



Swinton Ave

S 10th Street to N 4th Street

City of Delray Beach

City Commission Workshop

January 22, 2019





Overview



- 1) Transportation Planning Agency (TPA) Process
- 2) Project Milestones
- 3) Project Design
- 4) Options to Reduce Impacts & Tree Preservation
- 5) Funding Impacts
- 6) Other Options

TPA Process



“Call for Projects” commences annually in January.

Applications are submitted to the TPA in March.



Applications are then ranked by advisory boards and recommended to the City Commission. 'A.

- Scoring criteria is based on the Goals, Objectives and Values of Directions 2040, the Palm Beach TPA's Long Range Transportation Plan.

The projects are turned over to FDOT who administers the grant funding with coordination between the local government and the TPA.

If requested by the local government, FDOT manages the project for both design and/or construction. (This decision is made on a project-by-project basis at the time of application.)

A resolution passed by the City Commission allows the FDOT to deliver the project.³ Additionally, the City may enter into interlocal funding agreements for projects that are managed by the City.



Project Milestones



2/24/2015 MPO Grant Application for project approved by commission and signed by Mayor Glickstein.

- Letters of support provided from: Green
Implementation Advancement Board,
Human Powered Delray and
Beach Bike Club

Project Description from 2015 Application:

- (a) What is the scope of work for the project?
☐ A more detailed scope of work is attached. (Scope.pdf or Scope.docx)

This project provides continuous bicycle lanes and sidewalks on South Swinton Ave. to 4th Street then east to NE 2nd Ave. The project begins on South Swinton Avenue at the intersection of SW/SE 10th Street to the intersection of North Swinton Ave. and NW/NE 4th Street then east to NE 2nd Ave. This project is part of the program to further the goals and objectives of the Delray Beach Pedestrian Bicycle Task Team report. This would include widening the bridge over the E-3 canal.

6/20/2017 Resolution of support approved by commission and signed by Mayor Glickstein endorsing the FDOT's delivery of the project.

11/6/2018 Resolution approved by City Commission for a Highway Maintenance Memorandum of Agreement with FDOT to construct the Swinton Avenue project.

11/27/2018 Public Outreach event held at City Library with FDOT, Trace Consultants, City Staff, and the Public.



Project Design Milestones



September 2017 FDOT / Trace Agreement

September 2017 Trace NTP

August 2018 30% Plans

November 2018 Public Outreach

February 2019 60% Plans

June 2019 90% Plans

October 2019 100% Plans

January 2020 Bid for Construction

February 2020 Construction NTP

Spring 2021 Construction Completion

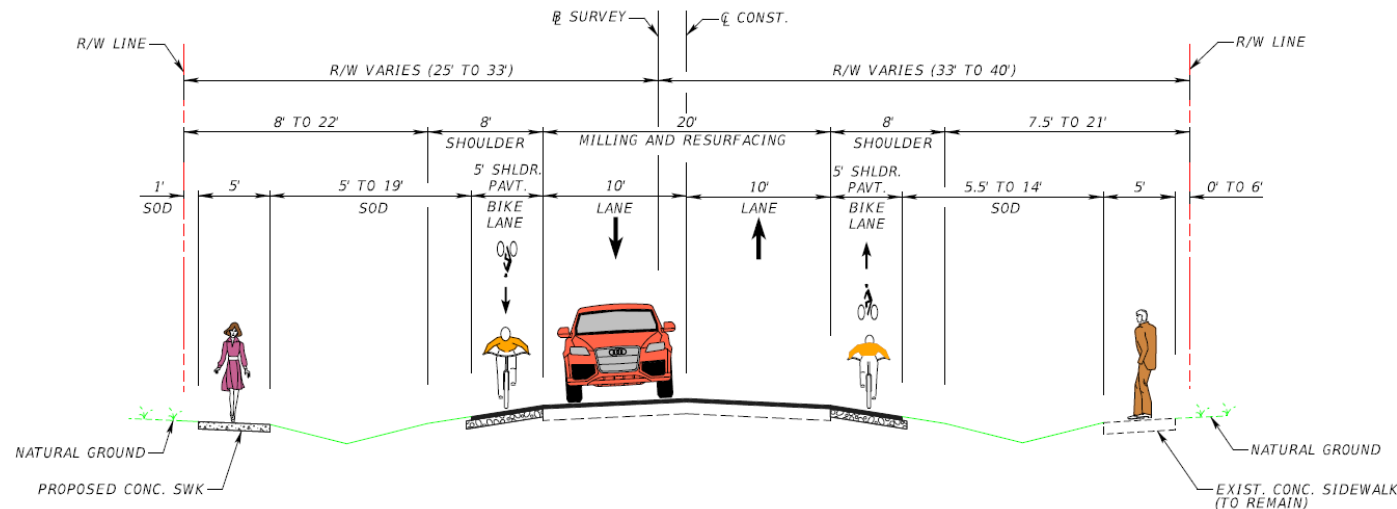
Project Scope from Trace Agreement:

The project proposes bicycle and pedestrian facilities; drainage improvements for Swinton Avenue, from South 10th Street to Northeast 4th Street. The improvements will include typical section 1 or a combination of typical section(s) 1 and 2, below.

1. Add 4-foot bike lanes and minimum 5-foot pedestrian sidewalks for each direction (north and south bicycle and pedestrian traffic). This may be accomplished by reducing existing lane width to 10 foot lanes, and widening the existing pavement for a 4-foot designated bike lane. Additionally sidewalk connectivity (minimum of 5-foot wide) will be provided for each side of Swinton Avenue.
2. Provide a 12-foot wide shared-use path along the east side of Swinton Avenue, as permitted by existing physical constraints and public input; with 5-foot wide sidewalk connectivity along the west side of Swinton Avenue.

Project Design

The proposed dedicated bicycle lanes require additional paved areas outside of the existing roadway and cause impacts to other elements in the City's Right-of-Way (landscape nodes, trees, mailboxes, drainage infrastructure, street lighting, etc.).



**TYPICAL SECTION
SWINTON AVENUE**
FROM S 10TH ST TO S 2ND ST
FROM N 2ND ST TO NE 4TH ST/LAKE IDA RD

147 trees would be affected, 33 within the Old School Square Historic District (OSSHD).

Original Proposed Typical Section

Options to Reduce Impacts

- Reduce required shoulder width from 8 feet to 6 feet in OSSHD (Recommended)
 - 135 trees overall impacted; 21 within the OSSHD
 - Landscape nodes will remain from S 2nd to N 2nd, removed from S 10th to S 2nd and from N 2nd to N 4th
- Redesigned stormwater management improvements to protect trees (Recommended)
 - 86 trees overall impacted; 12 within the OSSHD
 - Landscape nodes will remain from S 2nd to N 2nd, removed from S 10th to S 2nd and from N 2nd to N 4th
- Implement Sharrows (eliminate separated bike lanes) for the OSSHD (Milling & Resurfacing not funded)
 - 74 trees overall impacted; 0 within the OSSHD
 - Landscape nodes will remain from S 2nd north to N 4th, removed from S 10th to S 2nd
 - Speed limit to be reduced to 25 mph from S 2nd north to N 4th where sharrows (bikes sharing the

Tree Preservation

Impacted Trees				
Area	Original	Reduced Shoulder	Drainage Refinement	Changing to Sharrow (Historic)
Entire Project 10th St to Lake Ida Rd	147	135	86	74
Historic District N 2nd to N 4th St	33	21	12	0
Disposition	Original	Completed	Completed	\$445,000 Federal Funding at Risk. Commission Decision



Funding Impacts

Sharrow designation does not require streets to be widened.

FDOT advises that federal funds cannot be used for milling and resurfacing unless the street is widened as would be required for bicycle lanes.

Funding Considerations		
Item	Federal Funding	City Required Funding
Current Design 30% Construction Cost Estimate	\$ 2,060,000.00	\$ 240,000.00
If bicycle lanes are removed from N 2 to N 4 Street and changed to sharrow	\$ 1,615,000.00	\$ 322,000.00
Green Bicycle Lanes	Not Federally Funded	\$ 270,000.00



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