

SPECIAL MEETING HELD BY THE TOWN COMMISSION FOR THE TOWN OF OCEAN RIDGE, FLORIDA, TO BE HELD IN THE TOWN HALL ON TUESDAY, SEPT. 30, 2003, AT 8:30 A.M.

The meeting was called to order and roll call was answered by the following:

Commissioner Bingham Commissioner Pugh
Mayor Aaskov

It was noted that Comm Schulte was absent with notice. Comm Kaleel arrived at approximately 8:30 A.M.

PRESENTATION BY FLORIDA DEPARTMENT OF TRANSPORTATION RE: WIDENING OF SR A1A

Town Manager Dailey introduced the representatives from FDOT.

Jose Santiago, Project Manager for FDOT, commented that the FDOT project consists of resurfacing SR A1A to enhance the surface life and safety of the road to make it safer for the traveling public. He stated that back in 1998 the Town and FDOT had conversations regarding this project and an agreement was made with recommendations that 2' feet be added to each side where possible.

Mr. Santiago stated that FDOT is proposing to make a uniform 11' lane width for both north and south traffic and have 3' of shoulder on each side of the roadway. He stressed that the 3' shoulders were not bicycle lanes.

Tony Drescher, consultant for FDOT, commented that there were a lot of rumors circulating regarding the extent of the widening of SR A1A, however, they plan to abide by the spirit of the agreement by not adding more than 3' of land on each side. He stated that FDOT owns 66' to 75' of ROW and the lane widths currently vary from 11' to 12'. He added that any property owners impacted by the work would have their landscaping replaced.

Mr. Drescher encouraged that the Town discuss any other projects that could be jointly accomplished during this development stage. He stated that drainage issues have already been discussed with Lisa Tropepe and they would be willing to discuss other items such as swales or raising roads, pedestrian crosswalks, etc. Regarding the pedestrian crosswalks he commented that certain standards must be adhered to but they could be investigated.

Comm Bingham stated that she believed SR A1A was 66' for the ROW width except for Ocean Ave. and A1A where the sidewalk encroaches on her property for which there is an annual agreement. She added that she would hate to lose the existing beautiful sidewalks. Mr. Drescher stated that A1A has been surveyed three times in the last four

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years and it depicts 66' to 75' consistently, however, FDOT would be open to look at any information to show otherwise.

Mayor Aaskov stated that she was concerned that there would be inadequate space for buses that travel the roadway if the lanes were reduced and questioned the standard width of a bus. Mr. Drescher replied that the bus count was low and therefore allows for 11' widths.

Comm Kaleel commented that he was glad that FDOT was abiding by the spirit of the letter in 1998 but he had some concerns with the safety aspect of the project mainly involving sidewalks. He stated that his concerns included: 1) Vehicle traffic would be closer to pedestrians and questioned what barriers would be between the road and sidewalk to which he was advised that their intention is not to bring the traveling roadway closer and he was also advised that a minimum of 6' is needed between the traveling roadway and sidewalks. Comm Kaleel stated that he did not believe there was currently 6' in some areas now. Comm Bingham stated that vehicles will still travel on any type of paved surface. Mr. Drescher stated that if the sidewalks needed to be relocated further west to achieve the 6' they would construct them at their current width and replace any landscaping if necessary. 2) The bend at Island Drive is very dangerous and he foresees that vehicles would definitely travel into the shoulder in this area and FDOT should consider this as a safety issue and supply some possible solutions. 3) Traffic calming such as pavers should be installed at areas such as A1A/Ocean Ave., Inlet Park, and Beachway/A1A. Mr. Drescher stated that they would study these areas and bring back their findings and added that this project was a two year design process and they would interact with the Town during that time. 4) The Town would like input on the signage and lighting. 5) Drainage issues would be studied closely because he feels promises have been made that have not been kept. 6) Any plantings should be approved by the Town because he felt that the landscaping on Ocean Ave. was horrendous and he added that he felt FDOT should replace the landscaping on Ocean Ave. as part of this project to rectify the abomination there. Mr. Drescher stated that FDOT would interact with the Town and if there were extra funds after the resurfacing they could discuss this request.

Comm Pugh stated that the Town currently has only two crosswalks and he would like to see more and possibly combine them with signage. Mr. Drescher stated that they could investigate this request and present it to the FDOT representatives and respond back to the Town. Mr. Drescher inquired if the Town would be interested in signaling the crosswalks to which Comm Pugh stated that certain places should have them such as the County parking lot that leads to the Hammock area.

Comm Bingham stated that she doesn't know why swales have not been kept up all along SR A1A and asked if FDOT could supply the Town with a survey. She added that it is difficult for the Commission to visualize what FDOT is designing to which Mr. Drescher commented that a survey would only show the existing roadway because there will still be additional public involvement prior to final design.

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In summary Mr. Drescher stated that the proposed plan includes 11' lanes with 3' shoulder and swales where needed.

Director Hillery asked how the shoulders would be marked to which he was advised that there would be one edged line and would not be marked as a bicycle path because the width would have to be 5' or 4' as an undesignated path. Mr. Drescher stated that their goal is to achieve a similar standard throughout most of the municipalities.

Earl Jones, 14 Sailfish Lane, stated that as a resident of Florida for 30 years he has seen the town's traffic increase tremendously and he felt that if the roadway is going to be widened it should include the additional width to accommodate bicycle lanes to increase the safety for both the bicyclists and vehicles. He felt that the proposed 28' paved surface width vs. the 32' for bicycle lanes is not worth the potential law suits that could be filed as a result of not providing for both modes of travel. Comm Kaleel commented that he felt the 28' width would create more of a dissension to go fast through Town and he did not feel that 3' vs. 5' is much different. Mr. Jones mentioned that Juno Beach has bicycle lanes and he thought their section of the roadway is attractive.

Bruce Gimmy, 12 Ocean Ave., stated that he felt what FDOT was proposing was positive and he felt Comm Kaleel's comments were good. He also suggested investigating the possibility of designating Old Ocean Blvd. as the bicycle path.

Rafael Clemente, Senior Planner for the Metropolitan Planning Organization, stated that Mr. Jones has already reflected some of his comments. He advised that he was contacted by an attorney yesterday regarding liability issues. He added if the roadway is designed with the 28' width it would not be to standard and the 3' shoulder would be unsafe. He stated that even the FDOT guidelines are 5' and if it was 3' anyone could use the shoulder, however, if it was 5' bicycles must use the bicycle lanes and violations could then be enforced.

George Bierlin, 26 Hudson Ave., commented that he felt Comm Kaleel's ideas were good and wanted to reiterate that if the sidewalks were moved the swales should be maintained.

The Commission thanked FDOT for their presentation.

TOWN ENGINEER PRESENTATION ON STORMWATER PUMPS

Lisa Tropepe, Town Engineer, advised that the agenda package included a question and answer memorandum from inquiries made at the Sept. 16, 2003 regular meeting (copy attached to the minutes). Ms. Tropepe commented that the main pumps are 100 HP and as a comparison her vehicle is 200 HP.

Ms. Tropepe displayed a drawing that showed a profile, looking west, of the detention area at Beachway and A1A that showed 285' from Beachway to the 36' (14' high to top

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of the parapet) enclosure for the pumps and an additional 226' to the closest residence to the north. She added that the structure comprises approximately 1% of the total site.

Ms. Tropepe advised that she needed direction on whether to pursue above ground diesel pumps or the submersible electric pumps (which would still necessitate a diesel back up pump). She added that Mr. Morgan Reiser, president of FPI Pumps, was present to answer any questions.

Comm Bingham questioned whether any pump (electric or diesel) would require an electric spark to which she was advised that diesel would have batteries. She then questioned how many homes would be flooded. Ms. Tropepe commented that the amount of water in the detention area would not be affected by the type of pump and the detention area was for storage and once the water reaches a certain level the water will disperse. Comm Bingham expressed her concerns that this area may not be adequate for water detention and may become a detriment for area residents along with mosquito problems.

Comm Kaleel commented that the detention area is intended to serve as a pass through and that is the purpose of the pump and added that this has been years in the making and he was concerned with all this in trepidation now that the shovel is almost ready to be placed in the ground. He added that the Commission must decide whether they are behind this project or not. He also stated that he has spoken with several municipalities that have the diesel type pumps and they advised they have not experienced any problems with this type of system.

Comm Pugh stated that he went by El Brillo in Palm Beach and he did not believe it was an eyesore to the community. Ms. Tropepe reminded the Commission that Palm Beach has three such structures to house pumps.

Mrs. MaGruder, 9 Ridge Blvd., stated that she always knew that the Beachway/A1A property was intended for the detention area but she was not aware of removing all the vegetation and building a structure to house pumps until she read the Ocean Ridge Reporter. She added that she felt she should have been advised of the magnitude of the project. She questioned the acoustics that will be used to muffle the diesel engines. Mr. Reiser stated that the Town could use hospital grade silencers but added that the sound should be negligible anyway. Town Engineer Tropepe commented that Mrs. MaGruder should not hear the noise from her residence.

Comm Kaleel commented that the reason for this meeting was concerns for the noise factor, however, everyone should keep in mind that there are not a lot of choices. He added that the pumps will only run for any length of time during storm events and thunder is probably louder than the pump noise. He stated that he felt the design, buffer and landscape should be sufficient to cover the noise. Ms. Tropepe added that there would be at least a 5' buffer between the residences and the pumps.

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Mrs. MaGruder stated that she was concerned with sounding alarms during a malfunction. She commented that she was fine with where the structure is but she questioned the noise. Earl Jones suggested that the Town Manager go to one of the other locations and listen to the pumps and then make final decisions.

David Collier, 5 Waterview, stated that he was concerned with the noise because he can hear the generator for the Woolbright Bridge. He stated that the pumps will have to be started periodically as part of normal maintenance and said he is sure he would hear them.

Regarding the prior discussion with FDOT Mr. Collier stated that the Town should get their statements in writing based on their promises in the past. He stated that he has complained to the County and FDOT in the past regarding dumping into his canal from a drainage outfall pipe for the bridge and flooding on his property. He commented that Ocean Ave. looks like a swamp and does not want this area to look the same. He advised that he received a letter from the County advising that the silting was miniscule and therefore they could not assist him. He was leery that if the County would not dredge the canal it could be a lot worse if the Town adds to it. He commented that he has offered the Town an easement to place a pipe through his property that would help both the residents and the Town by it becoming less costly to the Town and they would get their canal dredged. He stated he did not understand why the Town has to live with FDOT and the County's mistake.

Mayor Aaskov stated that this was the first she heard of the problem with a drainage pipe for Mr. Collier's canal. Town Engineer Tropepe summarized the events involving Mr. Collier by stating that there is a piping system on Woolbright Rd. for the bridge that has a catch basin and pipe that doesn't have any pre-treating between his properties at 4 and 5 Waterview. She stated that FDOT and the County always question whose responsibility the pipe is but the Town always felt somewhat responsible so Rockline cleaned the pipe as part of their overall project. Ms. Tropepe commented that she has seen debris on property coming from the pipe; however, she reminded the Commission that it is not the Town's line.

Comm Kaleel stated that the problem appears to be that maintenance needs to be completed and the canal needs dredging. Ms. Tropepe stated that she called the County regarding the system not being pretreated and the canal being silted over the years and it should be dredged. She stated that their response was that they visited the site and their engineer's opinion was that the debris and silting was not caused by the improved road area but actually by the wave action of boats traversing the ICWW and they don't have a dredging program and this information was relayed to Mr. Collier in writing.

Mr. Collier stated that he doesn't feel that the County engineer ever came out and this has been an ongoing issue since the 1980's. He stated that there are approximately 3 million vehicles that travel over the bridge annually. He added that the cost to dredge to the canal is approximately \$50,000 and the residents would fund the majority of the project.

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Comm Kaleel suggested that the Town join in the effort of those residents and get the Town Manager involved to see what assistance could be made.

Regarding the original agenda item, Comm Kaleel moved that diesel pumps be used for the drainage project, seconded by Comm Pugh.

Mr. Collier stated that since the structure will still have openings for ventilation and the electric fans he hopes that the Town will not shortcut the structure.

Motion carried – Yea (4).

Before adjourning Mayor Aaskov mentioned that James Olejniczak is retiring after having worked for the Town for 25 years. She suggested that the Commission discuss what could possibly be done to recognize his retirement at the Oct. 6, 2003 meeting. The Commission all agreed that the Town give him his weapon in the interim.

Gerald Mueller, 6738 North Ocean Blvd., commented that he has continual drainage problems at and near his residence because the drain is frequently clogged. This has caused water leakage and seawall damage. The Commission agreed that this was a problem area and suggested that a special letter be forwarded to FDOT.

ADJOURNMENT

The meeting was adjourned at approximately 10:10 A.M.

Mayor Aaskov

Vice Mayor Kaleel

Comm Bingham

Comm Pugh

ATTEST:

Town Clerk