gutter not to be used on facilities with design speed > 45 mph.

NOTE: ADT in Table 3 – 15 refers to Design Year ADT.

design speeds greater than 45 mph.

Figure 3 – 9 Standard Detail for FDOT Type F and E Curbs



C MINIMIZING CONFLICTS

The planning and design of new streets and highways shall include provisions that support pedestrian travel and minimize vehicle-pedestrian conflicts. These may include:

- Sidewalks and/or shared use paths parallel to the roadway
- Marked pedestrian crossings
- Raised median or refuge islands
- Pedestrian signal features such as pedestrian signal heads and detectors
- Transit stops and shelters

In some situations it may be possible to eliminate a vehicle-pedestrian conflict through close coordination with the planning of pedestrian facilities and activity outside of the highway right of way. Care should be exercised to ensure the elimination of a given conflict point does not transfer the problem to a different location. Any effort to minimize or eliminate conflict points must consider the mobility needs of the pedestrian. The desired travel path should not be severed and the number of required crossing points and/or walking distances should not be significantly increased. Some crossings should be redesigned rather than eliminated or relocated.

C.1 General Needs

Minimizing vehicle-pedestrian conflicts can be accomplished by providing adequate horizontal, physical, or vertical (primarily for crossings) separation between the roadway and the pedestrian facility.

C.2 Horizontal Separation

The development of independent systems for pedestrian and motor vehicular traffic is the preferred method for providing adequate horizontal separation.

C.2.a General Criteria

New sidewalks should be placed as far from the roadway as practical in the following sequence of desirability:

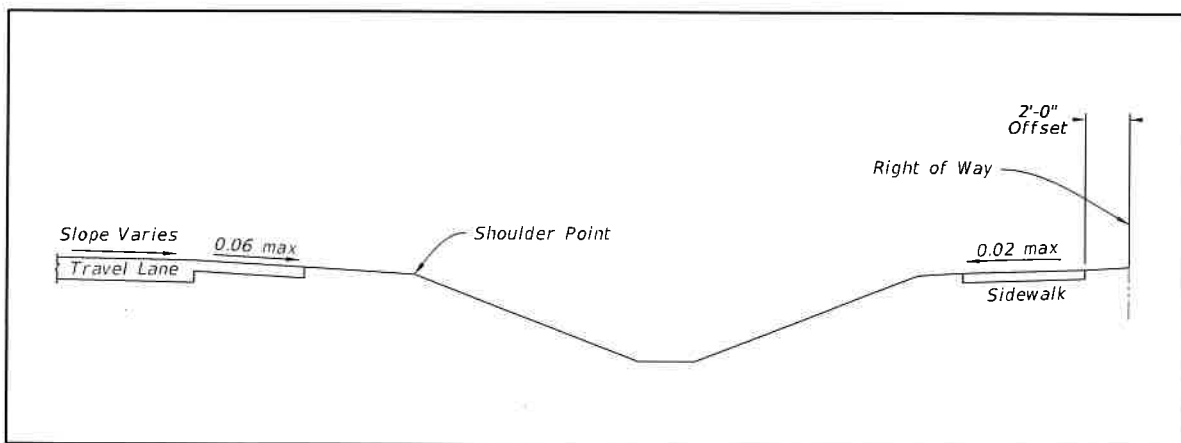
1. As near the right of way line as possible. (ideally, 3 feet of width should be provided behind the sidewalk for above ground utilities)

2. Outside of the clear zone.
3. Sufficiently off-set from the curb to allow for the placement of street trees, signs, utilities, parking meters, benches or other street furniture outside of the sidewalk in urban locations (e.g. town center, business or entertainment district).
4. Five feet from the shoulder point on flush shoulder roadways.
5. At the grass shoulder point of flush shoulder roadways.

Figure 8 – 1 Shoulder Point with Sidewalk provides an illustration of the location of the shoulder point.

On arterial or collector roadways, sidewalks shall not be constructed contiguous to the roadway pavement, unless a curb or other barrier is provided. Nearing intersections, the sidewalk should be transitioned as necessary to provide a more functional crossing location that also meets driver expectation. Further guidance on the placement of stop or yield lines and crosswalks is provided in the [MUTCD, Part 3](#).

Figure 8 – 1 Shoulder Point with Sidewalk



C.2.b Buffer Widths

Providing a buffer can improve pedestrian safety and enhance the overall walking experience. Buffer width is defined as the space between the sidewalk and the edge of traveled way. On-street parking or bike lanes can

also act as an additional buffer. The planting strip or buffer strip should be 6 feet where practical to eliminate the need to narrow or reroute sidewalks around driveways. With this wider buffer strip, the sidewalk is placed far enough back so that the driveway slope does not have to encroach into the sidewalk. Wider sidewalks should be considered in Central Business Districts and in areas where heavy two-way pedestrian traffic is expected.

C.3 Other Considerations

When designing urban highways, the following measures may be considered to help increase the safe and efficient operation of the highway for pedestrians:

- Use narrower lanes and introduce raised medians to provide pedestrian refuge areas
- Provide pedestrian signal features and detectors
- Prohibit right turn on red
- Control, reduce, or eliminate left and/or right turns
- Prohibit free flow right turn movements
- Prohibit right turn on red
- Reduce the number of lanes
- Use narrower lanes and introduce raised medians to provide pedestrian refuge areas

B ON-STREET FACILITIES

Provisions for bicycle traffic should be incorporated in the original roadway design. All roadways, except where bicycle use is prohibited by law, should be designed, constructed and maintained under the assumption they will be used by bicyclists. Roadway conditions should be favorable for bicycling, with smooth pavement and limited changes in elevation along edge lines. Drainage inlets and utility covers that cannot be moved out of the travel way should be designed flush with grade, well seated, and make use of bicycle-compatible grates and covers.

Railroad grade crossings on a diagonal can cause steering difficulties for bicyclists. Crossings for bicycle facilities should be perpendicular to the rail. This can be accomplished with a widened shoulder or bicycle lane, or separate path. Consideration should be given to improving the smoothness of the crossing and reducing the width and depth of the flangeway opening. Flangeway fillers can be used on heavy rail lines to minimize the size of the opening adjacent to the rail.

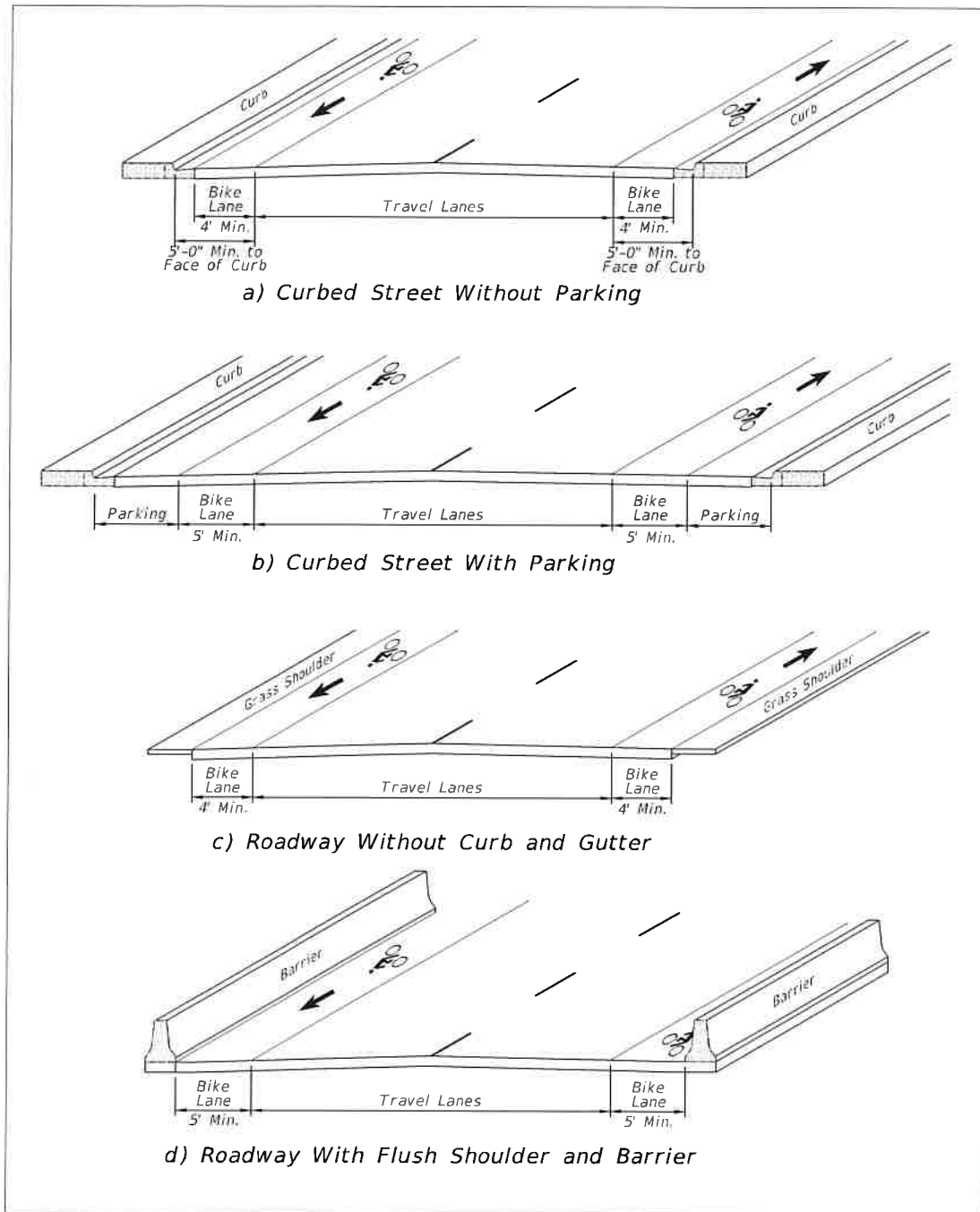
Bicycle lanes, paved shoulders, wide curb lanes, or shared lanes should be included to the fullest extent feasible. The appropriate selection of a bicycle facility depends on many factors, including motor vehicle and bicycle traffic characteristics, adjacent land use and expected growth patterns. All new or reconstructed arterial and collector roadways, in and within one mile of an urban area, should include bicycle lanes.

Rumble strips used in a traffic lane to alert operators to conditions ahead (e.g. stop signs, traffic signals or curves) should provide clear space (free of rumble strips) for bicyclists. This clear space may be a paved shoulder or if no paved shoulder is present, a minimum of 1.5 feet of clear space at the outermost portion of the lane.

B.1 Bicycle Lanes

Bicycle lanes delineate available roadway space for preferential use by bicyclists; providing more predictable movements by motorists and bicyclists. Bicycle lanes also help increase the total capacity of highways carrying mixed bicycle and motor vehicle traffic. Bicycle lanes shall have a minimum functional width of 4 feet. At least 1 foot additional width is needed when the bicycle lane is adjacent to a curb or other barrier, on-street parking is present, there is substantial truck traffic (>10%), or posted speeds exceed 50 mph. Minimum bicycle lane widths are illustrated in Figure 9 – 1 Minimum Widths for Bicycle Lanes. The 4-foot bicycle lane shown in the flush shoulder typical section assumes the grass portion of the shoulder provides emergency maneuvering room.

Figure 9 – 1 Minimum Widths for Bicycle Lanes



Bicycle lanes are one-way facilities and carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. A bicycle lane should be delineated from the travel lanes with a solid white line and be marked with the bicycle symbol and arrow as shown in Figure 9 – 2 Detail of Bicycle Lane Markings. The dimensions for each pavement marking is 72" long, separated by 72".

The recommended placement of bicycle lane markings is:

- a) At the beginning of a bicycle lane, on the far side of major intersections, and prior to and within the bicycle lane between a through lane and turn lane.
- b) Along the roadway as needed to provide a maximum spacing of 1,320 for posted speeds less than or equal to 45 mph, 2,640 feet for a posted speed of 50 mph or greater.

Figure 9 – 2 Detail of Bicycle Lane Markings

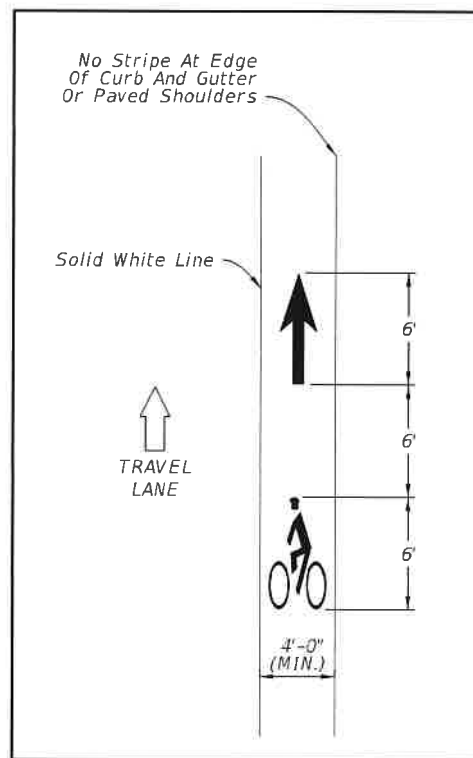


Table 9 – 1 Lane Widths
Urban Multilane or Two-Lane with Curb and Gutter

Design Year AADT	Design Speed (mph)	Minimum Thru Lane (ft.)	Minimum Turn Lane (ft.)	Minimum Parking Lane (ft.)
ALL	ALL	10 ₁	9 ₂	7 ₃

1. 11 ft. where either of the following conditions exist:
 - a) Trucks are >10% of Design Year Traffic.
 - b) Design Speed is 40 mph or greater.
2. 10 ft. for 2 Way Left Turn Lanes.
3. A minimum width of 7 ft. measured from face of curb may be left in place. Otherwise provide 8 ft. minimum, measured from face of curb.

Various configurations of bicycle lanes on curb and gutter and flush shoulder typical sections are illustrated in Figures 9 – 6 to 9 – 23.

B.2 Buffered Bicycle Lanes

Buffered bicycle lanes are bicycle lanes separated from either the adjacent travel lane or parking lane with a marked buffer area. They provide greater shy distance between motor vehicles and bicyclists and encourage bicyclists to ride outside of the “door zone” of parked cars. Typical applications include streets with high travel speeds, high traffic volumes, high amounts of truck or transit traffic, or where there are underutilized travel lanes or extra pavement width.

The bicycle lane symbol and arrow markings shall be used, along with longitudinal lines to create the buffer. There are several options for marking the buffer area, including a wide solid double line (crossing prohibited), wide solid single line (crossing discouraged) or wide dotted single line (crossing permitted to make right hand turn). Where the buffer space is wider than 4 feet and crossing the buffer is prohibited, chevron markings should be placed in the buffer area.

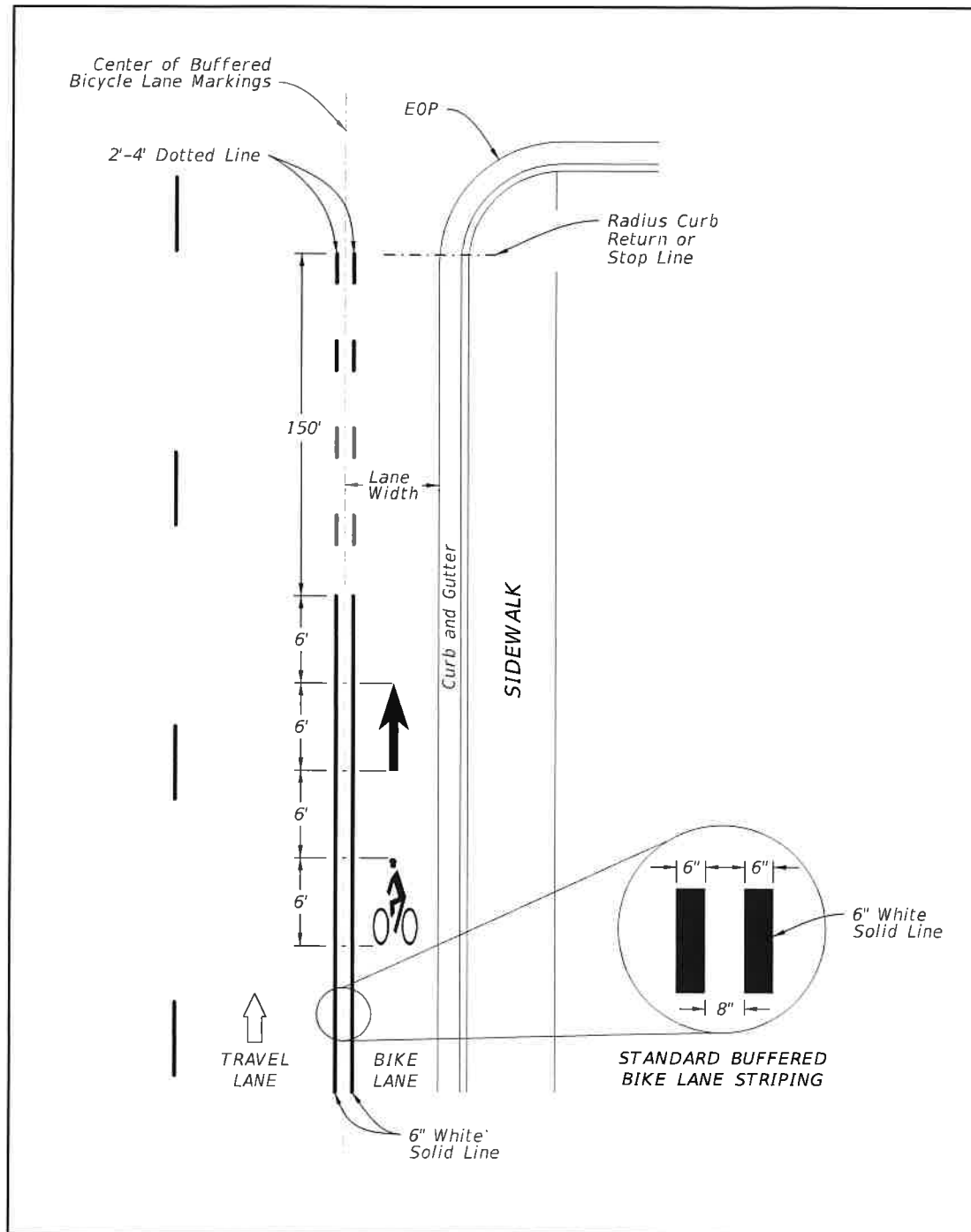
At an intersection approach, the buffer striping should transition to a wide dotted stripe using a 2/4 skip pattern. The transition should begin 150 feet in advance of an intersection to provide sufficient distance for an automobile or truck to merge into the bicycle lane before turning right. Figures 9 – 16, 17 and 18 provide examples of buffered bicycle lanes. [Chapter 3D. Markings for Preferential Lanes of the MUTCD](#) provides additional information on the striping of buffered bicycle lanes.

Figure 9 – 16 Buffered Bicycle Lane Adjacent to On-Street Parking



NACTO Urban Bikeway Design Guide, National Association of City Transportation Officials

Figure 9 – 17 Buffered Bicycle Lane Markings



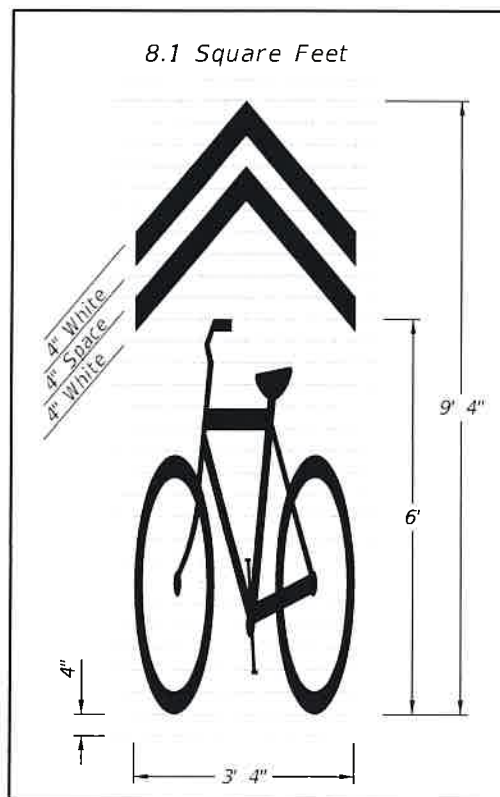
B.7 Shared Lane Markings

The shared lane marking is an optional pavement marking for roadways where bicyclists and motor vehicles are intended to share the lane and no bicycle lane or paved shoulder exists or is feasible. Shared lane markings should be limited to roadways with a posted speed of 35 mph or less. They are not intended to be placed on every roadway without bicycle facilities or on shared use paths.

Shared lane markings provide guidance to cyclists on their lateral positioning, especially on roadways with on-street parking or lanes that are too narrow to share side by side with a motor vehicle. They also help to discourage wrong way riding and encourage safer passing of bicyclists by motorists. Shared lane markings may be used to identify an alternate route as part of an approved temporary traffic control plan. Figure 9 – 24 provides the dimensions for shared lane markings.

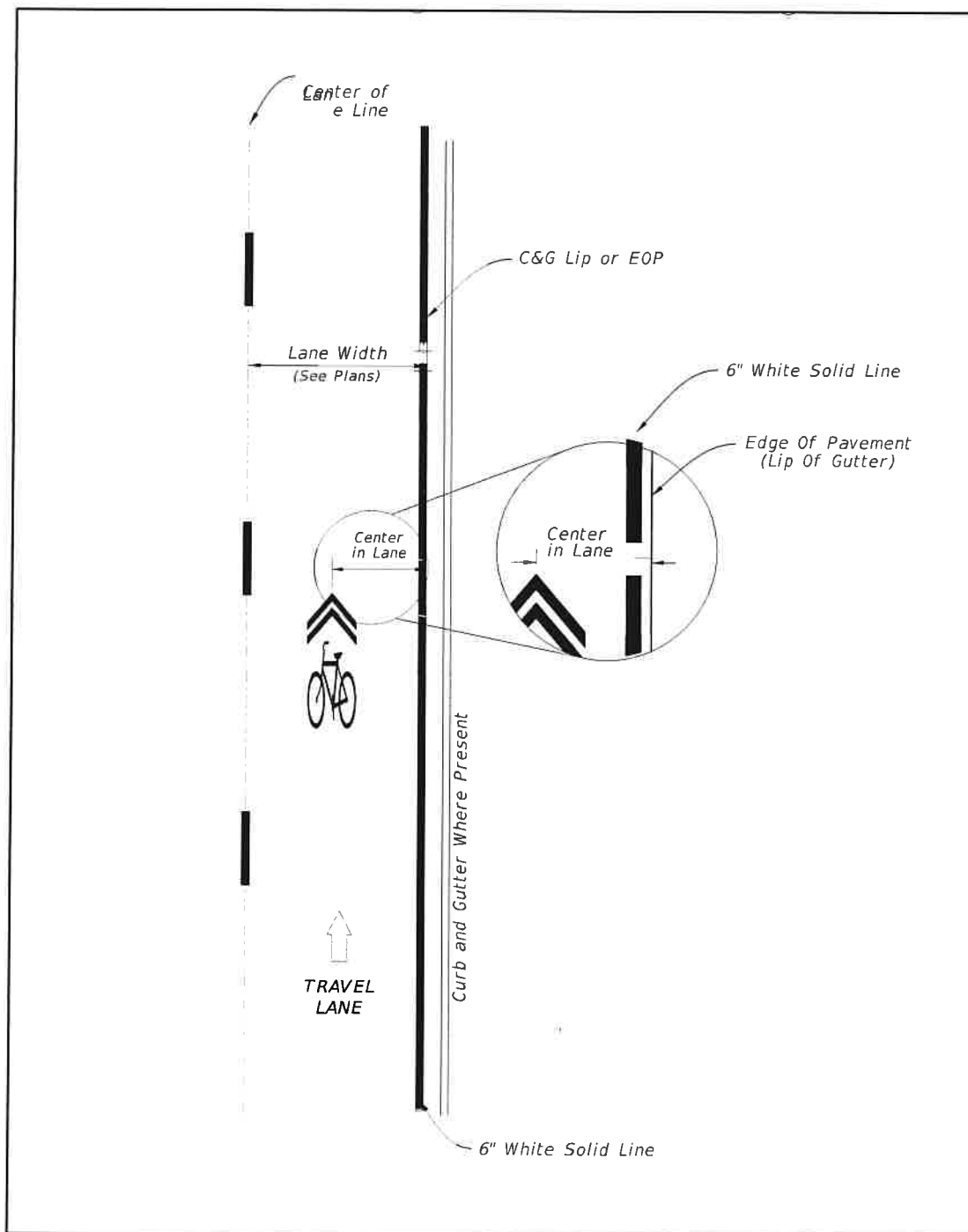
Shared lane markings should be placed as follows:

Figure 9 – 24 Shared Lane Marking



- If used on a roadway without on-street parking that has an outside travel lane that is 14 feet wide or less, the Shared Lane Markings should be centered in the travel lane (Figure 9 – 25).
- If used on a roadway with on-street parking, the Shared Lane Markings should be centered in the travel lane (Figure 9 – 26).
- Shared Lane Markings should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

**Figure 9 – 25 Shared Lane Marking Placement
(No Designated Parking, Lane Width ≤ 14 Feet)**



B.8 Bicycles May Use Full Lane Sign

The Bicycle May Use Full Lane sign (R4-11) may be used on roadways where no bicycle lanes or adjacent shoulders useable by bicyclists are present and where travel lanes are less than 14' wide. The **MUTCD** provides additional information on the use of the sign.

The 2019 Florida Statutes

[Title XXIII](#)

[Chapter 316](#)

[View Entire Chapter](#)

MOTOR VEHICLES

STATE UNIFORM TRAFFIC CONTROL

316.130 Pedestrians; traffic regulations.—

- (1) A pedestrian shall obey the instructions of any official traffic control device specifically applicable to the pedestrian unless otherwise directed by a police officer.
- (2) Pedestrians shall be subject to traffic control signals at intersections as provided in s. [316.075](#), but at all other places pedestrians shall be accorded the privileges and be subject to the restrictions stated in this chapter.
- (3) Where sidewalks are provided, no pedestrian shall, unless required by other circumstances, walk along and upon the portion of a roadway paved for vehicular traffic.
- (4) Where sidewalks are not provided, any pedestrian walking along and upon a highway shall, when practicable, walk only on the shoulder on the left side of the roadway in relation to the pedestrian's direction of travel, facing traffic which may approach from the opposite direction.
- (5) No person shall stand in the portion of a roadway paved for vehicular traffic for the purpose of soliciting a ride, employment, or business from the occupant of any vehicle.



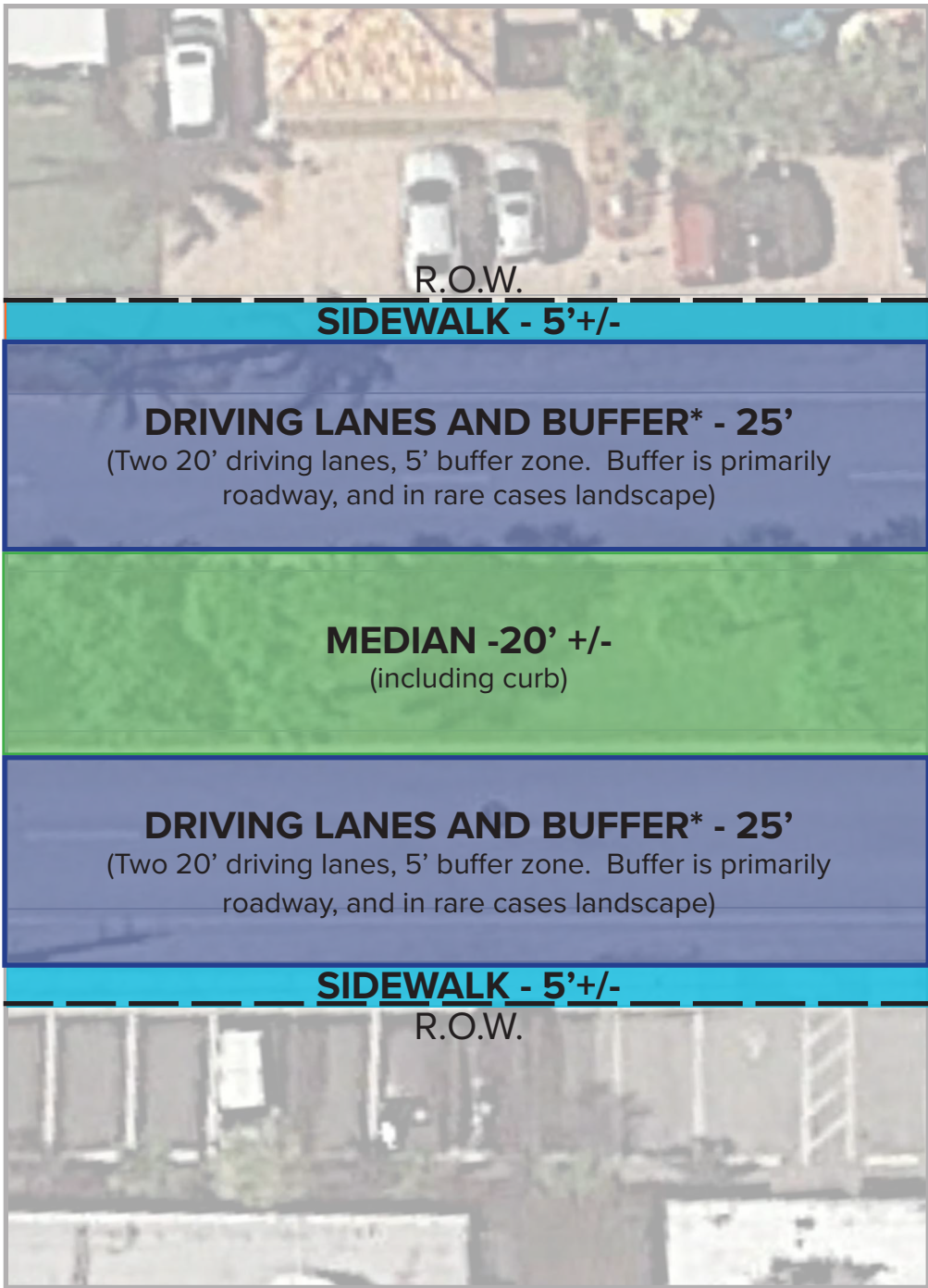
TOWN OF LAUDERDALE • BY • THE • SEA EL MAR DESIGN

PROJECT UPDATE TO COMMISSION

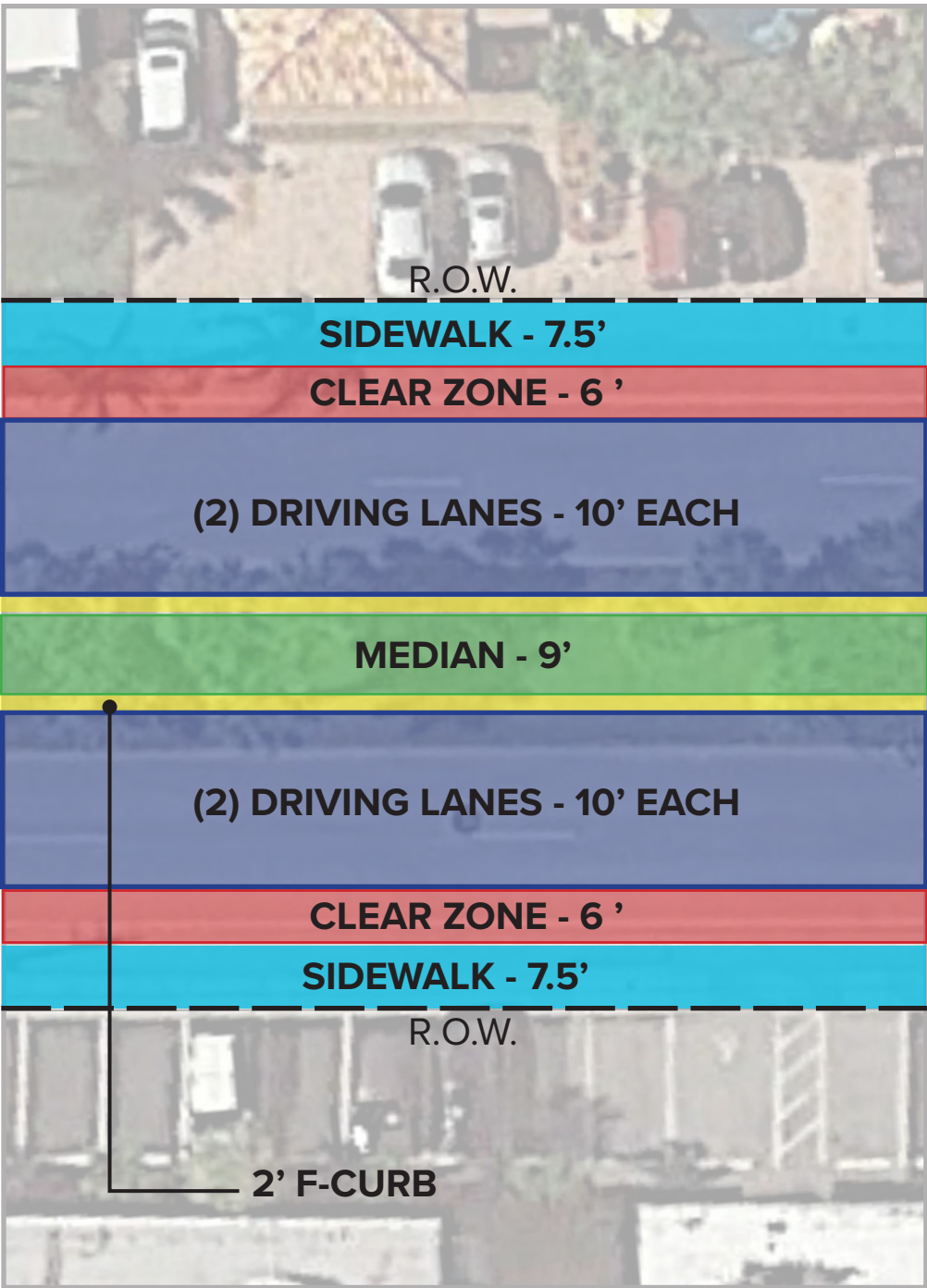
SEPTEMBER 22, 2020



THE EXISTING RIGHT OF WAY



EXISTING RIGHT-OF-WAY



CODE-COMPLIANT EXISTING RIGHT-OF-WAY
WITH 6' CLEAR ZONE AND 7.5' SIDEWALK*

*An additional 1.5' must be added to the 6' code minimum sidewalk width to account for existing utility and light poles.

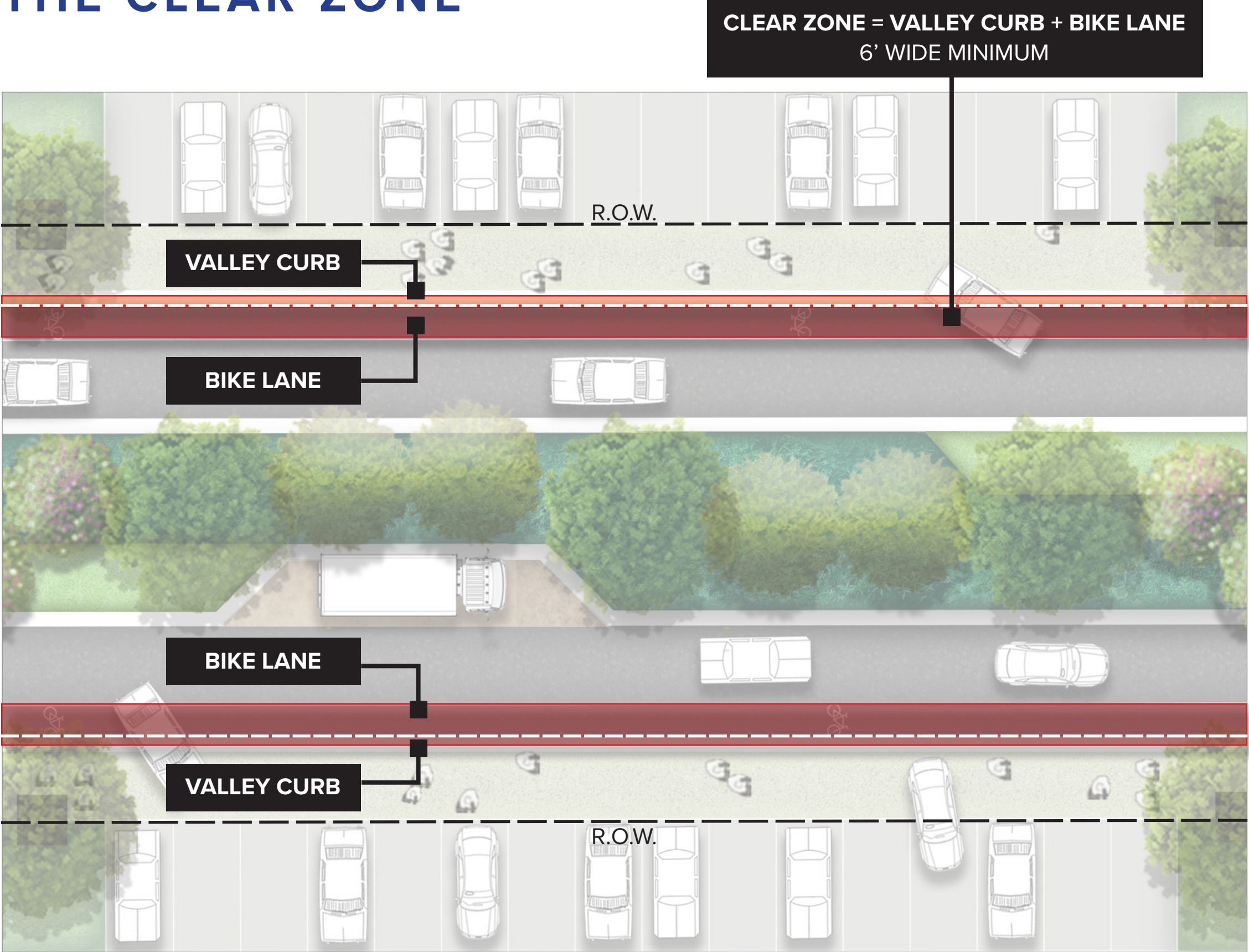
80' RIGHT OF WAY



- THE EXISTING RIGHT OF WAY DOES NOT MEET BROWARD COUNTY DEVELOPMENT CODE REQUIREMENTS, which require a 6' sidewalk width clear of obstructions.
- EL MAR'S CURRENT SIDEWALK IS TYPICALLY 5', with utility poles and light pole obstructions narrowing it to less than 4' in areas as pictured below.
- THE EXISTING RIGHT-OF-WAY DOES NOT INCORPORATE A 6' CLEAR ZONE. Described on the next page, this is an industry-accepted standard and must be provided to ensure safety.



THE CLEAR ZONE



DESIGN TEAM RECOMMENDED CONCEPT

- ☐ A **6' CLEAR ZONE** is a Florida Department of Transportation standard requirement.
- ☐ The “clear zone” is defined as a **6'- MINIMUM SEPARATION BETWEEN PEDESTRIANS AND VEHICULAR TRAFFIC.**
- ☐ **THE CLEAR ZONE IS AN INDUSTRY-ACCEPTED STANDARD THAT MUST BE FOLLOWED** to prevent collisions and keep pedestrians and drivers safe in today's driving environment.
- ☐ It is intended as a **SAFETY ALLOWANCE OUTSIDE OF THE TRAVELED WAY FOR ERRANT VEHICLES AND FOR AVOIDANCE MANEUVERS** (to prevent a collision with another vehicle).
- ☐ **84% OF RESPONDENTS TO PUBLIC SURVEY #2 INDICATED THAT THEY PREFER A DEDICATED BIKE LANE** rather than motorists and cyclists sharing a road lane (a sharrow condition).
- ☐ **71% OF RESPONDENTS TO PUBLIC SURVEY #2 INDICATED A PREFERENCE FOR KEEPING THE SIDEWALK, BIKE LANE, AND DRIVING LANES SEPARATE.**



CONCEPT COMPARISON

RECOMMENDED DESIGN

ORIGINAL CONCEPT - ONE LANE IN EACH DIRECTION

22' median in areas without pull-offs;
16' where pull-offs occur
(existing median is 20' wide – median increases by 10%, or 2')

12' driving lane in each direction

9' pull-off lane
(location and size based on usage)

4' bike lane
(4' bike lane + 2' valley curb = required clear zone)

2' valley curbs, 2' f-curbs

9' walkway

80' RIGHT OF WAY

OPTION 2

ONE LANE IN EACH DIRECTION AND WIDER BIKE LANE

18' median
(existing median is 20' wide – median reduced by 10%, or 2')

10' driving lane in each direction

9' pull-off lane
(location and size based on usage)

8' bike lane
(8' bike lane + 2' valley curb exceeds required clear zone and accommodates side-by-side cycling)

2' valley curbs, 2' f-curbs

9' walkway

80' RIGHT OF WAY

OPTION 3

TWO LANES IN EACH DIRECTION (NOT RECOMMENDED)

8' median
(existing median is 20' wide – median reduced by 60%)

(2) 10' driving lanes in each direction

4' bike lane
(4' bike lane + 2' valley curb = required clear zone)

2' valley curbs, 2' f-curbs

8' walkway

80' RIGHT OF WAY

THE RECOMMENDED DESIGN EXPLAINED

A 2' valley curb transitions vehicles from roadway to parking and will improve drainage.

This 12' driving lane is extra wide, since the roadway is being narrowed to one lane in each direction.

A 22' wide median incorporates lawn areas for pet relief. Pedestrians can safely access these lawn areas at crosswalk locations. Lawn will also be incorporated along sidewalks where possible, but this will occur only at El Mar's far north and south ends to keep a consistent right-of-way design.

Pull-offs are designated for service and delivery vehicle usage only (not parking). Pull-offs will be located only where necessary and sized based on usage. Based on the current concept, these will occupy only 21% of the entire median along El Mar.

Adapave (a walkable hardscape surface that functions similar to a tree grate) will allow shade tree planting along property lines where possible.

A 9' sidewalk allows plenty of room for two couples to pass comfortably, even with utility and light pole obstructions. This width equals a vehicular travel lane and nearly matches the existing condition – except instead of walking in the road, pedestrians will use a walkway dedicated only for their use.

In an emergency situation (such as a car break-down), a second vehicle can safely maneuver around a vehicle stopped in the driving lane by moving into the bike lane and valley gutter area (the clear zone). The clear zone combined with additional space in the extra-wide driving lane creates adequate room for a second lane for emergency circulation.

This 4' bike lane combined with the 2' valley gutter meets the 6' minimum clear zone requirement.

An F-curb along the median combines a 6" curb with gutter to improve drainage.



OPTION 2 EXPLAINED

In this option, the driving lane is reduced to a 10' width (the previous concept showed 12'). This is still more than adequate for vehicular travel.

An 8' bike lane accommodates side-by-side cycling and is nearly a road lane width, exceeding the clear zone requirement.

An 18' wide median incorporates lawn areas for pet relief. Pedestrians can safely access these lawn areas at crosswalk locations. Lawn will also be incorporated along sidewalks where possible, but this will occur only at El Mar's far north and south ends to keep a consistent right-of-way design.

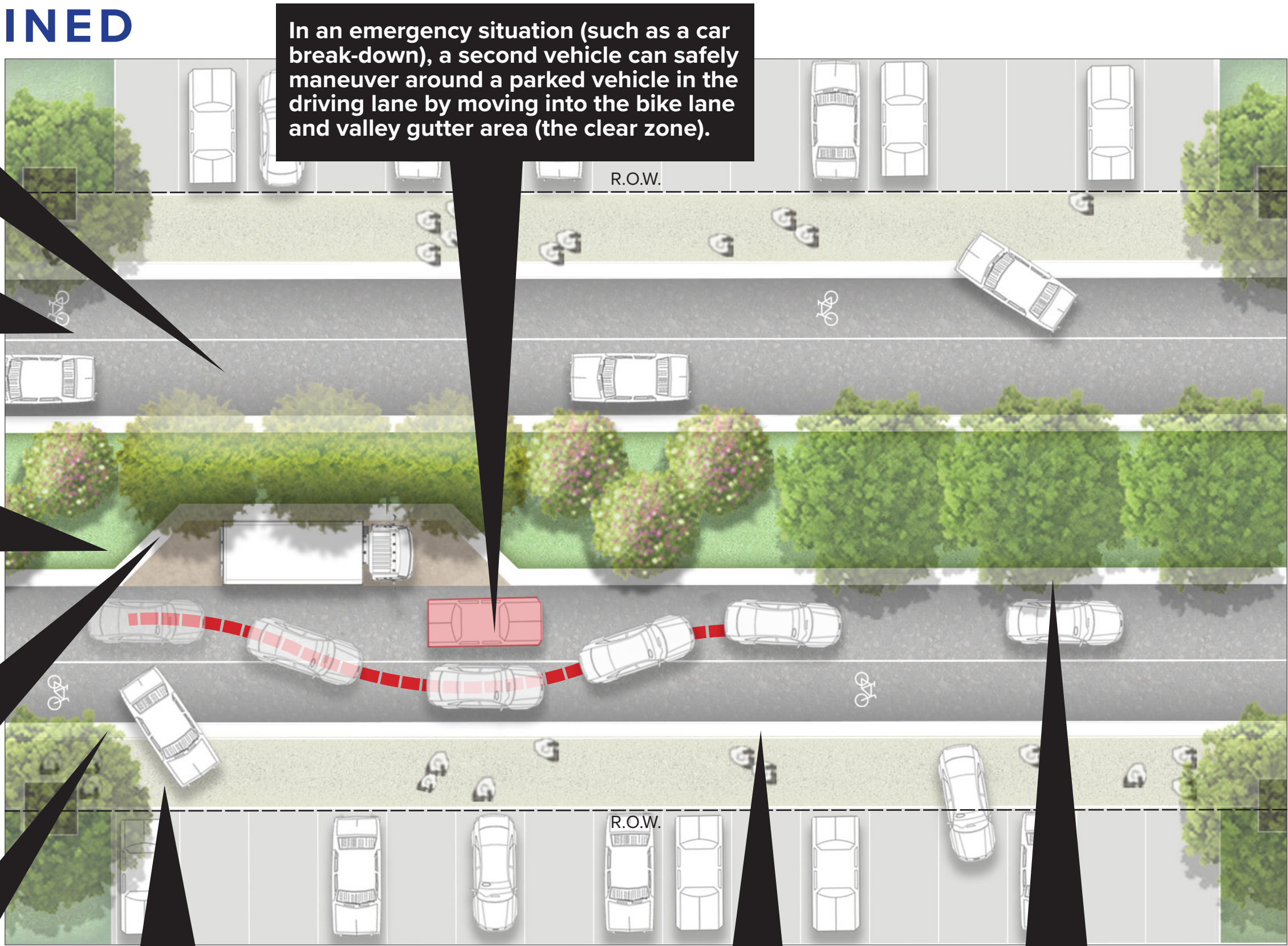
Pull-offs are designated for service and delivery vehicle usage only (not parking). Pull-offs will be located only where necessary and sized based on usage. Based on the current concept, these will occupy only 21% of the entire median along El Mar.

A 2' valley curb transitions vehicles from roadway to parking and will improve drainage.

An 8' sidewalk allows room for two couples to pass comfortably. This width nearly equals a vehicular travel lane and almost matches the existing condition – except instead of walking in the road, pedestrians will use a walkway dedicated for their use.

A 2' valley curb transitions vehicles from roadway to parking and will improve drainage.

An F-curb along the median combines a 6" curb with gutter to improve drainage.



OPTION 3 EXPLAINED

This option proposes two 10'-wide driving lanes similar to the existing condition. This option also implements the 6' required clear zone (which does not exist today) next to the pedestrian sidewalk.

This median has only 8' of planting width – a 12' loss from the existing 20' condition. This reduction results from the need for a 6' clear zone.

Service deliveries will continue as they do now in one of the driving lanes.

An 8' walkway allows two couples to pass comfortably and accommodates obstructions like utility poles and lighting.

A 2' valley curb transitions vehicles from roadway to parking and will improve drainage.

The 4' bike lane and 2' valley curb combined meet the clear zone requirement.

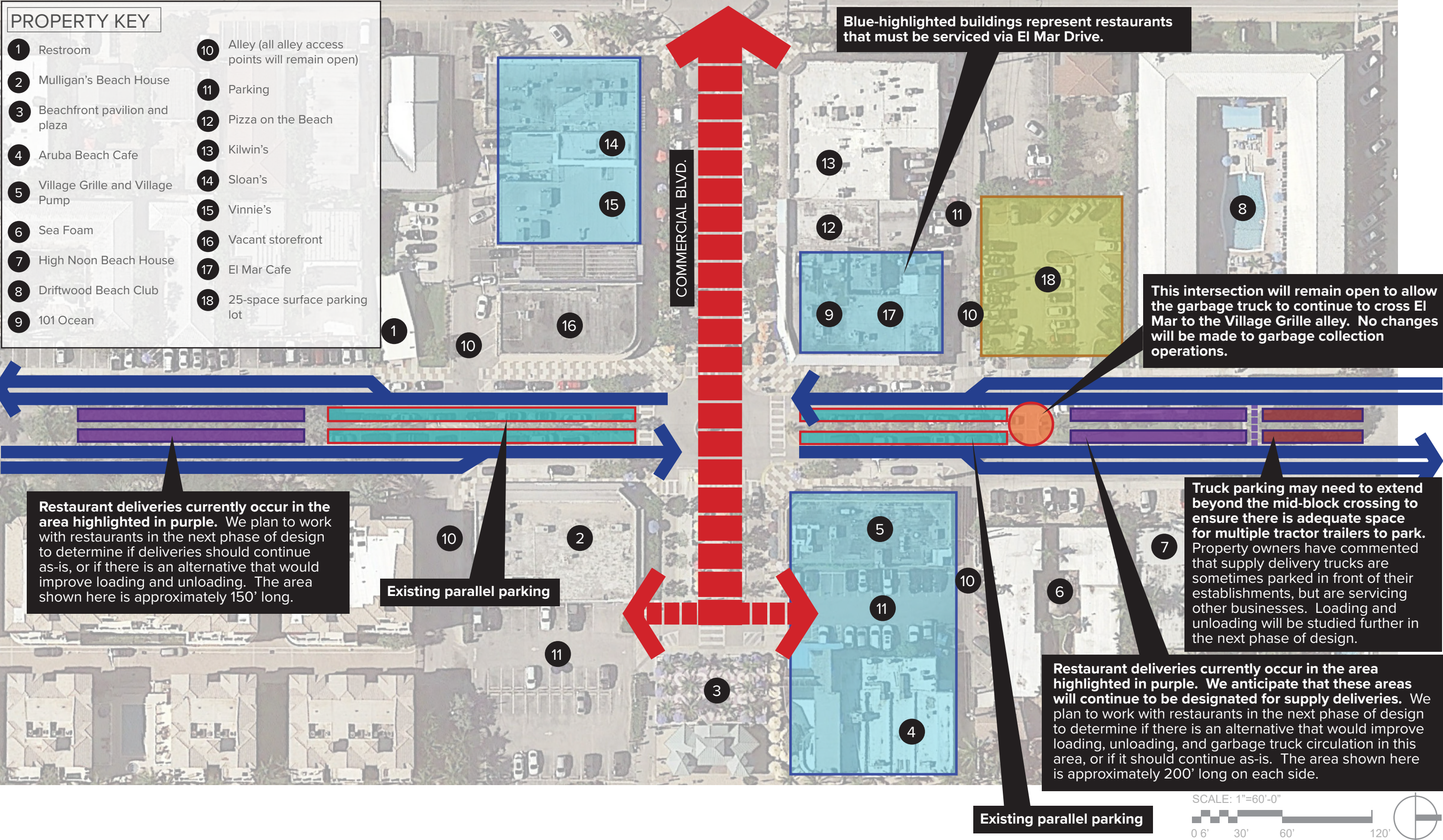


Pull-offs?

We recommend them.

- ☐ Although pull-offs for smaller delivery vehicles and trucks could potentially be eliminated, the Design Team's licensed landscape architects, engineers, and planners advise their inclusion.
- ☐ If eliminated, loading and unloading for smaller delivery vehicles would move to the clear zone (the bike lane and valley curb area). This not only creates cumbersome circulation issues, but also compromises cyclist and pedestrian safety. Vehicles cannot be parked along a road without a designated parking space or lane – period.
- ☐ We clearly understand when and where restaurant deliveries occur. We plan to work with restaurants to determine if loading and unloading should continue as-is, or if it could be improved.
- ☐ We understand that some properties other than restaurants must accommodate tractor trailers. Appropriately sized pull-offs must be incorporated into the median in these areas if the recommended one-lane-in-each-direction option is selected.
- ☐ We anticipate that a standard sized pull-off for smaller delivery vans and trucks would be around 40-45' in length. Tractor trailer parking adjacent to condos would likely be around 115'-120' in length, and extended restaurant delivery lanes are not optional – they must be included in the median so that supply deliveries can continue.
- ☐ The pull-offs occur so infrequently along the length of El Mar that almost 80% of the median would be 10% wider (22' wide) than its current condition (20' wide) if the recommended design option is selected. The standard pull-offs and extended condominium tractor trailer pull-offs in the locations currently proposed occupy only 21% of the entire median length.

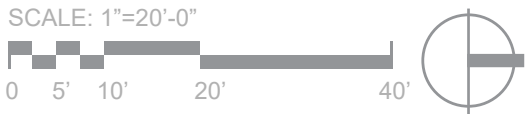
COMMERCIAL BOULEVARD ENLARGEMENT



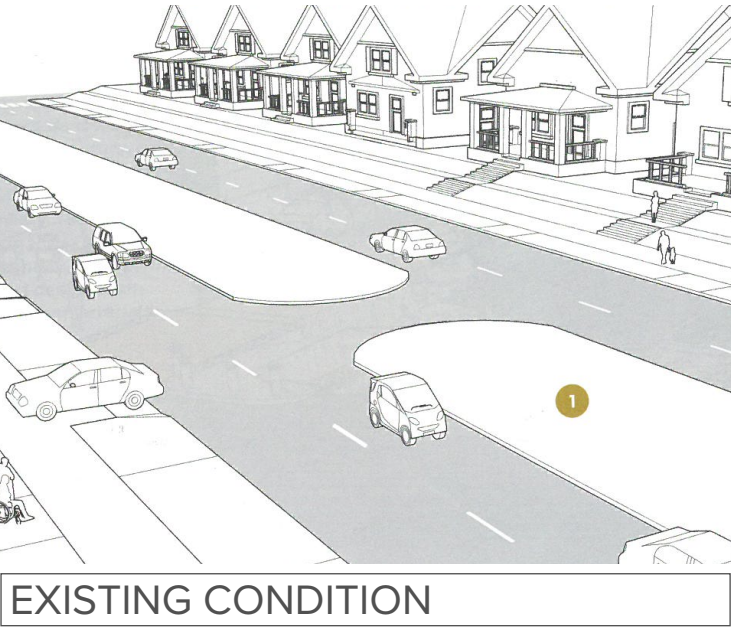
CAN SIDEWALKS MOVE TO THE MEDIAN?



This diagram illustrates that **El Mar's right-of-way is too narrow to accommodate** a sidewalk along the median and still meet required codes and standards.



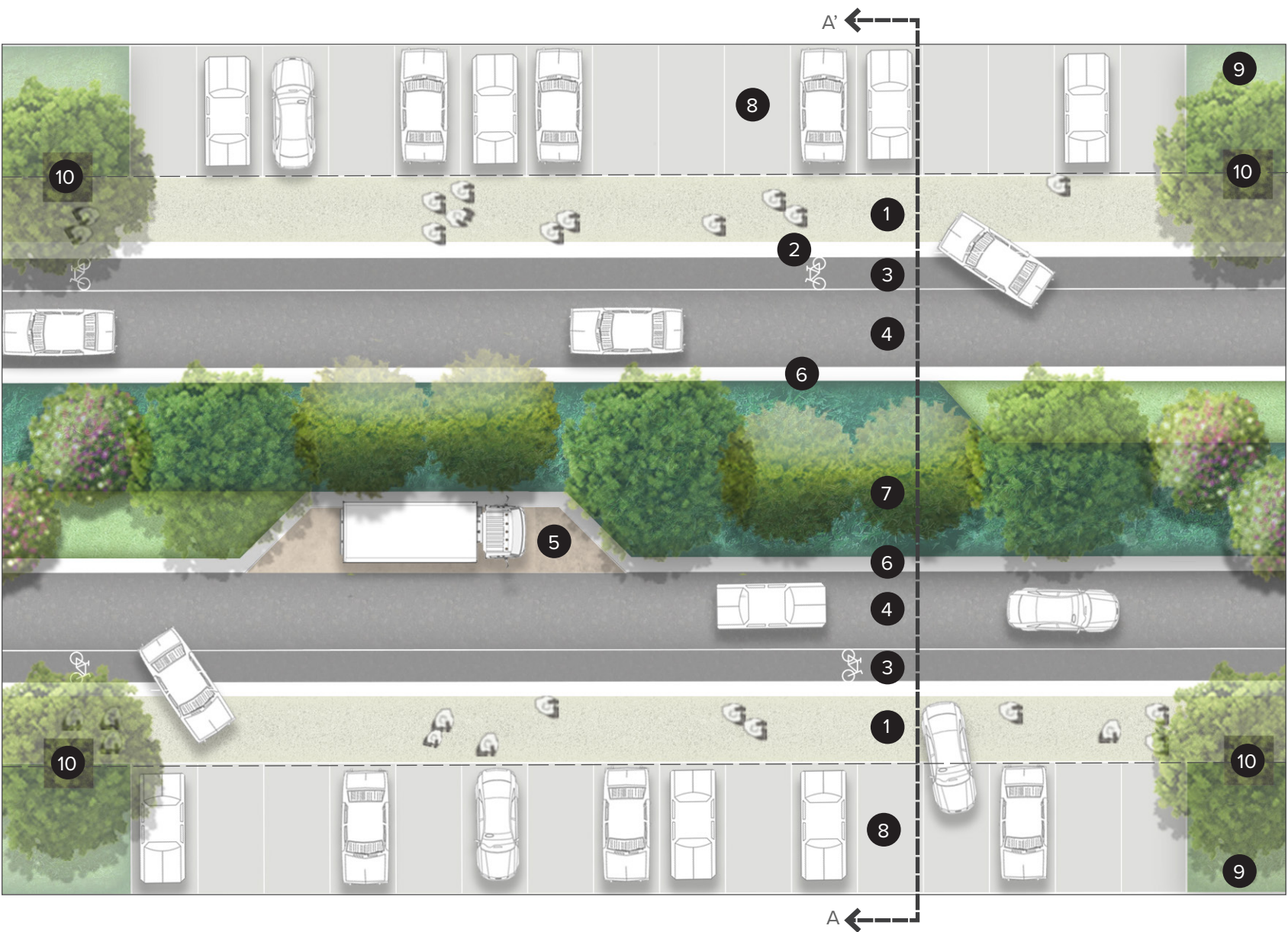
The images below show a residential street (not a commercial street like El Mar) retro-fitted with a park-style median. **This condition is not attainable on El Mar Drive.**



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- EL MAR'S 80' RIGHT-OF-WAY WIDTH IS SIMPLY TOO NARROW FOR A PARK-STYLE MEDIAN** and still comply with codes and industry-established standards, as shown in the diagram on the far left. When sidewalks are widened to 7.5' to meet county codes (an additional 1.5' must be added to the 6' minimum to account for existing light poles and other obstructions) and the 6' clear zone is added in all required areas, only a 2' median remains. This configuration is a completely inefficient use of space.
- 94% OF THE RIGHT-OF-WAY IS ADJACENT TO BACK OUT PARKING OR SURFACE PARKING.** A 6' clear zone is required in any areas between walkway and roadway. Additionally, a sidewalk is necessary on the outer portion of the road to allow pedestrian circulation from parking into business entrances. Since this outer sidewalk cannot be omitted, two sidewalks would be necessary – one adjacent to back-out parking, and the other adjacent to the median.
- ALTHOUGH MEDIANS CAN HAVE GREAT POTENTIAL AS PUBLIC PARKS ALONG RESIDENTIAL STREETS WITH WIDE RIGHT-OF-WAYS, EL MAR CANNOT INCORPORATE THIS KIND OF USAGE.** Its median is only 20' wide. El Mar is a commercial street that must accommodate back-out parking, commercial trucks (including tractor trailers), emergency vehicles, and heavier traffic. Even if 6' clear zones and 7.5' sidewalks were unnecessary, El Mar's traffic levels and type could not mix with pedestrians without compromising safety.
- THE PERSPECTIVE IMAGES ON THE LEFT INDICATE A RESIDENTIAL CONDITION, NOT A COMMERCIAL BOULEVARD LIKE EL MAR.** El Mar's size and usage cannot accommodate this kind of roadway profile.

RECOMMENDED DESIGN



LEGEND

- 1 9' Sidewalk
- 2 2' Valley curb
- 3 4' Bike lane
- 4 12' Travel lane
- 5 9' Pull-off/service lane with optional specialty paving
- 6 2' F-curb
- 7 22' Planted median
- 8 Existing back-out parking
- 9 Existing planting or other condition
- 10 Adapave with shade tree

The Design Team recommends this concept for the following reasons:

- ☐ It complies with all local and industry-accepted codes and standards, which is required.
- ☐ It enhances pedestrian, driver, and cyclist safety.
- ☐ It calms traffic and reduces the likelihood of accidents.
- ☐ It creates a pedestrian walkway with a width equivalent to a driving lane, eliminating the need to walk in the roadway with vehicular traffic (which is illegal).
- ☐ It allows for emergency circulation and maneuvering.
- ☐ It eases loading and unloading operations for local businesses while creating a pedestrian-oriented street.
- ☐ It maximizes space for landscape (especially shade trees) in the median.
- ☐ It provides pet relief areas that can be accessed safely.
- ☐ It provides additional room for vehicles to back out from hotel and condo parking areas, which improves safety.
- ☐ According to the Florida Department of Transportation, this recommended design accommodates 3,800 trips per day. The average trips per day along El Mar Drive is 1,200. The existing right of way with two lanes in each direction accommodates 25,000 trips per day – nearly 210% more than necessary.

“WHERE A SIDEWALK IS DIRECTLY ADJACENT TO MOVING TRAFFIC, THE DESIRED MINIMUM IS 8 FEET, PROVIDING A MINIMUM 2- FOOT BUFFER FOR STREET FURNITURE AND UTILITIES.”

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