Item No. 3e

AGENDA ITEM REQUEST FORM

Town Manager
Department Submitting Request

Connie Hoffmann CH
Department Head

REGULAR COMMISSION MTG Meeting Dates - 7:00 PM	**DEADLINE TO** Town Clerk	**ROUNDTABLE MEETING** Meeting Dates – 7:00 PM	**DEADLINE TO** Town Clerk
☐ March 22, 2011	(5:00 pm)	☒ April 12, 2011	April 1 (5:00 pm)

SUBJECT TITLE: Design Direction for El Mar Drive

EXPLANATION: In 2007, the Commission adopted Ordinance 2007-17 **(Exhibit 1)**, which established the cross section for El Mar Drive. That cross section calls for 8' sidewalks, 2' of curb & gutter, four 10' travel lanes, and a 20' landscaped median.

At its meeting of July 20, 2010, the Master Plan Steering Committee (MPSC) recommended the Commission adopt a revised cross section for El Mar Drive as shown in **Exhibit 2**. They recommended 6' sidewalks, keeping 4 traffic lanes with the interior lanes being 9' wide and functioning as multi-purpose lanes, the exterior lanes being 11' in width, and burying all utility lines.

At its meeting of February 15, 2011, the Master Plan Steering Committee (MPSC) discussed the street design for El Mar Drive again and modified their recommendations on the cross section to add a 3' bike lane adjacent to the sidewalk on both sides of the road, and reducing the median to 14' in width. That plan is shown in **Exhibit 3** which was drawn by Committee member John Panitsas.

Table 1 shows the differences between the various cross sections:

	Sidewalk	Bike lane	Traffic Lane/s	Multi-Purpose Lane / Activity Lane	Median	Divider between Traffic Lane and Multi-purpose Lane
Ordinance 2007-17 Approved El Mar Cross Section	8'	-	10' 2 South Bound 2 North Bound	-	20'	-
July 20, 2010	6'	-	11' 1 North Bound 1 South Bound	9'	20'	2'
February 15, 2011	8'	3'	10' 1 North Bound 1 South Bound	10'	14'	-

Measurements are in feet.

The minutes of the July 20, 2010 and February 15, 2011 MPSC meeting are attached (**Exhibit 4**).

10/26/2010

At the citizen input sessions on the Master Plan there was considerable discussion of the desired El Mar cross section. Attached is a multi-page summary of how the residents and business people voted on the various items. The input on the issue of the lanes on El Mar was split. Approximately half of the input endorsed the July 20th (Exhibit 2) version of the lane design. Eleven attendees endorsed the one lane on each side option, with the majority wanting the single lane to be about 15' wide.

There was strong support for widening the sidewalks. Input was 2 to 1 in favor of keeping the landscaped medians and adding lighting. Fifteen people endorsed burying the utility lines and there was unanimity on improving the drainage to eliminate ponding on El Mar.

Although it does not relate to design, there was also support for limiting large delivery trucks to morning deliveries. This suggestion was supported by the restaurateurs in attendance.

EXPECTED OUTCOME: We know that a decision on burying the utilities is dependent on the cost estimates for doing so, and we are in the process of hiring a firm to determine that.

We would, however, request that the Commission provide direction on the desired cross section for El Mar so that we can incorporate that decision into the updated Master Plan.

EXHIBITS: **Exhibit 1 – Ordinance 2007-17, El Mar Dr. Street Scape Design**
Exhibit 2 – MPSC July 20, 2010 Recommendation
Exhibit 3 – MPSC February 15, 2011 Recommendation
Exhibit 4 - Minutes of the July 20, 2010 and February 15, 2011 MPSC meeting
Exhibit 5 – Summary of Citizen Input on El Mar Drive Design

Reviewed by Town Attorney
☐ Yes ☒ No

Town Manager Initials CB

Exhibit 1

ORDINANCE NO. 2007-17

AN ORDINANCE OF THE TOWN OF LAUDERDALE-BY-THE-SEA, FLORIDA, AMENDING CHAPTER 24, LAND DEVELOPMENT CODE AMENDING ARTICLE VIII "EL MAR DRIVE STREETSCAPE PLAN"; ADOPTING REVISIONS TO THE STREETSCAPE PLAN FOR EL MAR DRIVE FROM PINE AVENUE TO PALM AVENUE; REQUIRING CONFORMITY TO THE STREETSCAPE PLAN AS A CONDITION OF SITE PLAN APPROVAL FOR PROPERTIES FRONTING ON EL MAR DRIVE; THE PROVIDING FOR CONFLICT, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the Town Commission finds that it is in the best interest of the Town, its residents, property owners and guests to modify the previously adopted streetscape design guidelines for the right of way of El Mar Drive to improve the aesthetics and functionality of the Drive; and,

WHEREAS, the Town's consultants and administrative staff provided revised design criteria for the streetscape plan for E Mar Drive which the Commission finds is consistent with the Town's Comprehensive Plan and redevelopment objective of the Town Commission.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COMMISSION OF THE TOWN OF LAUDERDALE-BY-THE-SEA, FLORIDA THAT:

Section 1. The foregoing **"WHEREAS"** clause is hereby ratified as true and correct and incorporated herein by this reference.

Section 2. Code of Ordinances, Chapter 24, Land development Code is amended to add a modify Article VIII to read as follows:

§24-8.1 The City Commission adopts the revised El Mar Drive Streetscape Plan as the official design and construction guidelines for the El Mar Drive right of way. A Copy of the revised Plan is attached to this ordinance as Exhibit "A". The revised plan set shall be maintained by the Town Clerk as a reference document and shall be available for inspection on request.

§24-8.2 All development or redevelopment of property which has a common boundary with the right of way of El Mar Drive shall contain construction design elements which conform with the construction design elements shown on the El Mar Drive Streetscape Plan. For the purpose of this Article, redevelopment includes, but is not limited to, structural or landscaping repairs or additions which have a value equal to or greater than 25% of the assessed value, as reflected in the Broward County Property Appraiser's records, of the existing building or structures.

§24-8.3 An application for development or redevelopment of a property along El Mar Drive shall be accompanied by a site plan which clearly depicts design elements which conform with the design elements shown on the El Mar Drive Streetscape Plan. All development orders of the Town

Commission for properties along El Mar Drive shall contain a condition of approval requiring compliance with the Streetscape Plan.

§24-8.4No permit shall be issued for building or development activity if the work to be performed will result in construction inconsistent with the El Mar Drive Streetscape Plan. Administrative decisions to deny a permit based on incompatibility with the Streetscape Plan may be appealed to the Town Commission which shall conduct a quasi-judicial hearing to determine if the decision of the administrator should be sustained, reversed, or modified. Decision of the Town Commission constitute final action and are subject to review by writ of certiorari to a court of competent jurisdiction.

Section 3. If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this ordinance.

Section 4. All ordinances, or parts of ordinance, in conflict herein are to the extent of such conflict hereby repealed.

Section 5. This ordinance shall become effective, immediately upon final adoption.

Passed on the first reading, this 27 day of November, 2007.

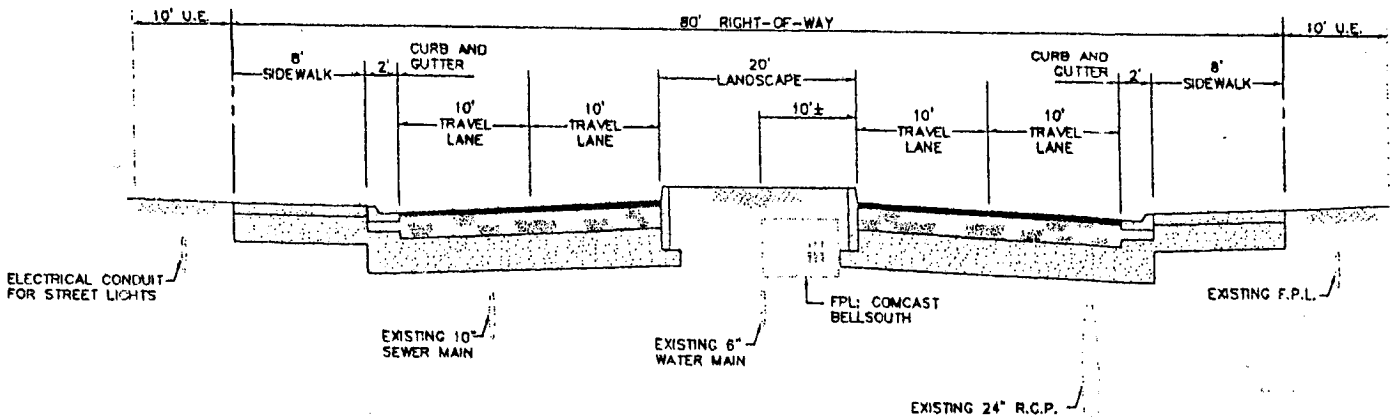
Passed on the second reading, this 11 day of December, 2007.

MAYOR OLIVER PARKER

	First Reading	Second Reading
Mayor Oliver Parker	Aye	Aye
Vice-Mayor Yanni	Nay	Aye
Commissioner/Mayor Pro Tem Clark	Nay	Aye
Commissioner Silverstone	Aye	Aye
Commissioner McIntee	Aye	Aye

Attest:

June White, Town Clerk



TYPICAL CROSS SECTION

EL MAR DRIVE

NOT TO SCALE

EXHIBIT-A

CRAVEN · THOMPSON AND ASSOCIATES, INC.
ENGINEERS · PLANNERS · SURVEYORS

EL MAR DRIVE

PREPARED FOR:
TOWN OF LAUDERDALE BY THE SEA

PROJECT
04-016

C-5

SHEET 8

Exhibit 2

INTEROFFICE MEMORANDUM

TO: TOWN COMMISSION

VIA: CONNIE HOFFMAN, TOWN MANAGER

VIA: BUD BENTLEY, ASSISTANT TOWN MANAGER

FROM: JEFF BOWMAN, DEVELOPMENT SERVICES DIRECTOR

SUBJECT: MASTER PLAN STERING COMMITTEE RECOMMENDATIONS FOR EL MAR DR.

DATE: 8/10/2010

For your review, are the recommendations (Attachment 1) and a sketch (Attachment 2) provided by the Master Plan Steering Committee (MPSC) regarding El Mar Drive. Staff has also included Ordinance 2007-17 (Attachment 3), which is the El Mar Drive Streetscape Plan. Given the Commission's direction that the Town Master Plan should be revised/updated before any major projects are to be done, we are sending this to the Commission simply for your information at this point.

The MPSC recommended that the Town should use the Ocampo & Associates drawings as a conceptual base for the construction of El Mar Dr. Based on the drawings dated January 2010 by Ocampo & Associates (Consultant) the following are the differences between the consultant's drawings and the MPSC recommendations:

- Plans do not include underground utilities (i.e. overhead power lines, storm drains).
- Plans do address landscaping, irrigation, and lighting only in the median. The proposed walkway through the median would have to be removed to conform to the MPSC recommendations.
- The Ocampo & Associates design only addresses the median. The MPSC calls for the streetside sidewalks to be widened to six (6) feet on both sides of El Mar.
- El Mar to remain four (4) lanes. The plans would have to be revised to designate the inside lanes as a multi-purpose lane, which would be striped and designated for walker, joggers, bicyclist, and parking for Town events.
- The trees along El Mar Dr. are primarily palms. The MPSC recommends canopy trees on both sides of El Mar where possible.
- Ordinance 2007-17 addresses the design of El Mar Drive, which slightly differs from the MPSC recommendation and would need to be amended.

On the last point, Municipal Services Director Don Prince points out that the Town has had problems with the roots of canopy trees planted along Seagrape Drive. breaking through paver

sections of the sidewalk and we've had other areas where tree roots push up curbing and concrete creating both maintenance problems and liability claims against the Town.

If the Commission is inclined to move forward with the MPSC's recommendations, which includes the relocation of all utilities underground and doing the work along the full length of El Mar Dr. all in one phase, significant additional funds will be necessary. With direction from the Commission staff could solicit a budget estimate from the design consultant for the revisions and the suggested additional improvements. A Commission workshop could also be scheduled with the consultant.

Attachment "1"

DATE: AUGUST 2, 2010

TO: TOWN COMMISSION

FROM: MASTER PLAN STEERING COMMITTEE

SUBJECT: RECOMMENDATION-EL MAR DRIVE PROJECT

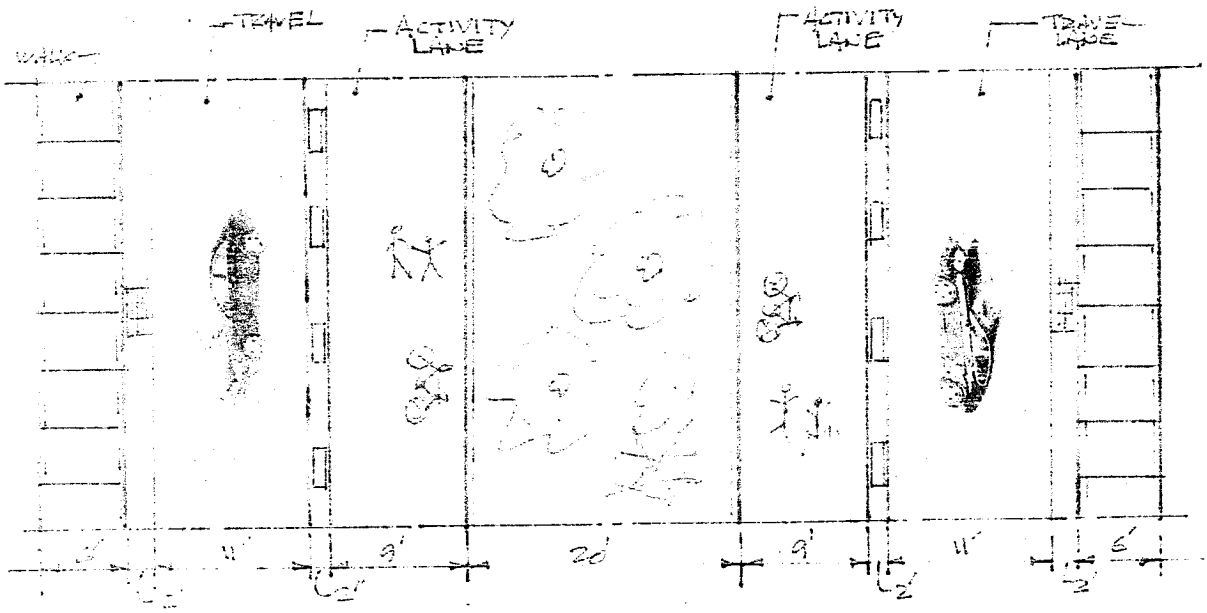
IT IS THE RECOMMENDATION OF THE MASTER PLAN STEERING COMMITTEE THAT THE FOLLOWING SHOULD BE DONE REGARDING THE EL MAR PROJECT:

1. EL MAR DRIVE SHOULD BE KEPT 4 LANES. HOWEVER, A MULTI-PURPOSE LANE SHOULD BE CREATED IN BOTH THE NORTHBOUND AND SOUTHBOUND CORRIDORS. THIS LANE WOULD BE STRIPED AND SET UP FOR WALKERS, JOGGERS AND BICYCLE RIDERS.
2. UTILITIES SHOULD BE LOCATED UNDERGROUND.
3. SIDEWALKS SHOULD BE WIDENED.
4. MEDIANS SHOULD BE LANDSCAPED, IRRIGATED, LIGHTED AND BE MADE PEOPLE FRIENDLY.
5. BOTH SIDES OF EL MAR DRIVE SHOULD HAVE CANOPIES OF TREES WHERE POSSIBLE.
6. DRAINAGE PIPES TO ALLEVIATE PONDING SHOULD BE INSTALLED.

IT WOULD ALSO BE OUR RECOMMENDATION THAT THIS WORK BE COMPLETED ALL AT ONE TIME IF FINANCES PERMIT OR IN TWO PARTS (NORTH & SOUTH) IF DELAYS ARE NECESSARY. WE ALSO FEEL THAT THIS PROJECT SHOULD USE THE O'COMPO DRAWINGS AS A BASE FOR ALL OF THE CONSTRUCTION THAT WILL ENSUE BASED ON THE FACT THAT THEY HAVE ALREADY BEEN PAID $60,000.00. WE ALSO FEEL THAT THE EL MAR PROJECT SHOULD BECOME AN INTEGRAL PART OF THE ENTIRE MASTER PLAN FOR THE COMMUNITY. WE REALIZE THAT THIS COULD DELAY GETTING STARTED ON THE EL MAR PROJECT AS THE MASTER PLAN IS ABOUT TO BE REVAMPED.

Attachment "2"

OPTION A



El Mar Drive Project
Explanation of Sketches MPSC meeting July 20, 2010

SK-5

Ocampo Design - Two Lane Option
This design is limiting the width of the sidewalks to 6 feet. Pedestrians will continue to walk on the street.

Notes:

SK-6 MPSC Approved Sketch

Suggestion: Limit the traffic to one lane and create a multi-purpose lane for pedestrians, bicycles, etc.. Multi-purpose lane to have a different surface that you can also drive on to allow back out parking and event parking. See Options A and B.

Notes:

SK-7

Suggestion: If event parking is no longer required, the above suggested plan, if successful, can be finalized with a dividing island for safety.

Notes:

SK-8

Isometric of Option A (Sketch SK-6), but with 8 ft. sidewalks, 8 ft. activity lanes and 10 ft. travel lanes.

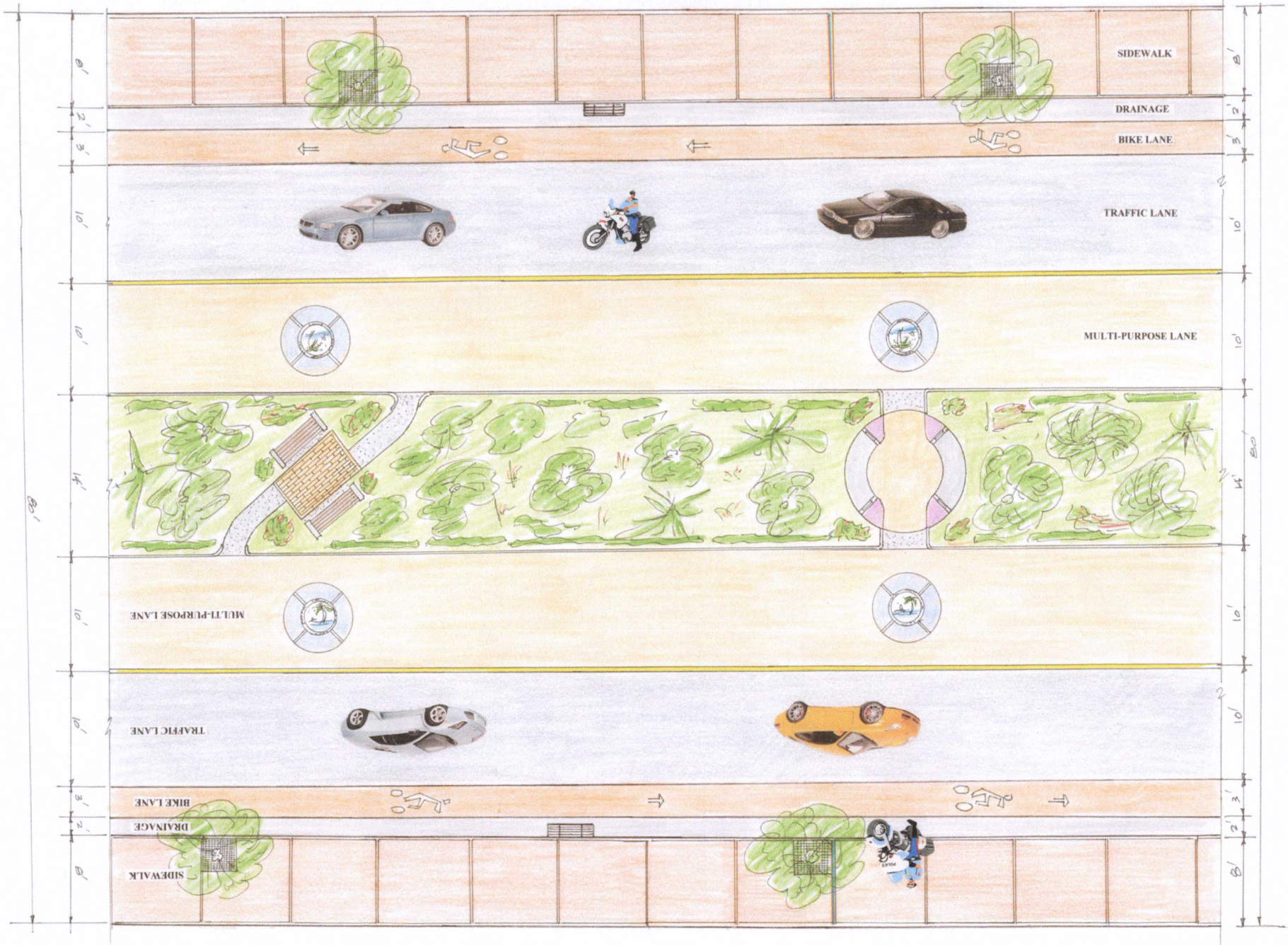
Notes:

SK-9

Isometric of original suggestion illustrating 10 ft. sidewalks, 11 ft. travel lanes, 4 ft. bicycle lanes and 3 ft. safety island to be used for comparison.

Notes:

Exhibit 3



Town of Lauderdale-by-the-Sea
DEVELOPMENT STUDY
El Mar Drive

John Panitsas
February 15, 2011

Town of Lauderdale-by-the-Sea
DEVELOPMENT STUDY
El Mar Drive

John Panitsas
February 15, 2011

Exhibit 4

Item #2: El Mar Drive Project

1) Further review and discussion of the El Mar Drive Project

Mr. Bowman remarked the reason this item was on the MPSC agenda was due to the Committee's discussion at its last meeting; it was not clear which option the Committee selected. Thus, the current discussion was for clarification.

Chairperson Novak clarified the discussion was in reference to the lanes on El Mar Drive going north and south, whether there would be a multipurpose lane, and if it would be located on the east or west side. There was some debate as to whether the multipurpose lane should be made available for not only pedestrian and bicycle traffic, but vehicle traffic as well; there were supporters for both views.

Co-Chairperson Malkoon stated he reviewed the video of the previous meeting and, from what he recalled of the discussion, Member Kugler proposed a "compromise" that there should be two lanes on both sides of the road. One lane would be used primarily by cyclists and pedestrians but not vehicular traffic; there were still issues with allowing back-out traffic.

Member Eckblad was puzzled as to how one would keep vehicles out of the multipurpose lane.

Mr. Bowman pointed out option A shown in the backup was selected by the Committee.

Member Panitas noted having the vehicular traffic lane near the median made no sense, as most of the traffic was local traveling to motels, and they had to cross the other lane; it made no sense. He believed the only reason for having two lanes was to allow one for the use of pedestrian and bicycle traffic; and when there was a large event in the Town, the multi-lane could be used for parking. This would satisfy those requesting a lane to walk or run in, as well as those who wished the median to remain as is. He attended the meeting at which the Commission was involved in the discussion, and it was determined if there was a multipurpose lane in which all traffic was allowed, having bikes was not permissible, as they could hit someone. He presented the Committee with a revised rendering of El Mar Drive, which he reviewed.

Member Booth expressed concern over having a bike lane, as vehicles backing out onto the road was a problem.

Member Panitas indicated every street had a bike lane and there were limited places to put it.

Member Booth acknowledged the subject of discussion was a hot topic, but she felt the situation could be alleviated if people were allowed to walk down the center. If there were two multipurpose lanes, placing one large stretch down the center for the joggers and put the bikers on the side, somewhat like a park, and less space would be lost.

Chairperson Novak questioned, given the size of the multipurpose lane, why the sidewalks were so wide.

Member Eckblad thought the reason people wanted two traffic lanes in each direction was in the event one became blocked; for instance, by a garbage truck in one of the lanes. Thus, if there was a blockage in one lane, it was still possible to use the multipurpose lane to go around the obstacle; however, it would not function as a through-traffic lane.

There was Committee discussion on the logistics of the size and utilization of the lanes for the most functionality.

Town Manager Hoffman stated the Town's traffic engineer indicated the Committee's original proposal for a multipurpose lane was feasible given the proposed width. There was no Department of Transportation (DOT) requirement that the multipurpose lane had to be located on the outside lane. On the issue of preventing cars from using the multipurpose lane, the Committee had recommended marking the lane in a different color to indicate its usage, raising the lane slightly, making it textured, etc.

Member Wetherington thanked Member Panitas for taking the time to do another rendering, as it represented her understanding of what the enhancements of the bike lane would be and was something she could definitely support.

Co-Chairperson Malkoon suggested voting to approve the final rendering going forward to the Town Commission for approval.

Chairperson Novak concurred.

Member Wetherington made a motion to accept Member Panitas' latest rendering presented to the Committee in the present meeting, moving it forward to the Town Commission for approval, seconded by Member Eckblad; the vote carried unanimously.

Town Manager Hoffman sought clarification on how wide the median would be.

Member Panitas replied the existing median was 20 feet; in the rendering, the median would be reduced to 14 feet to accommodate the bike lanes.

Mr. Brandt commented it seemed history was being repeated, as the four lane/two lane, multipurpose versus non-multipurpose debates were ongoing, just the people discussing them changed. The idea of the two lanes to four lanes and the multipurpose lane faltered due to a lack of public support.

Member Booth pointed out the process ended with the Commission; if they rejected the concept, and it kept getting sent back, the Committee would continue to make the

recommendations they thought best. Thus, this matter should stay with the Commission for a final decision and not be sent back to the Committee.

Vice Mayor Stuart Dodd asked the Committee to reconsider its decision to send Member Panitas most recent rendering to the Commission very carefully. The Commission's decision not to put the concrete walkway to nowhere down the center of El Mar Drive was based on the dais having no desire to lose the green space. He remarked the Committee was now putting forward a recommendation that advocated reducing the green space from 20 feet to 14 feet. As a member of the Town Commission, he had no wish to spoil the situation, but it would be very difficult for the Commission to support the Committee's recommendation if it removed six feet of one of the Town's biggest assets. He was unsure why there was a lack of support for the multipurpose lane and the bike lane, as the 20-feet of green space could still be retained. These were his personal opinions, and he would give the Committee's recommendations the proper consideration when they were brought before the dais for a vote; he thanked the Committee for their time, work and recommendations.

Member Booth thought the Commission was at liberty to veto any recommendations made by the Committee, as it was the right of the general community to reject them.

Member Panitas stated it would not be the "end of the world" if the Commission rejected the Committee's recommendations, as there were other options. The idea of removing six feet out of the median was not likely to be noticed very much, as 14 feet was still a significant width. He mentioned another possibility was to dedicate three of the ten feet for the multipurpose lane to a bike lane. The best solution was to send the rendering taking the six feet from the existing 20-foot median and, if the Commission rejected the recommendation, they could include bikes as part of the uses in the multipurpose lane.

Chairperson Novak restated his concerns with backing out onto El Mar Drive and the safety issues that presented, particularly if bikes were introduced in the mix.

Member Booth concurred, noting a similar situation existing along A1A, and this concerned her greatly. The bikes could be diverted along A1A where there were two existing bike lanes.

Member Panitas felt it necessary to include bikes, as there were many people biking in the mornings, and many riders preferred the scenery of El Mar Drive to A1A.

a) El Mar Project

Chairman Novak recapped the consensus of the Committee on the subject item as contained in the minutes of June 15, 2010, distributed to the Committee members. Based on feedback he received, there was still concern as to the number of lanes on El Mar Drive. He referred Committee members to the backup information, noting the Town Commission voted in the past for four lanes on El Mar Drive.

Member Panitsas reviewed the information in the backup illustrating various options for usage of the space available.

Member Kugler believed at the last Committee meeting, he more or less spearheaded the idea of two lanes with good reason. He had time to consider the input of his fellow members and offered a compromise, suggesting there be two lanes, limit regular traffic to one lane on each side, have the second lane paved an alternative color, and making it into a multipurpose lane. Its uses could include: pedestrian, bicycle riding, and other activities the Committee previously discussed. He realized the back-out traffic was a problem, but the multipurpose nature of the lane would allow it to be used by traffic just not primarily; he said page SK-8 best showed what he was recommending.

Member Wetherington queried if the multipurpose lane could be used for event parking.

Member Kugler answered: absolutely; the multipurpose lane being used in the manner he suggested satisfied his concerns while achieving the desires of other members of the Committee. There were practical functions that needed to be taken into consideration.

Member Evans found the compromise acceptable.

Member Eckblad recalled in 2009 when the subject matter was first addressed, one of the options forwarded by Ocampo & Associates was stamped asphalt on the inside lanes on both sides of the road. As to the eight-foot sidewalks discussed, if each lane were ten feet wide, this would accommodate an eight-foot sidewalk.

Co-Chairman Malkoon referred to the historical information he sent out to the Committee prior to the present meeting, stating it contained a number of interesting facts. He was satisfied with the compromise suggested, after having discussions with various individuals and researching the issue further.

Chairman Novak was unsure making the inner lane a different color would be enough to keep vehicular traffic out of that lane.

Member Panitsas indicated certain markers could be used, some temporary, others permanent, such as double solid yellow lines.

Member Wetherington supported the compromise, noting there were some options of doing gradual curbing that was slightly elevated that would not inhibit the ability to drive

into the lane if needed. A lot could be done visually with regard to the type of pavement used; if the road looked less like a street, it would not be used as such. She thought the matter should be given to the designers to allow them to come up with options.

Chairman Novak found the only other issue he had was with the back-out parking, particularly during increased tourist seasons; he was unsure of the extent to which this might pose a problem.

Member Kugler reiterated this was the goal of having a multipurpose lane, for use as needed when needed.

Member Rogers agreed with the compromise, but thought the traffic lane should be closer to the median as opposed to closer to the sidewalk.

Chairman Novak anticipated many traffic accidents if this were done, as bikers and pedestrians could be struck by vehicles backing out.

Member Evans felt the multipurpose lane being closer to the sidewalk could have been better were it not for the back-out parking. One existing problem for people trying to back out was trying to determine if there were any pedestrians or bikers in the vicinity. Thus, keeping the multipurpose lane closer to the median was safer.

Member Panitsas stated it was possible the approach to improvements on El Mar Drive was wrong, in that they were based on two issues: back-out parking and event parking. The back-out parking always existed and was something residents lived with, but the thinking for event parking should be shifted, possibly creating other parking. It appeared the suggested compromise was the best solution at present without resorting to more radical ones, such as building a parking garage.

Chairman Novak opened the discussion to the public.

Diane Boutin, Lauderdale-By-The-Sea resident, commended the Committee for accepting a compromise, as it was truly the best approach to problem solving. If the sidewalks were widened, due to their current deplorable state, most pedestrians would hopefully stop walking in the street. She commented if the Committee was working toward suggesting underground utilities for the future, those along El Mar drive would have to use some of the center median area. The cost of maintaining and paving or stamping different colors for both lanes could be difficult in light of the need for tighter economies. Many hotels had back-out parking and, if the sidewalks were widened, rather than being immediately behind the bumper, an added three or four feet would be inserted between back-out parking and the edge of the sidewalk and pedestrians. Ms. Boutin thought the Committee was on the right track.

Frank Herman, Lauderdale-By-The-Sea resident, foresaw a problem with delivery trucks parking in the multipurpose portion of the road and possibly blocking the roadway. He preferred seeing the joggers next to the median where the shrubbery was located.

Vice Mayor Stuart Dodd remarked his job as a Commissioner was to implement the consensus of the Committee's deliberations. His personal opinion on public restrooms was irrelevant, as he hoped to see it off the Oriana, but that was not the consensus. He applauded the Committee for thinking outside the box, and the solution the members were coming via Member Kugler's suggestion was a terrific one.

Member Kugler found the input of the Commissioners useful and did not see their comments as an effort to exert undue influence, as Committee members were fully able to think for themselves.

Chairman Novak concurred, stating all members of the Town Commission were welcome.

Co-Chairman Malkoon responded the attendance of members of the Commission was related to statements he made, noting he never said Commissioners were not welcome at the MPSC meeting. He read into the record a quote of what he actually said, which indicated attendance by members of the Commission was welcome, though he was concerned their presence might interfere with the independent process by which the Committee should operate under. The real problem arose when he felt direction was being given to the Committee by one Commissioner outside the presence of other Commissioners, who could not give their input at the time. He pointed out the reason some members were on the Committee was due to their being appointed by a member of the Commission, and that could influence a member's position on a particular matter. The important point was for everyone on the Committee to have a say in all decisions.

Member Kugler acknowledged how Committee members were appointed; he did not believe disagreeing with the views of the Commissioner appointing one to the Committee was likely to result in removal from the Committee. Each member of the Committee was appointed due to a belief in their ability to accomplish the task(s) given.

Diane Kugler, Lauderdale-By-The-Sea resident, supported the idea of having two lanes, with a low speed limit enforced, as well as inserting some traffic calming, such as speed bumps. She mentioned in Tallahassee they used a specific material to delineate between road lanes, and she could get the information and forward it to the Committee. On the matter of which lane to make the traffic lane and which to make the multipurpose lane, it was safer for a person backing out to see another oncoming car than a biker or pedestrian.

Member Eckblad indicated the multipurpose lane was better situated near the median, as placing in the lane next to the sidewalk meant special event parking would block vehicles backing out.

Chairman Novak saw where having two lanes with one as multipurpose would work; at the very least, it could be tried without going to a great deal of expense. As a Committee, a vote was required to change the language to indicate El Mar Drive would

be two lanes, one being an activity lane and the other a travel lane. The Committee's recommendation(s) should be forwarded to the Town Commission for review and further direction. He said the decision on sidewalk width was best left to Ocampo to make.

Member Kugler thought further delineation was needed, in that both would be classified as traffic lanes, though one would be designated as multipurpose rather than an activity lane. The multipurpose lane would be the interior lane abutting the center median.

Chairman Novak received a consensus from the Committee to have staff write a recommendation to be forwarded to the Town Commission on the El Mar Drive Project. He went on to note, as required by the Sunshine Law, Committee members should not email information back and forth, rather; it should be included in the backup information for everyone's access.

Member Kugler remarked members should include in any correspondence sent a not instructing the receiver not to reply to the email; this reduced the chance of committing a violation.

Exhibit 5

Exhibit 5

Master Plan Citizen Input Session Summary

EL MAR DRIVE

1. Make the streetscape cater to bicyclists, pedestrians and beach users rather than to cars.

In the sticker survey, residents supported this by a more than 2-1 margin.

The majority of the comments focused on limiting delivery truck hours. The suggestions included:

- Limit hours for delivery trucks to morning hours - not after 10:30AM. (3 votes for this).
- Drop off or unloading plus valet & lose two-thirds of the meters by Village Grille.
- Restaurants should coordinate delivery times (1 Yes).
- Require small delivery trucks and make them use alleys (3 votes for, 1 against). One restaurant proprietor said this is not feasible due to the size of deliveries made.
- Get cars out of the downtown area (1 vote for, 1 against)
- - Keep unobstructed views of ocean along El Mar at El Prado (2 for it)

2. Add street furniture, landscaping including shade trees and other amenities for pedestrians.

In the sticker survey, participants were evenly split on the above statement.

Participants suggested several ideas, including:

- More shade trees on El Mar.
- 15 mph speed limit (1 for this)
- Bury utilities, improve lighting, leave the rest alone.
- Add art or historic info signs in the medians.
- Establish a design for street signs, light fixtures and public seating benches (2 Yes)

3. Maintain two lanes in each direction, but designate the inside lanes adjacent to the median to be multi-purpose lanes. The primary users of the multi-purpose lane should be walkers, joggers, bicyclists; it will also be used for parking for major Town events. The multi-purpose lane should be differentiated in some way (texture, pavers, color, raised pavement, etc.) from the travel lane.

This item generated the most comments, reflecting how strongly attendees felt on this issue.

In the sticker survey, residents were evenly split. For and against the design suggested above.

Participants made numerous comments, including:

- Go back to one lane on each side (widening the medians with sidewalks adjacent to medians with the bike lane adjacent to sidewalk by the median) (3 voted for this, 1 against).

-Go back to 1 ½ lanes on each side of El Mar and widen the sidewalks with a bicycle lane (8 people voted "love it").

- Narrow or remove median in front of High Noon for the delivery trucks (1 Yes).

- Redo sidewalks and some of the drainage (3 positive votes for this).

- Identify places for walkers, dogs and people on bikes.

- Dog problem (too much mess). El Mar is a dog park. Barking begins 6AM to 7:30.

Three people were opposed to the multi-purpose lane and their posted comments were:

- I'm opposed. It's dangerous. I think we should widen the sidewalks instead .

- No. This is too confusing. With backup parking we need to be aware (this is) too dangerous for regular sidewalks to deal with speed bike traffic. Bike riders do not obey signs.

4. Widen the sidewalks to 6'.

In the sticker survey, attendees were predominantly in support of widening the sidewalks. There were three posted comments:

- Need continuity of the sidewalk (2 Yes, 4 Love It).

- Wider sidewalks plus bike lane on sidewalk side (1 person voted against this).

- Widen the sidewalks on El Mar Drive. (1 for it, 2 against it; this comment was posted on another section of the El Mar voting sheets.)

5. Keep a landscaped center median with irrigation and add lighting in the medians.

In the sticker survey, attendees supported this proposal by an almost 2-1 margin.

Three posted comments dealt with changes in the landscaping of the medians:

- Eliminate grass, use native plants only and xeriscape.

6. Bury the utility poles & wires.

In the sticker survey, there were 15 votes supporting this and only 1 against. One person indicted "I don't care".

7. Improve drainage to eliminate ponding.

In the sticker survey, there were 22 unanimous votes supporting this. One comment:

- "Mandatory."