

**LAKE WORTH COMMUNITY REDEVELOPMENT AGENCY
10TH AVENUE GATEWAY TECHNICAL REVIEW COMMITTEE
CITY COMMISSION CONFERENCE ROOM
WEDNESDAY, APRIL 16, 2008
11:00AM**

COMMITTEE MEMBERS IN ATTENDANCE:

Chris Erhard – Sunset Ride NA
Chris Dabros – Lake Worth CRA
Joan Oliva – Lake Worth CRA
Commissioner Cara Jennings – City of Lake Worth
Wayne Marcinkowski – Lake Worth CRA Board
Joseph Kroll – City of Lake Worth, Public Services
Martin Cybulski – City of Lake Worth, Parks and Recreation
Marc Leferrier – City of Lake Worth, Planning and Zoning
Joe Kroll – City of Lake Worth, Public Services

Absent Committee Member: Vince Rodgers, Tropical Ridge NA

ALSO IN ATTENDANCE:

Manuel Avenabia – Kimley-Horn
Jeff Trumpeter – Civil Design
Marwan Mufleh – Kimley-Horn
Vince Burkhardt – Burkhardt Construction
Fedner Alcius – City of Lake Worth, Planning and Zoning
Danny Brannon- Brannon and Gillespe

The meeting was called to order at 11:15am

An brief overview of the CRA 10th Avenue Project was given by Joan Oliva, CRA Director
Vince Burkhardt from Burkhardt Construction gave an overview of the CRA's 6th and 10th Gateway's
Projects. He also explained that the CRA Board had instructed the design team to go to 100% design
plans in November 2007.

Wayne Marcinkowski from the CRA Board asked if perhaps 3 feet bike lanes were possible.
Marwan Mufleh from Kimley-Horn responded that the automobile lanes would have to be narrowed
to 10ft and only 2 foot bike lanes would be possible but would be potentially dangerous.

Commissioner Jennings asked about the possibility of ~~removing~~ **altering** the medians to
accommodate bike lanes. Marwan explained that removing or narrowing the median would take away
the pedestrian-friendly feel of the Avenue. 10th Avenue provides for a very narrow roadway and from
a safety standpoint, the current design is most advantageous.

Manny Avenabia from Kimley-Horn stated that narrower sidewalks will not be able to accommodate
the proposed trees and needed grates. They are following FDOT standards for landscaping for safety
reasons.

Commissioner Jennings stated that having bike lanes was also a safety issue. Bike riding on sidewalks
can be dangerous. Bike lanes should be incorporated into the plan.
Marwan Mufleh from Kimley-Horn suggested alternative routes for bike traffic, such as the side
streets.

Chris Erhard from Sunset Ridge agreed that providing bike lanes on side roads is a good and safe alternative. Narrowing lanes is an issue. The possibility of back-up traffic on the road and eliminating the ability to do u-turns is also an issue.

Marwan Mufleh from Kimley-Horn replied that future u-turns on the Avenue would not really be feasible.

Joe Kroll from the City of Lake Worth stated that paver bricks can be a maintenance issue and costly. Stamped concrete is a viable alternative.

Marwan Mufleh from Kimly-Horn responded by stating that stamped concrete will cause the contractor to have to close down the intersection until finished. Street imprinting, may be available and FDOT approved.

Discussion ensued on the brick pavers on Dixie and 6th and the possibility of having a similar design with pavers on 10th.

Martin Cybulski from the City of Lake Worth stated that all landscaping should be native. The planting materials that will be incorporated on 10th need to be thought over. He suggested no landscaping near the curbs, incorporating more trees and less shrubs. He asked if it was feasible to eliminate some of the planting areas to accommodate bike lanes.

Manny Avenabia from Kimly-Horn stated that they can consider using native landscaping, however, moving trees will drastically change the look and feel of the street.

Martin Cybulski from the City of Lake Worth suggested having planting beds by the trees versus all the way down the block and adding palm trees around the bench area instead of landscaped beds.

Commissioner Jennings suggested one 10 foot auto lane and one 11 foot lane and then a narrow landscaped area next to the sidewalk.

Chris Erhardt from Sunset Ridge stated that 10th was a highly traveled road by automobiles. Additional traffic will be rerouted towards the side streets because of the addition of the medians.

The traffic currently on B,C and E will move to other neighborhood roads, such as A, D and G.

Vince Burkhardt from Burkhardt Construction stated that traffic can be amply controlled by signalization. Traffic counts were done when the plans were brought to 30% design.

Marwan Mufleh stated that he would do some research and try to provide traffic analysis.

The discussion turned to lighting. Wayne Marcinkowski asked if solar lighting was possible.

Vince Burkhardt from Burkhardt Construction and Danny Brannon from Brannon and Gillespe replied that solar lighting is currently too expensive to consider. They suggested installing uplighting that was flush with the street for the medians.

Wayne Marcinkowski from the CRA Board asked if closing some of the driveways on 10th was an option. Joan Oliva from the CRA responded that we should first contact the City Attorney regarding this matter before contacting any property owners, but it was an option we would explore. Marc Leferrier from the City of Lake Worth suggested that we identify the properties and then speak to the City Attorney.

Vince Burkhardt said they would identify the driveways and get back to the CRA.

Wayne Marcinkowski from the CRA Board stated that there were not enough pedestrian crossings on 10th. Commissioner Jennings suggested adding unsignaled cross-walks.

Marwan Mufleh from Kimly-Horn said a study would most likely need to be done to determine if signalization is required. After studying, recommendations can be made.

Commissioner Jennings stated that speed bumps, esp. on D should be considered.

Fedner Alcius from the City of Lake Worth recommended that the design plans be reviewed to assure that sight triangle minimums were included, as well as, the correct photometrics. The limit is one footcandle spill over to residential properties.

Wayne Marcincowski from the CRA Board inquired about dedicating a westbound left turn lane on A and having a right, straight-thru only lane. Marwan Mufleh from Kimly-Horn replied that, geometrically, it may not be possible. They will look into it.

The meeting ended at 1:00pm.