

Attachment 1

Smith, Shona

From: Lauzier, Mark
Sent: Thursday, May 17, 2018 10:59 AM
To: Smith, Shona
Subject: FW: Congress Avenue
Attachments: Congress Avenue within the City of Delray Beach.pdf; Comp ST City Support W Reso.pdf; Comp ST Aerial.pdf; County Letter March 29, 2016.pdf; 2018.02.16 Memo to PBC Congress Ave..pdf; Attachment B County Comments.docx

Print this e-mail and all attachments and please create a "Congress Avenue" folder for me. Thanks.

From: Goebel-Canning, Susan
Sent: Wednesday, May 16, 2018 9:22 AM
To: Stillings, Tim <stillings@mydelraybeach.com>; Costello, Jeff <costelloj@mydelraybeach.com>; Gardner-Young, Caryn <gyoung@mydelraybeach.com>; Lauzier, Mark <Lauzier@mydelraybeach.com>; Goodrich, Joan <goodrich@mydelraybeach.com>; Barletto, Missie <BarlettoM@mydelraybeach.com>; Alarcon, Jorge <AlarconJ@mydelraybeach.com>
Subject: FW: Congress Avenue

fyi

From: Falconi, Xavier
Sent: Monday, May 14, 2018 3:17 PM
To: Goebel-Canning, Susan <gcanning@mydelraybeach.com>
Subject: Congress Avenue

Good afternoon Susan,

As requested, this is to provide a brief history of the Congress Avenue project. The City applied for a Palm Beach Transportation Planning Agency (TPA) grant in March 2016 to make Congress Avenue the "Next Great Street" in Delray Beach (attached letter of support). It coincided with the efforts of the Congress Avenue Task Force and with the Complete Streets Policy adopted by the City Commission (November 2016). Congress Avenue is currently under the jurisdiction of Palm Beach County.

The purpose of the project is to install protected bicycle lanes, also known as cycle tracks on Congress Avenue between Atlantic Avenue and the CR-15 Canal or the south city limits with Boca Raton. In order to get this project constructed, one lane on each direction of travel of Congress Avenue will need to be repurposed for the conversion to cycle tracks, bringing this roadway from a total of six lanes of traffic to four.

On March 29, 2016, Motasem Al-Turk with the County's Traffic Division sent a letter to the City (attached County letter March 29, 2016) indicating that the County agreed that reducing Congress Avenue from south Atlantic Avenue to the C-15 Canal from its current six-lane section to four-lane section (with the exception of the Linton Blvd intersection) is not expected to have any adverse impact on this road's ability to handle the current and future 2030 vehicular traffic demand while providing the adopted Level of Service D or better. However, the letter added, Congress Avenue shall maintain the six-lane section through its intersection with Linton Boulevard. George Webb, the now retired County Engineer, objected to the findings explained in the letter. Later the County provided the City with a list of comments (attached Attachment B County Comments) that needed to be addressed in order to obtain their approval.

On February 8, 2017, a meeting took place with George Webb, Tanya McConnell (Deputy County Engineer), Omelio Fernandez (County Director of Roadway Production), Nick Uhren (TPA Executive Director), Bruce Bastian (Chair of Human Powered Delray), Margarita Yerastova (City Bike Ped Mobility Coordinator) and myself to discuss the County's comments on the proposed design and to establish a clear direction as to what the City needed to provide to the County and TPA in order to be able to move forward with this grant application. At the February 8th meeting the TPA indicated that if the City didn't address the County comments, the grant funding would be at risk. The County gave us a deadline of August 2017 to submit our responses to their concerns.

Following the February 8th meeting, the City at its own expense went to work diligently to meet the deadline. On September 20, 2017, the County sent a letter (attached Congress Avenue within the City of Delray Beach) to the City confirming a conceptual approval of the proposed Congress Avenue project with a list of conditions. The City accepted the approval and was ready to move forward. In February 2018, Nick Uhren wrote a letter (attached 2018.02.16 Memo to PBC Congress Ave) to the David Ricks, the current County Engineer, to request a resolution from the Board of County Commissioners to ensure that the design and construction of the project can proceed unabated.

At the conclusion of TPA Governing Board meeting on April 19, 2018, David Ricks approached me to request a meeting with the City to discuss the possibility of conducting a test on Congress Avenue within the limits of the project to evaluate the assumptions made as part of the proposed design, and to be able to collect data on the potential impacts of the repurposing of the travel lanes. The meeting took place at the County building on May 7, 2018. In addition to the County Engineer, attending the meeting were Tanya McConnell, Motasem Al-Turk, Nick Uhren, Missie Barletto, you and I. At the meeting the County Engineer suggested that the test should be for six months starting in December 2018. Nick Uhren added that the City should provide a response to the County and the TPA with a decision on the next steps.

Hope this helps.

Xavier R. Falconi, PE
Principal Transportation Professional
City of Delray Beach
434 S. Swinton Avenue
Delray Beach, FL 33444
FalconiX@mydelraybeach.com
561-243-7000 ext 4113



MEMORANDUM

To: David Ricks, County Engineer

From: Nick Uhren, TPA Executive Director

Date: March 6, 2018

Re: FM 440041-1: Congress Avenue from C-15 Canal to Atlantic Avenue (SR-806)

In September 2016, the TPA Governing Board adopted its FY 2018-2022 Priority Projects List. In response to an application by the City of Delray Beach, the conversion of Congress Avenue from an existing 6-lane facility to a 4-lane facility with protected bicycle lanes was included as the number one Local Initiatives project for that year. The TPA staff then worked with FDOT to program \$5.1M of federal Surface Transportation Program funds in FY 2021 to support the construction of this project.

The City of Delray Beach will be the lead agency for this project and will commence formal design in FY 2019. The attached letter from County Engineering staff to the City of Delray Beach dated September 20, 2017 provided conceptual approval of the project. However, condition #5 of that letter states "the County reserves the right to require the City to remove the proposed improvements and restore the road to its original number of vehicular travel lanes in the future if the need arises for additional vehicular capacity to maintain the adopted level of service."

Because Palm Beach County is the facility owner, the TPA requires a resolution of support for the project from the Board of County Commissioners to ensure that design and construction can proceed unabated. Additionally, to ensure federal funding eligibility for the project, the resolution cannot include the language from condition #5. Federally funded projects must remain in place through their useful life.

Please provide this resolution no later than June 30, 2018.

We look forward to collaborating with the City of Delray Beach and Palm Beach County to implement this TPA priority project. Please contact me if you have any questions or require additional information.

Attachment: 09-20-2017 Letter from Palm Beach County to City of Delray Beach

cc w/ attachment: Leslie Wetherell, Program Management Administrator, FDOT
Mayur Patel, Planning and Environmental Management Administrator, FDOT
Xavier Falconi, Principal Transportation Professional, City of Delray Beach
Tanya McConnell, Deputy County Engineer, Palm Beach County

File: S:\FUNDING PROGRAMS\Local Initiatives\2016\Submissions\Delray 1\2018.03.06 Memo to PBC Congress Ave.docx



September 20, 2017

**Department of Engineering
and Public Works**

P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbcgov.com



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Mr. Xavier R. Falconi, P.E.
Principal Transportation Professional
City of Delray Beach
434 S. Swinton Avenue
Delray Beach, FL 33444

RE: CONGRESS AVENUE WITHIN THE CITY OF DELRAY BEACH

Dear Xavier:

This letter is to confirm Palm Beach County's conceptual approval of the proposed cycle track project on Congress Avenue, as submitted by the City of Delray Beach via email strings concluded on August 21, 2017, pending the following conditions. Note that this approval is conceptual only. The County may have other issues once the project design progresses.

- 1- The City of Delray Beach will assume future maintenance responsibility for all improvements included in this project. Palm Beach County will continue to maintain the median and the inside four lanes within the project limits.
- 2- The City will apply for and comply with the terms of the necessary permits from the County to build this project.
- 3- The final design will ensure surface storm water "zero spread" into the travel lanes.
- 4- The City will satisfactorily address all concerns the County may have during the design process.
- 5- The County reserves the right to require the City to remove the proposed improvements and restore the road to its original number of vehicular travel lanes in the future if the need arises for additional vehicular capacity to maintain the adopted level of service.

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If you have any questions or require additional information regarding this matter, please let me know.

Sincerely,

Tanya N. McConnell 9/26/17

Tanya N. McConnell, P.E.
Deputy County Engineer

ma
MAA:bc

cc: David Ricks, County Engineer
Steve Carrier, P.E., Assistant County Engineer
Omelio A. Fernandez, P.E., Director, Roadway Production
Morton Rose, P.E., Assistant Director Roadway Production
Motasem Al-Turk, Ph.D., P.E., Traffic Division
Nick Uhren, P.E., Executive Director MPO

File: Roads - Congress Ave
F:\TRAFFIC\MAA\Correspondence\LTR (Xavier) Congress Ave within the City of Delray Beach.doc

From: George Webb

Sent: Thursday, January 26, 2017 5:52 PM

To: FalconiX@mydelraybeach.com

Cc: Steve Carrier; Morton Rose; David Young; Carl Bengtson; Motasem Al-Turk; Omelio Fernandez; Tanya McConnell N.; Nick Uhren; Cathy Stewart

Subject: RE: Congress Ave. Buffered Bikelane - Comments

County staff has the following comments/questions and directions regarding the graphical and written submittals for the proposed project:

1. When dropping a lane, County standards require 1000 ft. full lane width downstream of an intersection before the lane drop transition begins.
2. Any drop lane transition must meet the Florida Greenbook standard of 50:1 taper.
3. When picking up an additional thru lane on an intersection approach, the additional full lane needs to be provided at least 500 ft. before the intersection.
4. How will U-Turns be accommodated at median openings? Where curbed buffer is provided, start the curbed buffer 100 ft. from U-Turn Median nose. In other words, provide 100' uncurbed area to receive U-turns that can't be accommodated in the two lanes of traffic.
5. Noting your curb comment, *"For curbing, we prefer type F for the area next to vehicular traffic and type D for the area next the bike facility. The City would be glad to follow County standards if our suggestions should be modified"*. Are you proposing the existing outside curb & gutter be replaced with type D curb (since it is next to the bike facility)?
6. What is the proposed width of sidewalk at bus bays? Please provide typical section at bus bays, including the shelter dimensions. How will you meet ADA requirements in reaching the bus bay from the sidewalk? A typical would be very helpful.
7. What happens to the east side sidewalk approaching Atlantic? We could not tell from the graphic that was submitted. More detail would be helpful.
8. We also have issues with the yield line pavement markings at driveway approaches.
9. Please provide a proposed typical section showing how existing turn lanes and thru lanes are preserved/maintained at major intersections.
10. Please provide a proposed typical section at raised driveways.

DRAINAGE: In reference to the drainage concepts provided:

11. *"At the low-points of the proposed travel lanes (coinciding with the existing curb inlets on Congress Ave.) install grated inlets"*. Please provide specifications on proposed inlets, and spread computations to show the amount of "spread" into travel lanes.

12. *"Install pipe from the new storm inlet to the landscape area and install a header pipe to provide irrigation/runoff water for the landscaping".* Please provide details on this concept. We do not understand what is being proposed.
13. *"Connect another pipe through the landscape area to another low point on the proposed bicycle travel lane and install another grated inlet (again coinciding with the existing curb inlets on Congress Ave.).* Again, please provide details on this concept. We do not understand what is being proposed.
14. In reference to the comment: *"install another pipe from the bicycle inlet to the existing curb inlets on Congress Ave. completing the drainage improvements from the proposed travel lanes through the landscape areas and through the proposed bicycle lanes.* Please provide details on this concept. We do not understand what is being proposed.

LANDSCAPING:

15. Please confirm location of proposed landscaping – particularly, is it within the new curbing or is it east of the easternmost existing curb?
16. In reference to the landscaping proposals, are there any potential issues with future tree roots damage to sidewalks and pavement? How close will the various trees be to sidewalks and pavement? (The County has experienced increasing problems with previously planted landscaping that has now grown large enough to buckle/raise sidewalks and intrude into the pavement area.
17. Carl Bengston, the head of our Streetscape Section, had some comments on the proposed landscaping, please see attached email.
18. Do you concur with the traffic volumes that you were sent earlier – and that they are not under 20,000 vpd as previously mentioned?
19. You have raised issues with the Linton Blvd. intersection. Have you done any calculations as to the peak hour and daily impact of removing north/south lanes at the intersection? Can you describe or show the section and the number of lanes that would be available for cars? Specifically, today there is sufficient northbound right turn demand such that there is one full right turn lane and a shared right/through lane. With your concept - do both lanes go away? How much additional vehicle delay might be experienced in a given peak hour or during a 24 hr. period? Have other measurements such as fuel consumption impact and emissions been addressed? Calculations please.
20. Please provide any other information you think we might need to better evaluate your request.

Let us know if you have any questions or need clarification on the above.

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

Good Morning Ome,

I have not been involved or have been consulted on the subject project but am happy to discuss.

I understand that the project is only in a 'Concept Development' stage but some initial comments/concerns:

- ***"trees such as hybrid oaks whose branches are not low-hanging and wouldn't obstruct sight or cause blind spots"*** – Yes, hybrids such as "cathedral Oaks" are always a could idea in these incidences where a taller less spreading form is desirable but Oaks have shortcomings in these urban applications due to the shallow roots and fruit issues (acorns are like ball bearings on pavement). Tree selection for urban pedestrian spaces must consider specie characteristics such as problem fruits that cause messy debris, slip hazards , allergenic, attract stinging insects, invasiveness, brittle growth, destructive root forms, vermin/ rodent attracters, etc.
- ***"The trees would survive on rainwater and minimal maintenance once established"*** – not without adequate provisions such as planter pits, storage cells or tree feeder/aeration provisions.
- ***"Silver Buttonwoods"*** are not commercially available in adequate size to provide proper vertical clearances.
- ***"shrubs"*** - have the same concerns as selecting the proper species of tree for use in a urban pedestrian area
- ***"Fakahatchee grass"*** and other bunch grasses offer many advantages but the problem of fire from discarded butts has burned up many a planter in urban areas.

I could go further but again, I have not been involved or have been consulted on the subject project but am happy to discuss to aid the design team develop the project concept.

Carl

From: Omelio Fernandez

Sent: Tuesday, January 24, 2017 10:51 AM

To: Carl Bengtson

Cc: George Webb; Tanya McConnell N.; Steve Carrier; Morton Rose; David Young

Subject: FW: Updated Congress Ave Corridor

Hi Carl:

I do not know how much you have been involved on these concepts from Delray. But, since they reference landscaping (apparently between bike lane and sidewalk), I would like your input on their recommendation:

Landscaping: Our City Landscape Architect has recommended some plants for the cycle track area. With about 5-6-ft of space, we could have trees such as hybrid oaks whose branches are not low-hanging and wouldn't obstruct sight or cause blind spots. The trees would survive on rainwater and minimal maintenance once established after 90 days. Other trees such as Green

and silver buttonwoods are hardy for streetscape, as well as single-trunk native palms such as the sable palms. Trees would be great for shade for both cyclists and pedestrians. Shrubs are harder to maintain but small-leaf clusia, cocoplum, and Fakahatchee grass were recommended.

Xavier,

The comment concerning root issues has been addressed by our City better than most others, within developed vehicular areas. The Environmental Services, Engineering Dept. should try to comply with the following LDR, when trees are being planted adjacent to vehicular areas. **Per LDR 4.6.16 (H) Minimum Landscape Requirements (3)(n)** "Existing native soil within all landscape islands, interior landscape strips, and perimeter landscape strips, adjacent to vehicular use areas, shall be excavated down to a depth of thirty (30) inches below existing grade, except for a twelve (12) inch buffer from the inside of curb or pavement. (Note: There is a diagram within the LDR.) a suitable planting mixture of fifty/fifty (50/50), sixty/forty (60/40) (sand/topsoil) or as otherwise indicated by a Registered Landscape Architect, shall either be backfilled in place of the native soil or efficiently mixed with the native soil to create an optimum environment for successful root development. If native soil is to be mixed, it shall first be screened to remove rocks and debris larger than one-half (1/2) inch in diameter prior to mixing. All properties under this section shall be required to have an open landscape bed inspection prior to backfilling to insure the thirty (30) inch depth has been met".

Xavier,

I don't agree fully with Carl's comments about the plant selection. The County has utilized these plant species throughout their roads, designed and maintained by them. My specific comments are as follows:

Comment concerning "Cathedral Oaks": Almost all trees drop something: leaves, twigs, fruit, etc. I sent Margarita my list of "Street/Parking Island Trees", that can comply with our LDR 4.6.16 and with CEPTED. Of the 13 tree species on that list, all of them drop fruit and many drop many more and/or larger leaves than an Oak. An Oak is by far the **"best street tree"**, as long as there is proper room for it to grow and prosper.

Comment concerning "trees surviving on rainwater and minimal maintenance once established": I concur with Carl, if the planting areas are narrow (under four (4) foot across). We may need to think about enhanced provisions for planting pits, providing root barriers, future root maintenance, etc.

Comment concerning "Silver Buttonwoods": This tree species is on my list of "Street/Parking Island Trees", because it is available at sixteen (16) foot overall height. According to PlantFinder publication, the following nurseries listed Silver Buttonwood (*Conocarpus erectus* 'Sericeus') at the LDR 4.6.16 specification for trees: JIC Enterprises, Abel Tree Farm, Acosta Farms, Exotic Collector, SFL Trees and Tree Spirit LLC. If there is a problem, at the time of planting, meeting the exact specifications, an alternative would be Green Buttonwood (*Concarpus erectus*).

Comment about "shrubs": I concur with Carl. These roadside plantings are "tough environments". Survivability, maintenance, etc. are issues. I have enclosed my comments made about the recent plantings along the Federal Highway project.

Comment about "Fakahatchee grass": I do not totally concur with Carl. Again, it depends on the width of the planting areas and their locations to the travel lanes. Discarded cigarette butts can cause fires on numerous (If not all.) shrub plant species. Really the thing that may catch on fire the most, within planter beds, is the mulch. The Fakahatchee grass and larger shrub plant species may do a better of deflecting the cigarette butts back onto the street surface. Smaller shrub plant species could allow the cigarette butts to either land on top of them or filter through to the mulch and ignite. (We need to bring back the "Smokey the Bear" campaign about not discarding cigarette butts anywhere. Also the litter

abatement programs through Keep Palm Beach County Beautiful/Keep America Beautiful have emphasized all litter, including cigarette butts, should not be discarded anywhere but within a proper container.)

From: Falconi, Xavier
Sent: Monday, February 06, 2017 10:14 AM
To: Wilsher, William
Cc: Yerastova, Margarita
Subject: RE: Congress Ave. Buffered Bikelane - Comments
Importance: High

Any thoughts on the landscaping comments from the County? Attached is some additional information we just received today. We need to respond to the county very soon since we have a meeting with them on Wednesday for this project. Thanks.

Xavier R. Falconi, PE



Principal Transportation Professional
City of Delray Beach
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FalconiX@mydelraybeach.com



**Department of Engineering
and Public Works**

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March 29, 2016

Mr. Mark E. Stivers
City of Delray Beach
100 N.W. 1st Avenue
Delray Beach, FL 33444

RE: CONGRESS AVENUE WITHIN THE CITY OF DELRAY BEACH

Dear Mark:

Staff from Palm Beach County, Delray Beach and Palm Beach Metropolitan Planning Organization met on March 14, 2016, to review a proposed plan to reduce Congress Avenue within the limits of the City of Delray Beach from 6 to 4 lanes to provide for its conversion into a complete street. Subsequent to the meeting, future traffic volume demand based on the most current traffic counts, approved development traffic as well as expected growth thru the year 2030, were used to evaluate the adequacy of the road links as well as the major intersections along this corridor.

Palm Beach County agrees that reducing Congress Avenue from south of Atlantic Avenue to the C-15 Canal from its current 6-lane section to 4-lane section (with the exception of Linton Blvd intersection) is not expected to have any adverse impact on this road's ability to handle the current and future 2030 vehicular traffic demand while providing the adopted Level of Service "D" or better. However, Congress Avenue shall maintain the 6-lane section through its intersection with Linton Boulevard.

If you have any questions or require additional information regarding this matter, please let me know.

Sincerely,

Motasem Al-Turk, Ph.D., P.E.
Traffic Division

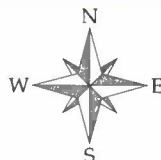
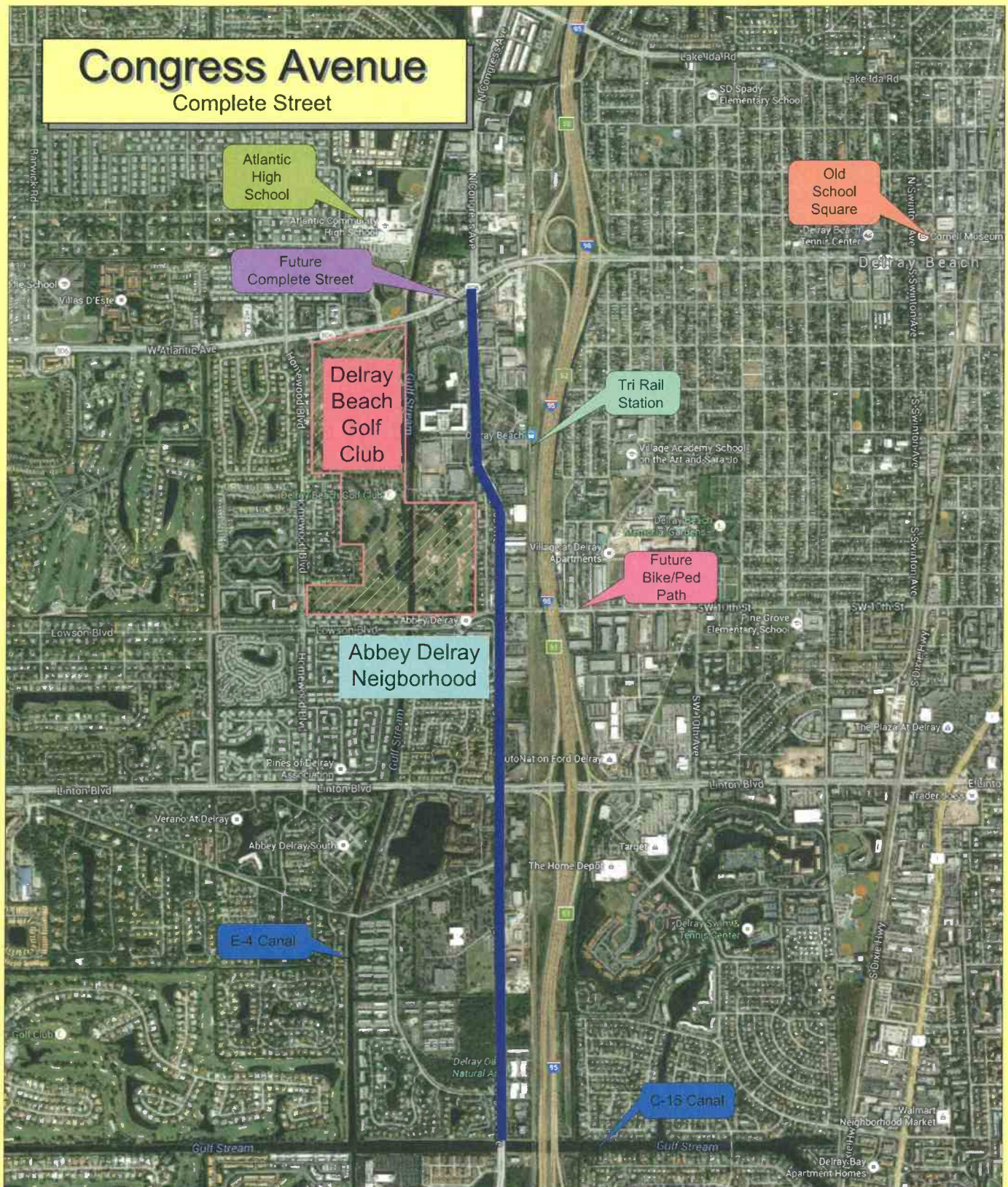
MAA:saf

cc: George T. Webb, P.E., County Engineer
Steve Carrier, P.E., Assistant County Engineer
Isaac Kovner, P.E., City of Delray Beach
Luke Lambert, Senior Planner, MPO

File: Roads - Congress Ave.
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Congress Avenue

Complete Street



Legend

 Project Area

*entire project area will include bike lanes in both directions

CITY OF DELRAY BEACH



100 N.W. 1st AVENUE

• DELRAY BEACH, FLORIDA 33444

• 561/243-7000



March 29, 2016

Jim Boxold
Executive Director of
Florida Department of Transportation
605 Suwannee Street
Tallahassee FL 32399-0450

RE: Letter of Support Agreeing to Maintain Improvements Installed If Local Initiative Grant Is Awarded for Upgrading Congress Avenue to a Complete Street

Mr. Boxold,

If any or all of the grant applications are awarded through competitive process to the City of Delray Beach, as City Manager of Delray Beach I hereby commit the City to maintain the improvements installed. In addition, in my capacity as City Manager, I hereby commit to recommend to the City Commission approval of the execution of any required documents, including grant amendments for extensions, subject to review and approval for legal sufficiency by the Office of the City Attorney.

Sincerely,

Donald B. Cooper
City Manager of Delray Beach

cc: Noel Pfeffer, City Attorney

CITY OF DELRAY BEACH



100 N.W. 1st AVENUE

• DELRAY BEACH, FLORIDA 33444

• 561/243-7000



March 29, 2016

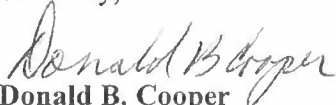
Nick Uhren,
Executive Director
Palm Beach County Metropolitan Planning Organization
2300 N Jog Road
West Palm Beach, FL 33411

RE: Letter of Support Agreeing to Maintain Improvements Installed If Local Initiative Grant Is Awarded for Upgrading Congress Avenue to a Complete Street

Mr. Uhren,

If any or all of the grant applications are awarded through competitive process to the City of Delray Beach, as City Manager of Delray Beach I hereby commit the City to maintain the improvements installed. In addition, in my capacity as City Manager, I hereby commit to recommend to the City Commission approval of the execution of any required documents, including grant amendments for extensions, subject to review and approval for legal sufficiency by the Office of the City Attorney.

Sincerely,


Donald B. Cooper
City Manager of Delray Beach

cc: Noel Pfeffer, City Attorney

Attachment 2

Attachment 2

**RESOLUTION for 2016 LOCAL INITIATIVE GRANT for
REBUILDING A PORTION OF CONGRESS AVENUE AS A COMPLETE STREET**

A RESOLUTION OF THE CITY COMMISSION OF DELRAY BEACH, FLORIDA, APPROVING APPLICATIONS TO THE LOCAL INITIATIVES GRANT PROGRAM THROUGH THE PALM BEACH METROPOLITAN PLANNING ORGANIZATION (MPO) FOR THE CONSTRUCTION OF A COMPLETE STREET ON CONGRESS AVENUE; AUTHORIZING THE MAYOR OR CITY MANAGER TO EXECUTE ALL NECESSARY DOCUMENTS; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

WHEREAS, the City Commission recognizes that alternative methods of transportation are important aspects of our City planning efforts; and

WHEREAS, it is incumbent upon community leaders to ensure the safety and welfare of residents and visitors in Delray Beach; and

WHEREAS, the City of Delray Beach wishes to install bike-ped pathways together with multi-use roadways and apply for funding related to the construction.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF DELRAY BEACH, FLORIDA, THAT:

Section 1: The City Commission hereby approves the City's application for Local Initiative Program funding through the Metropolitan Planning Organization to rebuild a portion of Congress Avenue as a Complete Street for multimodal transport and aesthetics.

Section 2: The City Commission hereby authorizes the Mayor or City Manager to conduct activities necessary to make a successful for Local Initiative Program funding through the Palm Beach Metropolitan Planning Organization for establishing a portion of Congress Avenue as a Complete Street.

Section 3: This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED this Xth day of March, 2016.

CITY OF DELRAY BEACH

CARY GLICKSTEIN