

**PELICAN BAY SERVICES DIVISION ADVISORY BOARD AND PELICAN BAY FOUNDATION STRATEGIC
PLANNING COMMITTEE JOINT WORKSHOP SUMMARY MINUTES
MONDAY, DECEMBER 21, 2009**

LET IT BE REMEMBERED that the **Pelican Bay Services Division Advisory Board and the Pelican Bay Foundation Strategic Planning Committee** conducted a **Joint Public Workshop on Monday, December 21, 2009 at , 2 o'clock in the afternoon at the Community Center at Pelican Bay, 8960 Hammock Oak Drive.** The following members were present:

Community Improvement Plan Update Presentation By

Kevin Mangan, Principal & Landscape Architect, Wilson Miller
Steve Sammons, Sr. Associate and Landscape Architect, Wilson Miller

Pelican Bay Services Division Advisory Board Members

Keith Dallas <i>Acting Chairman</i>	Mary Anne Womble, Chairwoman <i>absent</i>
John Iaizzo	Tom Cravens <i>absent</i>
Michael Levy	Geoffrey Gibson <i>absent</i>
Gerald Moffatt	Hunter Hansen <i>absent</i>
Theodore Raia	

Pelican Bay Foundation Strategic Planning Committee Members

Bob Uek, Chairman <i>absent</i>	Rose Mary Everett
Merlin Lickhalter, Co-Vice Chair	Noreen Murray
Ralph Ohlers	Carson Beadle <i>absent</i>
Ronnie Bellone, Co-Vice Chair <i>absent</i>	Mary Anne Womble <i>absent</i>

Pelican Bay Services Division Staff

Kyle Lukasz, Field Operations Manager	Mary McCaughtry, Recording Secretary
	Lisa Resnick, Administrative Assistant

Pelican Bay Foundation Staff

Jim Hoppensteadt, President	Suzanne Minadeo, Executive Assistant
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Pelican Bay Foundation Communications Consultant

Dolly Roberts

COMMUNITY IMPROVEMENTS PLAN PHASE II 45% SCHEMATIC DESIGN PRESENTATION

Mr. Kevin Mangan announced the January 11, 2010 town hall style educational community meetings and acknowledged they advertised heavily, including billboards and placards on the trams. He introduced the Community Improvement Plan Phase One 100% Base Data Report and reviewed the agenda.

Mr. Hoppensteadt introduced the Foundation's Communications Consultant, Dolly Roberts.

CROSSWALKS

Regarding the midblock crosswalk at the North tram station, the County's traffic engineers recommended improvements should meet 2010 Manual on Uniform Traffic Control Devices or MUTCD for traffic striping and traffic control devices, i.e., high visibility piano key striping ten feet wide and signage. Wilson Miller's recommendations will incorporate the 2010 MUTCD standard at the North tram midblock crosswalk and recommend other locations, and bring forward optional features designed to increase driver awareness of approaching crosswalk, i.e., stop bars for safety recognition.

Ms. Murray suggested installing a stop sign at the crosswalk.

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Mr. Mangan said Florida law prohibits stop signs at midblock crosswalks. They consulted with the transportation department and a stop sign is not permitted at the North tram station because it is a midblock crosswalk. Regarding midblock crosswalks and according to MUTCD, traffic must continue flowing, three signs must be installed, i.e., pedestrian crossing ahead, state law stop for pedestrians in crosswalk, and pedestrian crossing here. The MUTCD determines the specifications for placement of the signage.

Dr. Raia suggested removing the u-turn.

Mr. Mangan said during the first phase their recommendation would not include, however a long-term solution would be to remove the u-turn lane to enable a wider and safer pedestrian crosswalk.

Ms. Everett suggested moving the crosswalk from the south side to the north side is a better long-term solution. It would be farther from away from the driveways and Pebble Creek residents would have to walk a little farther to get to the crosswalk.

Mr. Mangan said the current location brings pedestrians directly to the North tram station depot “pickup point.” Over the long term, removing the turn lane, in addition to widening the crosswalk, gives pedestrians the shortest distance across the roadway. Future improvements will supplement the standard, i.e., high friction surface and pavers. Immediate improvements should provide consistency with high visibility striping and regulatory signage. The best improvement or total solution for this crosswalk would be to relocate the driveway curb cut. Immediate improvements would include the regulatory standards for signage and striping. A total solution would address other elements such as lighting and landscaping, however, first, the crosswalk must be brought to current 2010 MUTCD standards.

Ms. Everett asked about orange cones should be very temporary and once they are gone who is liable if someone were to be hit?

Mr. Mangan said the cones would be there temporarily only to heighten awareness. The cones are not MUTCD standard requirement. They are optional and the idea could be taken off the table and not pursued.

Mr. Ohlers referred to the distance of the stop bar from the crosswalk.

Mr. Mangan said the design is forty feet, determined by the traffic design standard. He will verify and report.

Mr. Ohlers referred to the flashing yellow light in the design. Was it on all the time or activated by pedestrians.

Mr. Mangan said the design is for always on, constantly flashing. Another option would be to activate it in the roadway when a car drives over a sensor. It would be far enough out to heighten awareness. He believes it is better solution than a pedestrian activating it is and better than if always on.

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Mr. Ohlers agreed and said that flashing light alerts the driver there are pedestrians in the roadway.

Mr. Iaizzo asked about pedestrian activation where the pedestrian presses a button and activates a flash to caution drivers there are pedestrians in the roadway.

Mr. Mangan said they did look into the possibility and determined the project would be a heightened alert for the second or third phase, when they can better manage the roadway systems, lighting and other roadway construction.

Mr. Iaizzo said it is an ideal situation to have a pedestrian activated flash lighting crosswalk.

Ms. Murray said flashing yellow does not work and what color did Mr. Iaizzo suggest.

Mr. Iaizzo said red.

Ms. Murray agreed. She believes yellow does not work. People see yellow and proceed, they do not stop.

Dr. Raia said flash lighting activation should be by the pedestrian.

Mr. Mangan said pedestrian activation would more likely be red, and auto activation yellow. The goal is to call forth a warning that one is entering a crosswalk zone.

Mr. Ohlers referred to red flash lighting by pedestrian activation and is red allowable.

Mr. Mangan said he would have to verify if pedestrian activation of red flashing lighting is allowed and the forty feet distance between the stop bar and crosswalk and report back immediately.

Mr. Iaizzo asked about permitting turnaround time.

Mr. Mangan said because it is an existing crosswalk, it is a straightforward process of getting the approval of the budget and to do the work.

Mr. Sammons said the distance between the stop bar and crosswalk is a range from twenty to fifty feet in advance.

Mr. Mangan will verify what the standard is. He confirmed his understanding of the Board and Committee consensus to have the stop bar placed closer to the crosswalk.

The Board consensus was to discuss and approve work as an agenda item on January 6.

Mr. Lukasz said he would be able to report on January 6 costs for improvements and whether the project is paid for and work performed by the Transportation department.

Mr. Mangan presented several other midblock crosswalk locations and intersections for improvements. Midblock crosswalks in final form should contain paver block framing and high friction surface applied to the crosswalk. They do not recommend paver block framing at intersection crosswalks with stop signs.

Mr. Uek asked about a raised crosswalk area.

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Mr. Mangan said a small lift might be done, but raised higher cause drainage problems and suggested avoiding raising them.

Ms. Murray said the recommendations made and whatever is approved and installed needs to be proven effective before they construct more. She referred to entrances at the Commons and was north or south a better location.

Mr. Mangan said they designed it south of Hyde Park to allow for some separation to the approaching Gulf Park intersection. He will look at the area again.

Mr. Iaizzo said construction will begin soon for new high-rise buildings and continue for about four years and they should take into account heavy equipment and roadway surfaces being able to withstand.

Mr. Mangan said the system they would recommend be put in place should be able to withstand the construction and debris, but if crosswalk designs happen to be in a high construction area, they can restripe as needed in those areas, and when construction complete, implement the final solution. Construction traffic control patterns and direction should be planned and known otherwise the problem becomes one for the entire community. The system needs to be able to carry the traffic load.

Dr. Raia said the pathway that leads to the North walk in front of the boardwalk or berm is completely dark and they should consider lighting.

Mr. Mangan said they would address this location and others when they meet with Frank Laney of the Foundation.

Mr. Moffatt referred to Mr. Mangan's comment regarding pavers would only be installed at permanent intersections, not midblock crossings.

Mr. Mangan said that is correct. Mr. Moffatt referred to aesthetics and from what he understood the goal was uniformity amongst crosswalks communitywide.

Mr. Mangan said crosswalks would be constructed uniformly to adhere to traffic standards, i.e., striping would be the same at hard intersections. At midblock crosswalks because the traffic must continue to flow, the County suggested some level of tactile surface, but there were no plans to have pavers at midblock crosswalks except at one location on Pelican Bay Boulevard and one on Gulf Park Drive.

Mr. Moffatt asked why could they not all be the same.

Mr. Mangan said the midblock crosswalks do not have the same traffic control as a hard intersection with stop signs and there should be some level of heightened visibility, but installing pavers at midblock crosswalks would be very expensive to do at every location.

Mr. Lickhalter said he thought aesthetics are a concern and no ideas should be dismissed.

Mr. Mangan agreed and said was not trying to discount Mr. Moffatt's comments. They will develop a tier of recommendations, i.e., minimum solution to total solution with preliminary costs. Once they know the cost of one project then they will have a better idea of total cost.

PATHWAYS

Mr. Mangan discussed pathways and existing conditions. The pathways are currently five feet wide and they are considering widening to eight feet. They are looking at other ideas and have designed three options. One is to widen one side to eight feet. Another is to widen both sides to eight feet. The third idea is to reduce the roadway travel lanes in the roadway from twelve feet wide to ten feet wide for a bicycle lane.

Ms. Bellone asked if they have received the Collier County Sheriff's Office traffic incident report.

Mr. Mangan said yes, he would distribute electronically, but it is not as helpful as they would have liked. It does provide a good base.

LANDSCAPE AND IRRIGATION

Mr. Sammons said they are narrowing down locations for improvements at Pelican Bay Boulevard at Crayton Road and Pelican Bay Boulevard at Gulf Park Drive. They are observing existing conditions and will recommend accordingly. Good base exists. The medians along the roadway should have low ground cover for sight visibility. Removing sod will conserve water and maintenance. They ideas are moving toward consistency and highlighting focal point areas with accent plants. At areas along the sides of the roadway, working with associations, they can improve the look and consistency at the property lines by layering existing hedges with shorter plants and applying undulation of earth grading along long stretches of open areas. Lake areas can be improved by removing some sod at the lake edges to filter runoff and keep fertilizer and pesticides away from the water.

Mr. Lickhalter suggested extending the medians at the aforementioned intersections to give pedestrians more refuge in the middle of the roadway and enhance safety.

Mr. Mangan interpreted Mr. Lickhalter's comments. Rather than crossing into traffic, adjust the break in the curb and move it to extend the median.

Mr. Sammons said Pelican Bay Boulevard and Gulf Park Drive is a prominent intersection and accent appropriately with plants and pavers to bring attention to it, , introduce mid level understory structure and undulation of earth grading, keeping in mind visibility, consistency and coordination with associations.

TRAFFIC CALMING

Mr. Mangan said they observing Pelican Bay Boulevard and Gulf Park Drive to recommend traffic calming solutions, i.e., adding pavement treatment to the intersections and a roundabout on one side or both sides of Pelican Bay Boulevard. Roundabouts are smaller than traffic circles. Roundabouts are meant to move traffic through immediately, unlike traffic circles that have traffic control devices such as traffic lights. It would replace the current three way controlled stop.

Mr. Levy asked Mr. Mangan if a traffic circle at Pelican Bay Boulevard and Gulf Park Drive would replace the stop signs that are there now.

Mr. Mangan said it would be instead of the three way controlled stop.

Mr. Levy pointed out many pedestrians cross that intersection in each direction and cars do stop at the stop signs. Bicyclists do not stop at the stop signs.

Mr. Mangan said it has been reported both ways. He explained that this intersection is one of the ones identified earlier to make traffic calming recommendations. This recommended solution may not be chosen.

Mr. Levy said removing stop signs to install a traffic circle would make it harder for pedestrians to cross the road.

Mr. Mangan said there are several primary intersections in the community where traffic has the absolute right of way and side streets are at their mercy. Ridgewood Drive and Pelican Bay Boulevard may be the proper intersection for traffic calming traffic circle and Gulf Park Drive and Pelican Bay Boulevard may not. A three way controlled intersection, such as Pelican Bay Boulevard and Gulf Park Drive, a traffic circle is the better intersection design for a long-term solution to serve both cars and pedestrians.

Mr. Levy asked about traffic calming along the straightaway, such as Pelican Bay Boulevard.

Mr. Mangan said the purpose of midblock crosswalks with heavy bricks, is to provide some traffic calming techniques to slow traffic because the lengths between stop signs are rare. The Ridgewood Drive and Pelican Bay Boulevard intersection is a four-way condition. There is a three-way condition at Pelican Bay Boulevard and Gulf Park Drive. Solutions will change depending upon conditions.

Mr. Levy said it could be considered a four-way condition because people are driving in and out of the high-rise entrance or exit.

Mr. Iazzo said the driveway is not considered an intersection condition because it is not a part of the moving traffic.

Mr. Mangan said it is a three-way condition with a driveway cut.

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Mr. Lickhalter asked what the advantage is of having a roundabout installed on Pelican Bay Boulevard only southbound versus on both sides.

Mr. Mangan said the challenge in order to get the traffic lanes to come together into a smaller circle further back is one of alignment.

Mr. Lickhalter asked for clarification. If traffic calming is the objective, how does a roundabout calm traffic.

Mr. Mangan said he agrees. The roundabout may provide a greater set of advantages in support of other improvements made farther back.

Mr. Levy asked if the stop signs would be removed.

Mr. Mangan said yes. A roundabout or traffic circle has yield signs.

Mr. Levy said he was not sure how to calm traffic any better than with stop signs.

Dr. Raia said an advantage to having a roundabout or traffic circle is aesthetics. He does not want to give up the stop signs without a pedestrian crossing there.

Ms. Bellone said she sees crosswalks in the design.

Mr. Levy said they are talking about traffic calming. There are no stop signs. Stop signs stop a car and provide the ultimate traffic calming solution at that intersection.

Mr. Mangan said the best traffic calming solution is a traffic circle no matter how many roads are coming in because the shape adjusts to those conditions. They started with Ridgewood Drive because it is one of the difficult side streets for pedestrians to cross Pelican Bay Boulevard. Pelican Bay Boulevard is very wide and a traffic circle would not apply at that location. They were charged with improving the intersection of Pelican Bay Boulevard and Gulf Park Drive ultimately a three way stop may serve its purpose, but a roundabout or traffic circle is the solution they are developing.

Mr. Iaizzo asked Mr. Mangan to clarify Mr. Lickhalter's question regarding how does a roundabout, or traffic circle, calm traffic.

Mr. Mangan said the traffic in the traffic circle does slow traffic.

Ms. Murray asked how drivers know they are approaching a roundabout or traffic circle.

Mr. Mangan said signage is posted that it is coming up and yield signs just before it and it slows traffic.

Dr. Raia said from his experience, a traffic circle or roundabout does not stop traffic as a stop sign does.

Mr. Mangan said a crosswalk is the only thing missing in the intersection.

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Mr. Levy said that he does not think there is a problem and it is a safe crossing because the cars have a stop sign and they do stop.

Ms. Everett asked if midblock crosswalk signage requirements apply to a roundabout or traffic circle.

Mr. Mangan said it is a little different, but there is signage. It is not a midblock intersection.

Mr. Levy said a roundabout or traffic circle would not deter traffic from using the community as a cut through because it removes a place where cars currently have to stop.

Mr. Mangan said he appreciates the input and the Board and Committee do not have to approve the recommendations.

Mr. Dallas asked if a roundabout or traffic circle and the high friction surface are mutually exclusive. Both seem to slow down traffic.

Mr. Mangan said the “rumble under your tires” certainly helps.

THE COMMUNITY BERM

Mr. Mangan said they are comfortable with locations they chose for overlooks along the berm because the visual and environmental aspects at those locations are unique. Because the community berm is also a water management system and exposed piping, in Phase One they can cover the pipes by installing a platform over them. The platform would still provide access to the pipes. In Phase Two, it may be reasonable to widen the path to ten to twelve feet in one direction from the North tram station to the Sandpiper tram station. The third phase would be to connect the improvements made in Phases One and Two. Their ideas so far are developing with the parameter mentioned in mind.

Mr. Dallas asked if the designs would still allow animals to climb over top of the berm and noticeable.

Mr. Mangan said yes.

Mr. Lickhalter said some years ago the landscaping done around Tram station eight “caused a revolution.”

Mr. Iaizzo said the uproar was because the landscaping was changed to reflect a park-like setting. The community wanted it kept the way it was.

Mr. Mangan said there are some areas with plants that do not belong because they are invasive or exotic and other areas where they would recommend removing sod.

Mr. Iaizzo said to keep in mind that if the berm is enhanced more plants or something that was not already there, the maintenance cost will go up.

Mr. Mangan said yes, that is something to consider when recommending improvements.

Mr. Dallas said removing sod and replacing it with a natural ground cover lowers the cost of maintenance.

Dr. Raia thinks the community will not accept ideas to widen the berm.

Mr. Iazzo said they should consider the natural habitat and not disrupt.

Mr. Mangan said their charge is, "don't screw it up."

ENTRYWAY MONUMENTS

Mr. Mangan said they have more entryway monuments and signage designs to develop. One observation is the current entryway signage is dated and the design does not work. The iron fence's grillwork can be filled with stucco or another natural and native material. A simple improvement includes an expression that is unifying and makes a good horizontal and solid statement. Other signage should be made uniform along the roadways and proportionate to what one is trying to achieve, whether it be way finding, announcements, or traffic signage.

Mr. Moffatt said at Gulf Park Drive and Pelican Bay Boulevard they introduce Royal Palms and the Royal palms should be planted at the entranceways.

Mr. Mangan said Royal palms should be used sparingly, so they do not express other places like Palm Beach. They are native, but nature does not line them up. Royal palms should be used in a more natural setting. Other more striking plants can be used instead.

Mr. Lickhalter referred to Mr. Mangan's comment that Pelican Bay is not Palm Beach. What is the message or brand that Pelican Bay wants to express by entryway signage.

Mr. Mangan said all elements including the natural landscape and signage should express the Pelican Bay brand.

Mr. Ohlers said they should consider the size of signage. Massive could be negative and suggested filling in areas in between.

Mr. Mangan said that was a good point and maybe the fill areas could be with plants, rather than stucco.

Mr. Lickhalter said there is no mandate to modify what is there now.

Ms. Bellone said according to the designs they have broken up the fill in areas and it does not look massive.

Mr. Mangan said yes, there is movement and it is broken up, but Mr. Ohlers' comments are good one. He announced the upcoming meetings, said thank you and concluded the presentation.