

Mayor David Browning, Seat 4
Vice Mayor Ronald D. Jarriel, Seat 1
Councilman Tom Goltzené, Seat 5
Councilman Ryan Liang, Seat 3
Councilman Jim Rockett, Seat 2



Town of Loxahatchee Groves
Roadway, Equestrian Trails & Greenway
Advisory Committee Meeting
Wednesday, March 26, 2014 at 7:00 p.m.
At
Central Palm Beach County Chamber of Commerce
13901 Southern Boulevard, Loxahatchee Groves

Chair Nina Corning
Vice Chair Kathy Strehlow
Committee Member Keith Harris
Committee Member Jo Siciliano
Town Council Liaison Tom Goltzené

Town Manager Mark Kutney
Town Clerk Janet K. Whipple
Town Attorney Michael D. Cirullo, Jr.

TENTATIVE
SUBJECT TO
REVISION

PUBLIC NOTICE/AGENDA

*Vision: To Development a Recreational Greenways and Equestrian
Trail Network for the Rural Town of Loxahatchee Groves.*

1. OPENING

- a. Call to Order & Roll Call
- b. Approval of Agenda

2. **MINUTES** – Approval of Minutes: **February 26, 2014**
3. **PRESENTATIONS** - *None*
4. **OLD BUSINESS** - *None*
5. **NEW BUSINESS**
 - a. FAAC PowerPoint (*Review and File*)
 - b. Controlled Equestrian Crossings - Prove Numbers Are There
 - c. Discussion of Two Humans to One Horse Regulations
6. **ADMINISTRATIVE UPDATE** - Town Manager Kutney
7. **CLOSING COMMENTS**
 - a. Public
 - b. Committee Members
 - c. Concluding Administrative Remarks
8. **ADJOURNMENT**

The next meeting is scheduled for April 23, 2014.

Comments Cards: Anyone from the public wishing to address this Committee must complete a Comment Card before speaking. This must be filled out completely with your full name and address and given to the Town Clerk. During the meeting, before public comments, you may only address the item on the agenda in which is being discussed at the time of your comment. During public comments, you may address any item you desire. Please remember that there is a three (3) minute time limit on all public comment. Any person who decides to appeal any decision of this Committee with respect to any matter considered at this meeting will need a record of the proceedings and for such purpose, may need to ensure that a verbatim record of the proceedings is made which included testimony and evidence upon which the appeal is to be based. Persons with disabilities requiring accommodations in order to participate should contact the Town Clerk's Office (561-793-2418), at least 48 hours in advance to request such accommodation.

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MINUTES

**TENTATIVE
SUBJECT TO
REVISION**

*Vision: To Development a Recreational Greenways and /Equestrian
Trail Network for the Rural Town of Loxahatchee Groves.*

1. OPENING

Call to Order & Roll Call:

Chair Nina Corning called the meeting to order at 7:04 p.m. In attendance were Chair Nina Corning, Vice-Chair Kathy Strehlow, Committee Member Keith Harris, Town Manager Mark Kutney, Town Planning Consultant Jim Fleischmann, and Town Clerk Janet K. Whipple. Committee Member Jo Siciliano was not in attendance at this time.

a. Approval of Agenda:

Motion: Committee Member Harris made a motion to approve the agenda, as presented. Committee Member Strehlow seconded the motion. Upon vote, the motion passed 3/0.

2. **MINUTES** – Approval of Minutes:

a. October 23, 2013

Motion: Committee Member Harris made a motion to approve the minutes of October 23, 2014. Committee Member Strehlow seconded the motion. The motion passed 3/0.

b. November 20, 2013

Motion: Committee Member Harris made a motion to approve the minutes of November 20, 2014. Committee Member Strehlow seconded the motion. Upon vote, the motion passed 3/0.

3. **PRESENTATIONS**

- a. Ray Flow, on behalf of WAGFLO LLC, requesting zoning confirmation from the Town for a proposed private commercial equestrian facility on a 40-acre parcel located at the southeast corner of Gruber Lane and D Road.

Jim Fleischmann, Town Planning Consultant explained the request by Mr. Flow.

For the Record: Committee Member Jo Siciliano arrived at 7:10 p.m.

Town Manager Kutney reported that he wanted Mr. Flow to submit his preliminary ideas to the Committee for their input, prior to his final plans.

Mr. Flow presented his proposed equestrian plan for development of forty (40) acres in Loxahatchee Groves. Once he has gone through the approval process he anticipates being up and running in six (6) months. Mr. Flow discussed memberships, camping areas for the horse people, but no recreational vehicles. He is not sure if they will stable horses on site.

Councilmember Harris had a concern that the ideas were on the borderline of commercial.

The Committee discussed with Mr. Flow and Joshua Mahr, Company Manager, the benefits if riding trails for the Town of Loxahatchee Groves, memberships, the elimination of camping area from the site plan, and the grazing area at the back of the property fronting E Road. It was a concern this project may be used for events, and if that is the case it should belong in the commercial area.

There were positive comments from two visitors to the RETGAC Meeting.

The Committee discussed alternative plans, proposing a new site plan, events, submitting a new survey, no time shares, commercial applications, and what type of facility can be built.

Chair Corning passed the gavel, and made a motion for the Committee to ask Town Council for an expansion on the ruling for equestrian facilities, and change the ratio of humans to horses. The motion failed for lack of a second.

4. OLD BUSINESS

- a. Discussion of MREG (Master Roadway, Equestrian and Greenway Plan) Items
- b. Recommendations and the Future Land Use and Transportation Elements of the Comprehensive Plan - Objectives and Policies.

The Committee discussed the inconsistencies between the Future Land Use Elements and the Transportation Elements, then provided recommendations and changes, although it was noted that the MREG is obsolete, and does not reflect 2014.

Town Manager Kutney suggested the committee not create a document, but discuss the matter at the Town Council Meeting.

The Committee discussed revising the MREG to protect the Town from progress/development within the Town, the fact that Town Council has not requested the Committee review the MREG at all, and that the MREG was developed in crisis over Callery-Judge.

Motion: Vice-Chair Strehlow made a motion to discontinue any discussion on the MREG until the Committee is given direction. Committee member Harris seconded the motion.

Discussion followed.

Upon vote, the motion passed 4/0.

5. NEW BUSINESS

- a. Roadway Canal Crossings (*Keith Harris*)
 - Town of Loxahatchee Groves Roadway Canal Crossing – A Study and Recommendation
 - Town of Loxahatchee Groves Gas Tax Map
 - Town of Loxahatchee Groves Vehicular Canal Crossing Photos

Chair Corning read bullet points.

Committee Member Harris reported that he met with Town Staff and the Town has approximately twenty-five (25) canal crossings. He reported his study, and felt that if the Town is collecting Gas Tax money; all aspects should be covered by maintaining all roads and culverts.

The Committee discussed ownership of roads, easements, non-district roads, road maintenance, Town Council taking financial responsibility on Gas Tax roads by looking at the infrastructure and protecting it, advising Town Council on items they have asked the RETGAC Committee to review, and having a Town Council Member bring the Gas Tax matter up as an agenda item.

Town Manager Kutney suggested the Gas Tax matter be brought up under Public Comments during a Town Council Meeting. He noted the FAAC (Financial Advisory and Audit Committee) would be presenting a PowerPoint Presentation during the March 4, 2014, Town Council meeting and suggested members of the Committee attend.

b. FDOT State Road 80 Project Update (*Receive and File*)

Accesses onto Southern Boulevard were discussed.

Town Manager Kutney suggested that Committee members call Tomas Ruiz, from FDOT (Florida Department of Transportation), and he can answer any questions on cost.

6. ADMINISTRATIVE UPDATE - Town Manager Kutney

Town Manager Kutney reported the Gas Tax does not cover the equestrian signs.

Discussion ensued concerning signs being sponsored by private individuals, including the wordage in Spanish and the fact that it was difficult enough to get the signs in English; “Slow for Horses” signs; the fact that the Committee should get together and prove the numbers are there for signals at Okeechobee Boulevard crossings; the need for a map for the continuation of trails; and how the Committee wanted to proceed.

7. CLOSING COMMENTS

a. Public

Phyllis Maniglia, 359 W D Road, stated she is still fighting trash issues at the Palms West Plaza, and explained there was too much signage. She suggested the consideration of “No Littering” signs.

b. Committee Members

Committee Member Siciliano stated this was a great meeting tonight.

Committee Member Harris reported that McDonalds will be serving breakfast after 10:00 a.m.

Vice-Chair Strehlow suggested a mini workshop (with a time limit) and serve pizza. Prepare ideas for Old Business input relative to controlled projects.

Chair Corning is glad the MREG is over. She noted Palm Beach County is trying to initiate an agriculture enclave overlay. Check the palm Beach County website.

c. Concluding Administrative Remarks – None

8. ADJOURNMENT

There being no further business to come before the Committee, Chair Corning adjourned the meeting at 9:47 p.m.

These minutes were approved at the _____RETGAC Meeting.

The Road Ahead



Town Of Loxahatchee Groves FAAC February 2014



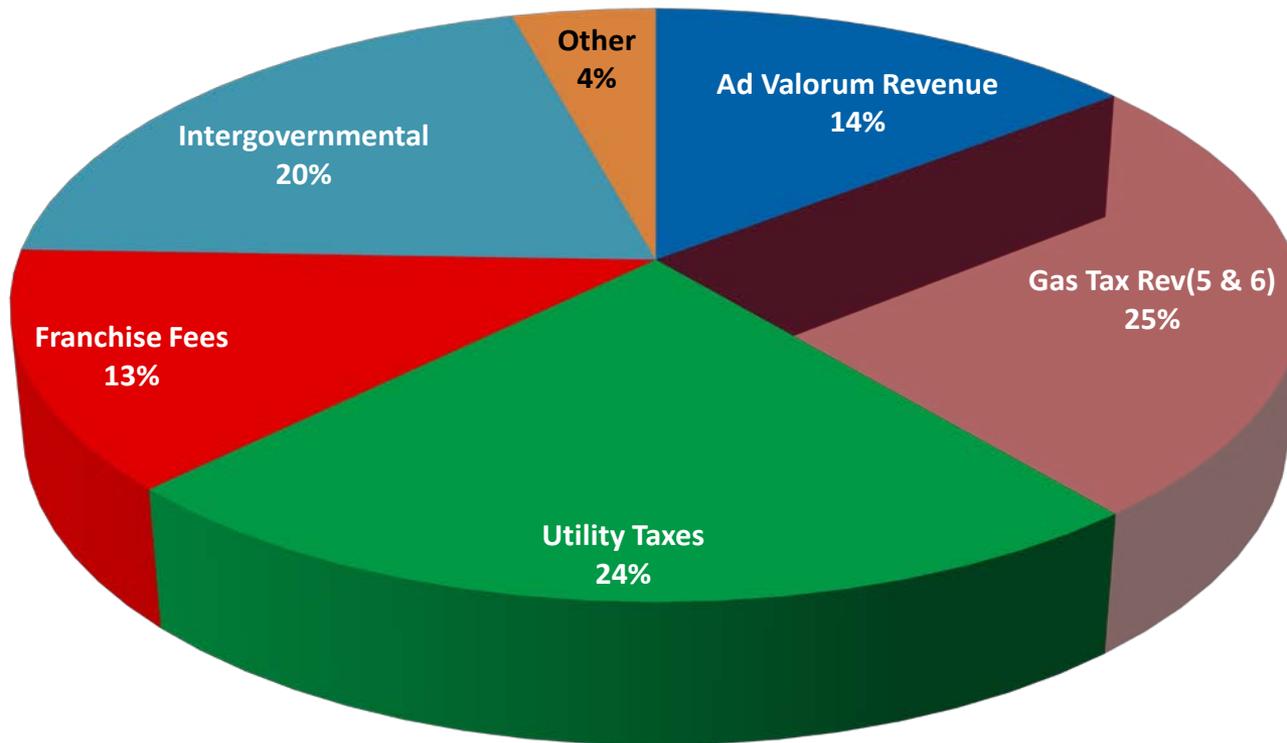
The Road Ahead

- Where we are today
 - Revenue
 - Property taxes – millage and property values
 - Expenses
 - Reserves
- Challenges and opportunities
 - Protecting our natural environment and rural lifestyle
 - Future development will drive Increased traffic
 - Resident demands for Town funded road/drainage maintenance and Improvements are increasing
- Recommendations for 2014-15 Budget
 - Maintain current fiscal policy for reserves
 - Review and revise Capital Budget
 - Evaluate options for Town payment of debt for existing OGEM Roads

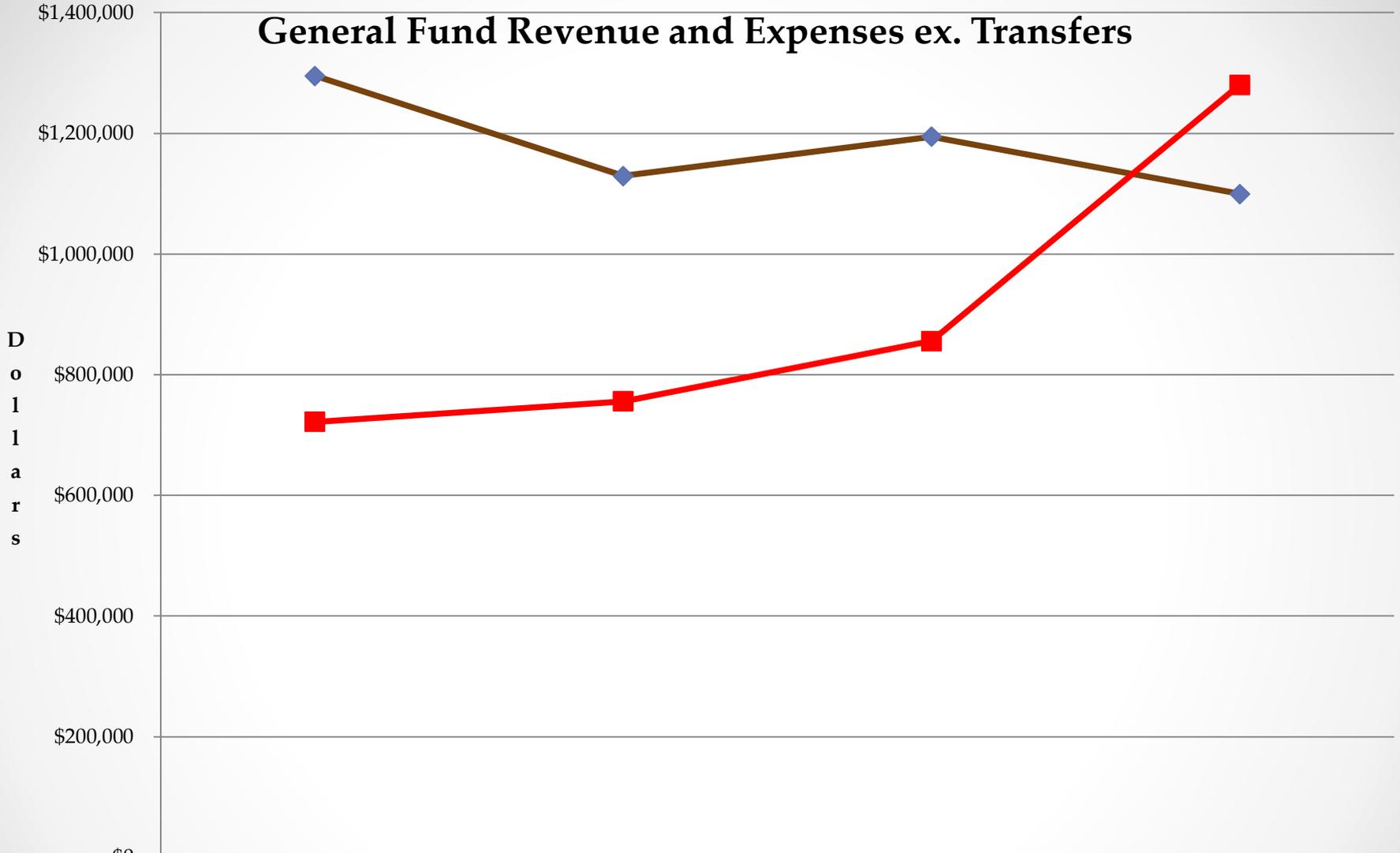
General and Transportation Fund Revenue by Category

Fiscal Year 2013

General and Transportation Fund Revenue by Category
Fiscal Year 2013



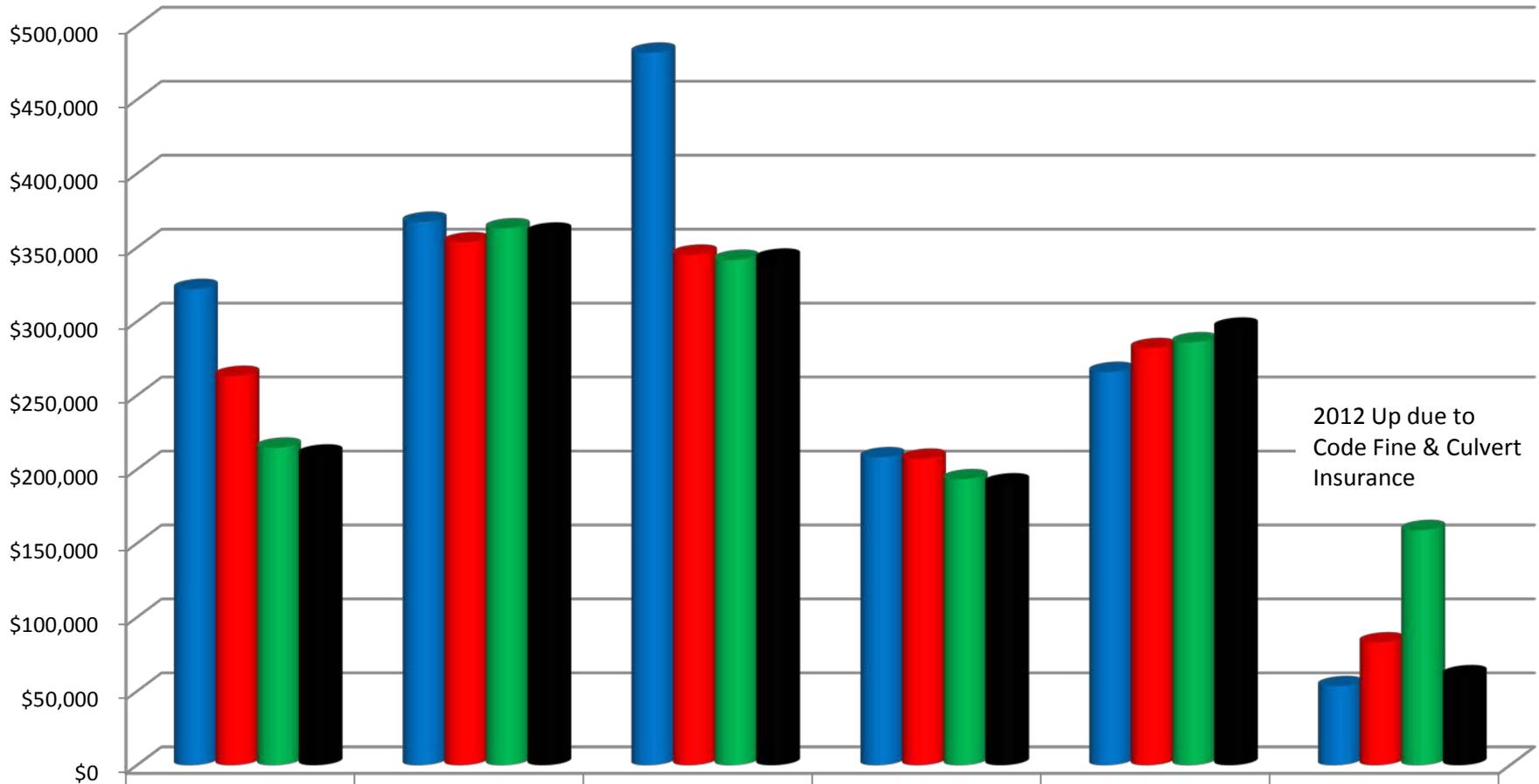
General Fund Revenue and Expenses ex. Transfers



	2009-10/Audited	2010-11/Audited	2011-12/Audited	2012-13/Unaudited
Revenues	\$1,295,126	\$1,129,436	\$1,194,310	\$1,099,666
Expenses	\$721,925	\$755,856	\$855,745	\$1,280,309

Fiscal Year

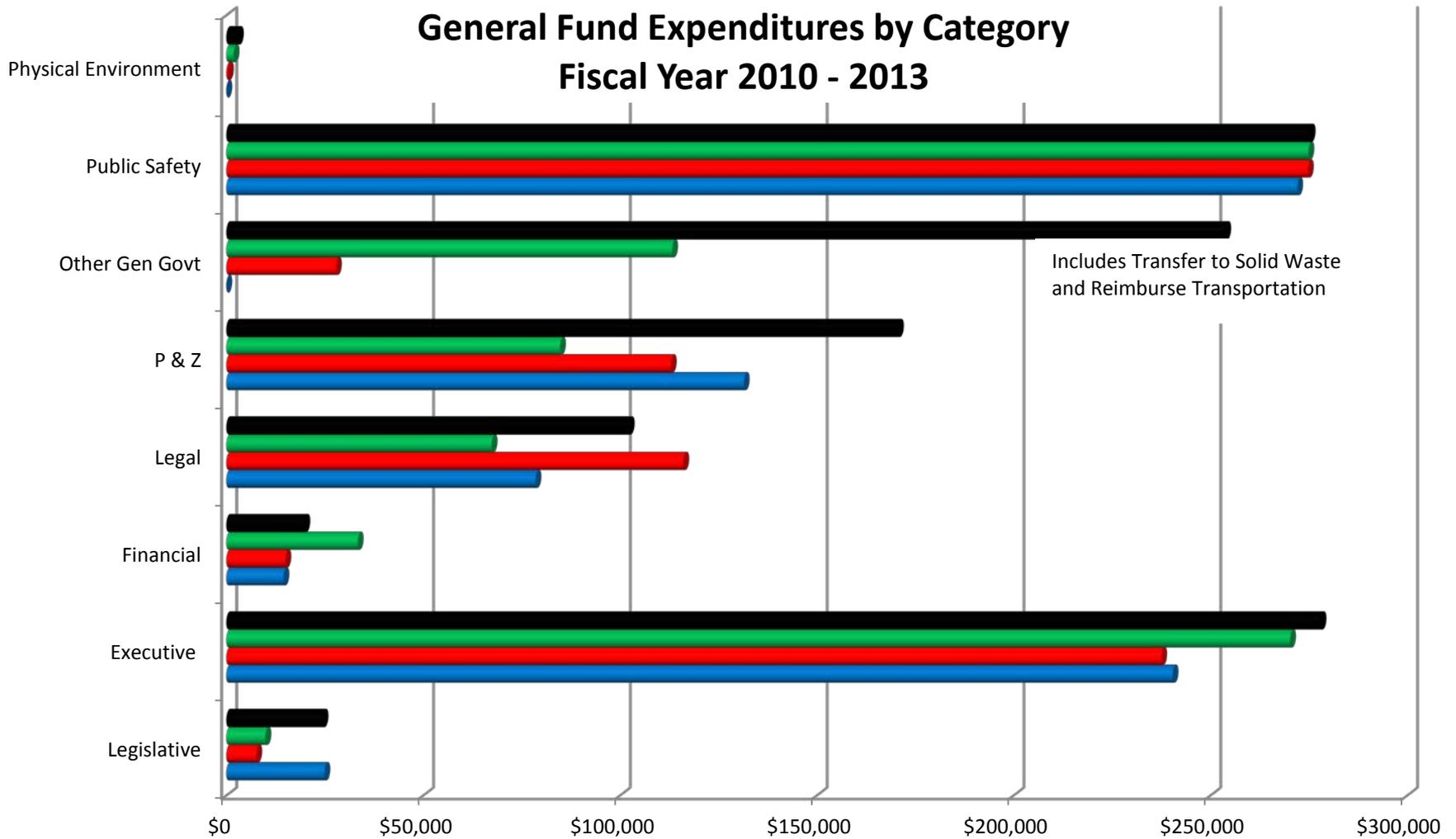
Revenues by Category Fiscal Years 2010 - 2013



2012 Up due to
Code Fine & Culvert
Insurance

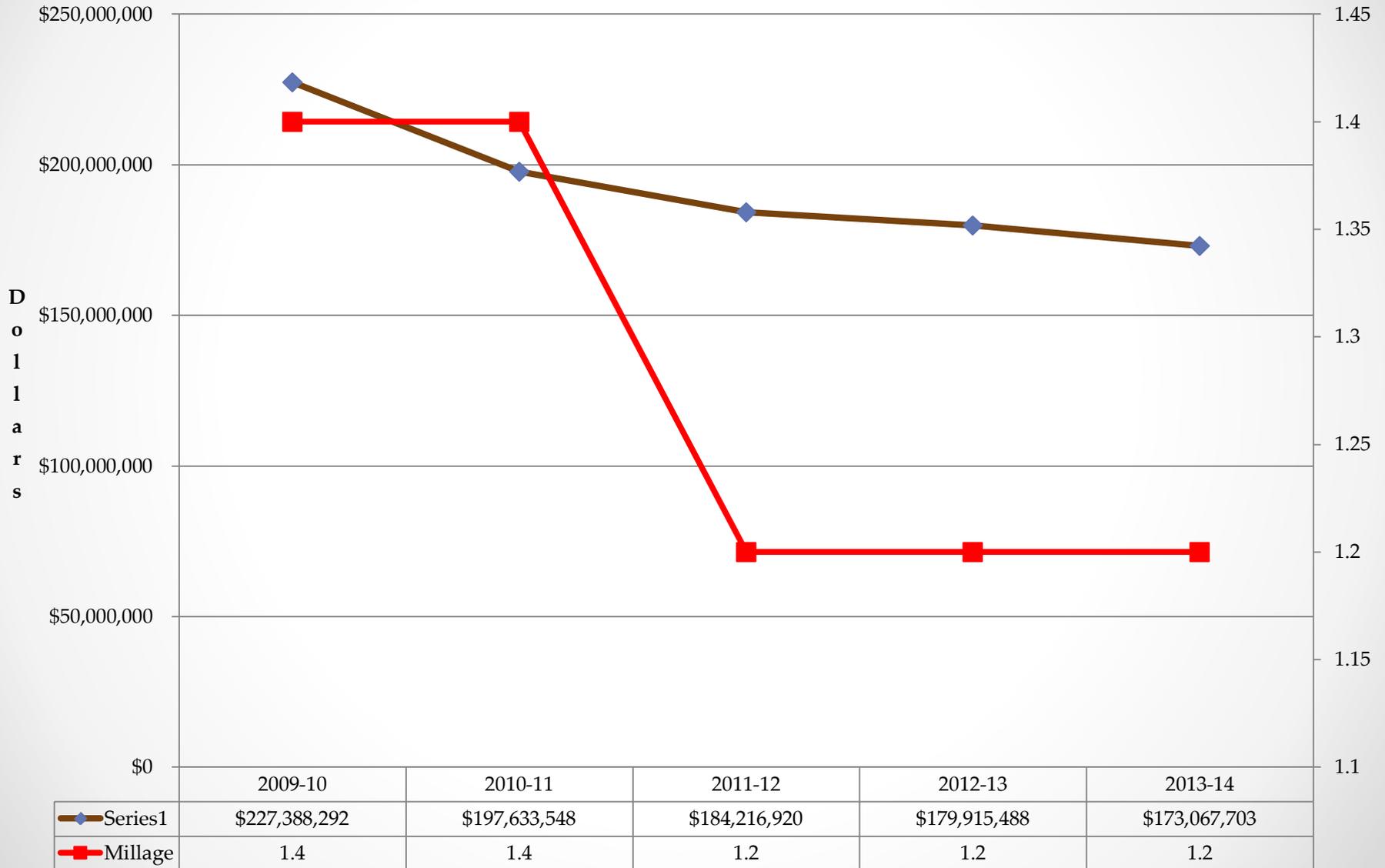
	Ad Valorum Revenue	Gas Tax Rev(5 & 6)	Utility Taxes	Franchise Fees	Intergovernmental	Other
■ 2010	\$321,912	\$367,332	\$481,710	\$208,158	\$265,839	\$53,385
■ 2011	\$263,170	\$353,519	\$345,155	\$207,153	\$281,946	\$83,012
■ 2012	\$214,645	\$362,938	\$341,596	\$193,270	\$285,900	\$158,899
■ 2013	\$210,006	\$360,071	\$342,478	\$190,552	\$295,817	\$60,813

General Fund Expenditures by Category Fiscal Year 2010 - 2013



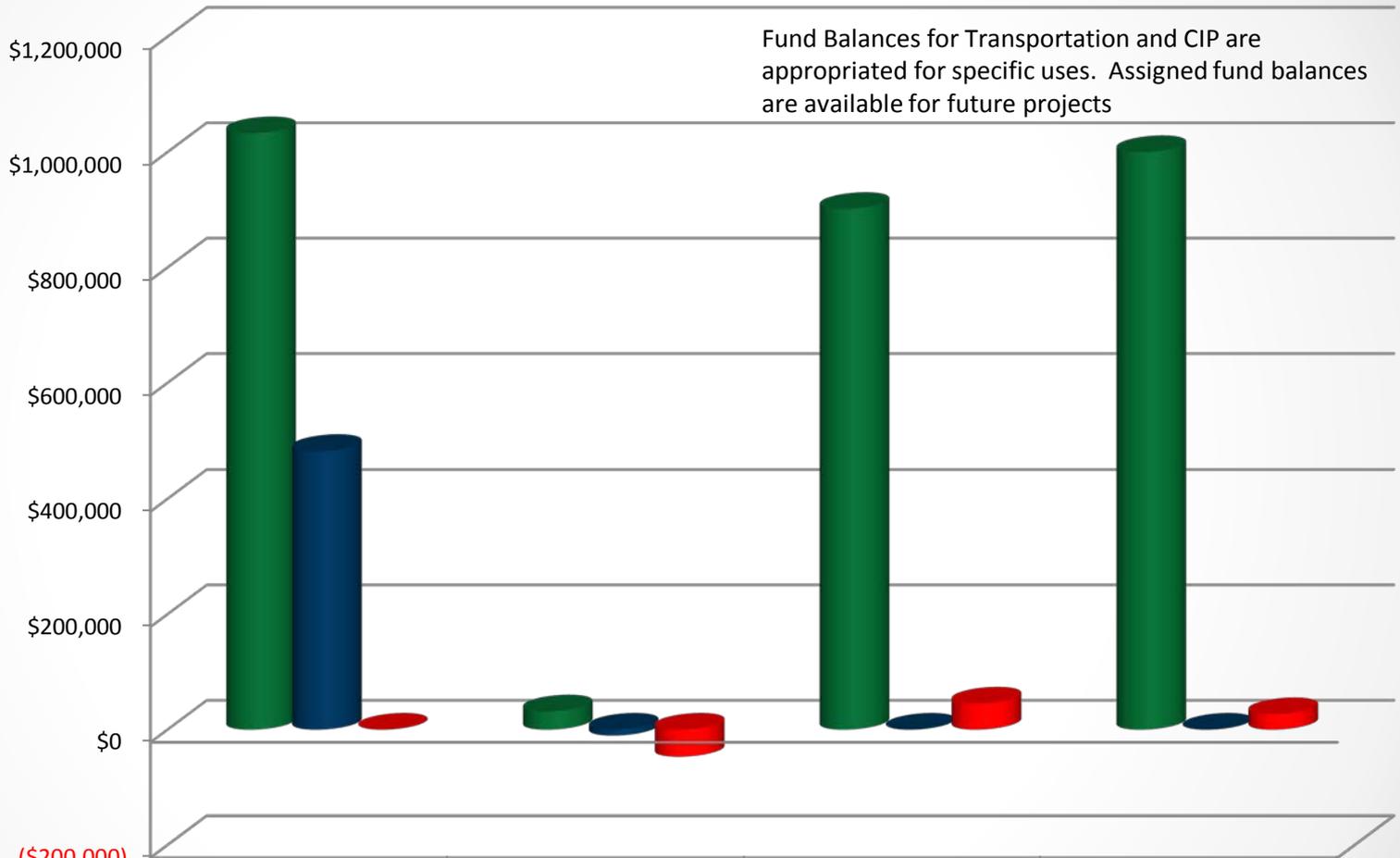
	Legislative	Executive	Financial	Legal	P & Z	Other Gen Govt	Public Safety	Physical Environment
■ 2013	\$24,449	\$278,009	\$19,828	\$102,247	\$170,641	\$253,790	\$275,243	\$2,950
■ 2012	\$9,923	\$270,261	\$33,372	\$67,402	\$84,773	\$113,256	\$274,911	\$1,847
■ 2011	\$7,606	\$237,526	\$15,000	\$116,099	\$112,922	\$27,847	\$274,785	\$407
■ 2010	\$24,915	\$240,406	\$14,500	\$78,530	\$131,446	\$0	\$272,064	\$0

Assessed Taxable Value and Millage Fiscal Year 2010 - 2014



Estimated Fiscal Year 2014

Fund Balances vs Fund Balances with Applied Fiscal Policy & GAAP



	General Fund	Solid Waste Fund	Transportation Fund	Capital Improvement Fund
■ Fund Balances	\$1,032,735	\$31,689	\$901,529	\$1,000,000
■ Fund Balances With Fiscal Policy	\$482,094	(\$10,308)	\$0	\$0
■ Assigned Fund Balance	\$0	(\$46,997)	\$45,338	\$26,843

Statement of Estimated Changes in Fund Balances

General Fund

CAFR UNASSIGNED FUND BALANCE

9/30/12 Fund Balance	\$1,311,888	
FY2014 Fiscal Policy Reserve @ 25%	(\$550,641)	
FY 2013 Transfer to CIP	(\$400,000)	
Reimburse Transportation Fund for Capital Expenditure (North Road OGEM)	(\$141,844)	
FY 2013 July Transfer to Solid Waste Fund	(\$137,309)	
FY 2013 Est. Total Fund Balance	\$82,094	
FY 2014 Transfer from CIP	\$400,000	
FY 2014 Est. Total Fund Balance	\$482,094	

Transportation Fund

CAFR UNASSIGNED FUND BALANCE

<u>5 cent Fund Balance</u>		<u>6 cent Fund Balance</u>	
9/30/12 Fund Balance	\$320,012	9/30/12 Fund Balance	\$322,347
FY 2013 Estimated Change	\$117,326	FY 2013 Reimbursement North Road OGEM	\$141,844
FY 2013 Est. Total Fund Balance	\$437,338	FY 2013 Est. Total Fund Balance	\$464,191
FY 2014 Appropriated (Budgeted) Fund Balance	(\$437,000)	FY 2014 Appropriated (Budgeted) Fund Balance	(\$419,191)
FY 2014 Est. Total ASSIGNED Fund Balance	\$338	FY 2014 Est. Total ASSIGNED Fund Balance	\$45,000

Solid Waste Fund

CAFR UNASSIGNED FUND BALANCE

9/30/12 Fund Balance	\$31,689	
Fiscal Policy Reserve @ 10%	(\$46,997)	
FY 2013 Estimated Change	5,000	
Est. Total Fund Balance 9/30/12	(\$10,308)	
FY 2014 Est. Total Fund Balance	(\$10,308)	
Actual results may require a contribution from the General Fund to meet the Fiscal Policy		

Capital Improvement Program

CAFR ASSIGNED FUND BALANCE

9/30/12 ASSIGNED Fund Balance	\$1,000,000	
FY 2013 Estimated Change	\$400,000	
FY 2013 Est. Total ASSIGNED Fund Balance	\$1,400,000	
FY 2014 Appropriated (Budgeted) Fund Balance	(\$973,517)	
FY 2014 Transfer to General Fund	(\$400,000)	
FY 2014 Est. Total ASSIGNED Fund Balance	\$26,483	

Challenges

- Increasing Resident Demands for Town Funded Road/Drainage Maintenance and Improvements
- Implement a Cost Effective Town Owned/ Controlled Financial System
- Need Improved Security in Town Office
- Potential Reduction of Gas Tax Revenue resulting from Technological Changes
- Potential Reduction of Communications Srvs. Taxes
- Future Development will Drive Increased Traffic
- Protecting our Natural Environment- Water and Soil

Opportunities

- Obtain grant funding
- Potential Revenues from increasing property values
- Development of a Trails network
- Improved appearance of roads and canals

Recommendations for 2014-15 Budget

- Maintain Current Fiscal Policy for Reserves
- Review and Revise Capital Budget
- Evaluate Options for Town Payment of Existing OGEM Roads

Maintain Current Fiscal Policy for Reserves

- Long term financial stability will ensure a sound foundation for our Town to sustain itself in a changing economy and allow us to survive financial emergencies
- A strong balance sheet will ensure our ability to provide for needs when the market is in decline. While in a stronger economy, it will allow us flexibility in spending while maintaining our reserves.

Hold on Capital Expenditures

- The FAAC recommends that the Council immediately put a hold on Capital Expenditures
- Develop a methodology for prioritization of Town roads improvements
- Conduct a joint workshop with FAAC
- Research potential grant opportunities

Methodology for the Prioritization of Town Roads Improvements

- Incorporate existing Town Roads provided by LGWCD into plan to meet goals of service needs. Fiscal capabilities managed on a fair and equitable basis.
- Define policy for payment (Town pays vs Landowner pays vs cost share)
- What funding level is the Town willing to commit?
- Establishment of Prioritization
- Selection of Identified roads (methodology)
- Upon identification and consent for selected road improvements by citizens, determine legal requirements, need for surveys, bid specifications, drainage.

Methodology for the Prioritization of Town Roads Improvements

Goal: The Town shall balance the public service needs of the community with the fiscal capabilities. New programs, services, or facilities shall be based on general citizen demand, need, or legislative mandate. The Town shall provide funding for public services on a fair and equitable basis, and shall not discriminate.

1. Incorporate existing Town roads provided by LGWCD into plan to meet the Goals of service needs, fiscal capabilities managed on a fair and equitable basis.
 - a. Existing OGEM roads are now Town roads at a construction price of about \$1.5 million
 - i. Excess borrowed funds in LGWCD used to liquidate ~\$1.0 million outstanding loan
 - ii. Funding provided from transfer to LGWCD discontinued
 - iii. Town annually appropriates \$150,000 to pay for existing transferred roads
2. What funding level is the Town willing to commit?
 - a. Millage increase
 - b. Reduction in expenses
 - c. Bond Referendum through dedicated millage
 - d. Expansion of other revenue sources
3. Establishment of prioritization
 - a. Road improvements should be based on a cost benefit analysis, i.e., the greatest benefit to the most people at the least cost per capita
 - i. Would residents on prioritized Roads be in favor of such improvements?
 - b. Random selection for improvements
 - i. Would residents on random selection be in favor of such improvements?
 - c. Improve Roads classified in the most deteriorated conditions
 - i. Would residents on road classified in the most deteriorated conditions be in favor of such improvements?
4. Selection of Identified Roads
 - a. Cost Benefit Analysis for selection for funding
 - b. Random selection for funding (pulling out of a hat)

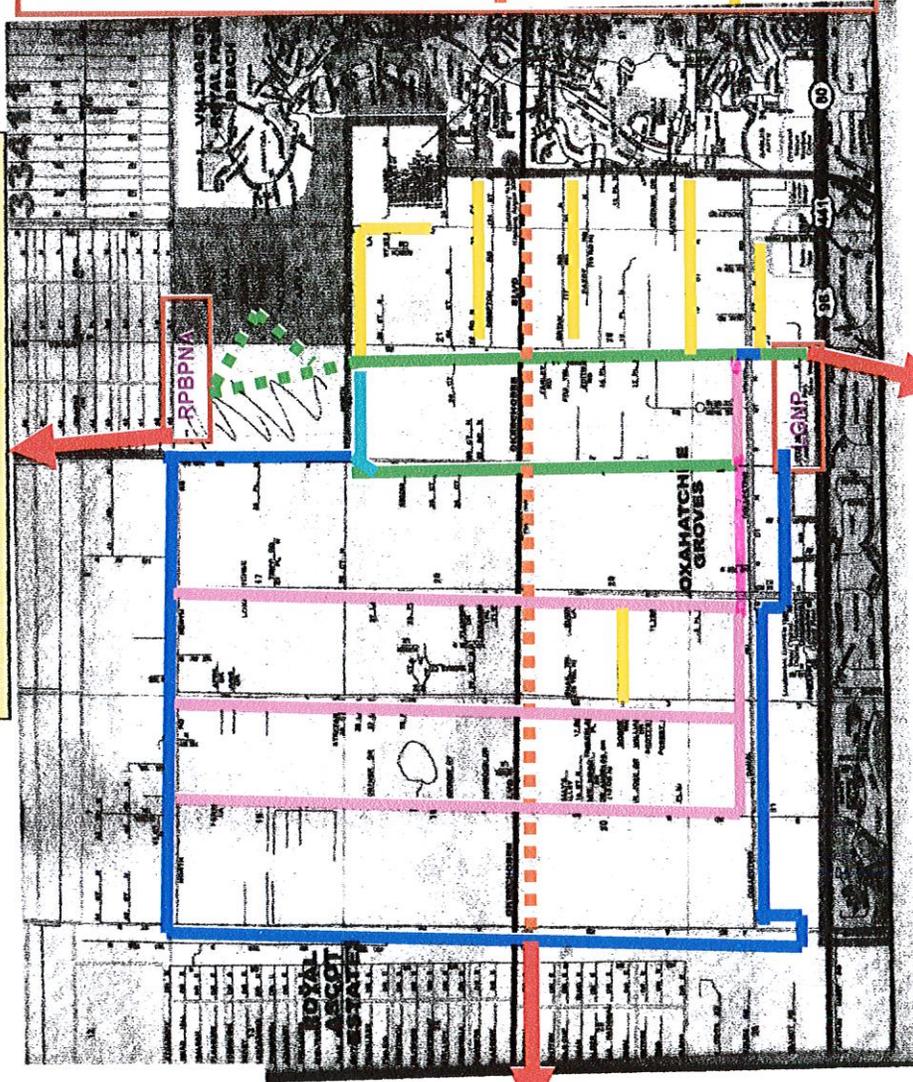
Methodology for the Prioritization of Town Roads Improvements

5. Upon identification and consent for selected road improvement by citizens
 - a. Legal requirements are completed
 - b. Survey completed if necessary
 - c. Plan & Design Bid Specifications for Improvements by Town Engineers
 - d. Drainage accommodation with respect to improvements

DRAFT



Inter-trail linkage(s) with the Acreage and on to J. W. Corbett, Dupuis and the Florida Trail



Inter-trail linkage(s) with the Acreage and westward to White Fences, Lion Country Safari area etc.

Inter-trail linkage(s) with the existing trail system within the Village of Wellington

- RBPBNA = Royal Palm Beach Natural Area (County Facility)
- LGNP: = Loxahatchee Groves Neighborhood Park (County Facility)
- Both RBPBNA & LGNP could supply parking for trailers (County cooperation required)
- Existing trail (minor upgrades)
- Phase #1 (Right of way exists) { } = Bridge needed or Alternate-trail to existing bridge at F / North Roads
- Phase #2 Right of way exist but is County owned. Funds to clear and build with County cooperation.
- Phase #3 Rights of way exist. (Southern E-W rights of way need to be purchased)
- Phase #4 (final)

JWmL conceptual 1/15/2012

Potential four phase development of Equestrian trail and public greenway system in the Town of Loxahatchee Groves.

Bill's vision + plan

1-23-12

Potential four phase development of Equestrian Trail and Public Greenway System in the Town of Loxahatchee Groves.

NARRATIVE TO ACCOMPANY SCHEMATIC

VISION: Development of an equestrian trail and public greenway system (network) in the Town of Loxahatchee Groves. This system should allow resident access as easy as possible to the system, be equestrian foot and mountain bike friendly and preclude use by any motorized vehicles. Funding should be through matching grants programs with the lands (rights-of-way / easements) being utilized as in kind matches. Purchases of rights-of-way are to be avoided or minimized as much as feasible.

GENERAL: Trail-greenway is to be 'built' / improved using existing easements dedicated to the Loxahatchee Groves Water Control District (aka LGWCD, the District). The majority of these easements are on the west side of N-S canals. Additional easements exist on the north side of (north) North road (mistakenly referred to as 40 Street), the east side of E Road north of (south) North Road, and certain sections of the south side of Collecting Canal where 6th Court North. The existing easement on the east side of Folsom Canal is not recommended for inclusion in this system as it would effectively encroach into the lives of residents in Royal Palm Beach and, more importantly, create a dangerous situation for equestrians. That is, access at the north (Okeechobee) and South ends of that easement would be in heavy traffic areas.

PHASE- 1: Phase-1 is suggested as creating an complete circuit (blue and green in the figure) at the periphery of the Town and linking two County parks as well as providing linkages to the existing trail system in Wellington to the south and potential future trail linkages through the Acreage to the north and west. The two county parks, Loxahatchee Groves Neighborhood Park (LGNP) on Southern Boulevard and Royal Palm Beach Pines Natural Area (RBPNA) are perfectly situated to provide parking for horse trailers and tow vehicles. Access to LGNP would best be served using the old entrance from E. Citrus RD. just east of E-Road. Access to RBPNA would best be from 40th Street just east of 140th Avenue.

The existing trail (green) along the west side of F-canal and F-Road south of Collecting Canal has but one approximately 660 ft. gap, that being from 6th Ct. N. to the southern edge of the Young property. Here, fill would be needed to level out the western aspect of the drainage swale or moving the existing fence westward with the owner's dedication of about 6-8 feet of land along the eastern side of his property. The fill alternative appears an easier method as it is within the existing easement of LGWCD. Westward extension of the dual culverts at the F-road/ Collecting Canal Bridge and adding fill with a new concrete / rock bulkhead is suggested to provide a direct (straight) path or the trail as it connects from the North and South of Collecting Canal. The alternative here is to continue to have horses and pedestrians make the small loop around the guardrails while traveling the hundred or so feet on F-Road proper.

The existing designated trail along the west side of E-Canal could connect to the trails in RBPNA and the to be built trail along the east side of E-Canal between 'south' and 'north' North Roads by building an equestrian / pedestrian bridge at E and 'south' North Roads or by purchasing ~ 8 ft. of right away from property owners on North Road between E and F-Roads. The bridge alternative is preferred as it does not involve land purchases and the potential for law suits. The existing LGWCD easement on the east side of E-Canal between the 'south' and 'north' sections of North Road abuts the RBPNA and that would need to be fenced just as the Town will be fencing

off the trail from town properties. The bridge or 'south' North Rd linkage of E-Road trail is shown in light blue in the figure.

Along all portions of the trail / greenway, fencing between the trail and private and County properties is to be installed. A **strong** suggestion regarding fencing is that a minimum of six (6)-to-8 (eight) inches exist between the bottom of the wire fencing (field or 'so-called 'no climb') and the ground. This is **strongly** suggested in order to allow turtles, rabbits, otters and other small critters free migration to and from water bodies.

Shown as dark blue in the figure is the majority of the Phase-1 trail work. This runs along the east side of E-Canal (between 'south' and 'north' North Rds) to the corner of E-Road and the north side of 'north' North Rd. canal by Sunsport Gardens. This also is where horses would enter the trail system from the RPBNA trailer station. The Trail then goes west along the north side of 'north' North canal, crosses 160th ST. N and continues south along the west side of A-Canal. Just before Southern Blvd./ SR-80 the trail makes a U-turn around the LGWCD canal gate station and goes north along the west side of the Simon (Palm Beach State College) property to the south side of Collecting Canal. The trail then goes along the south side of Collecting Canal crossing B and C Roads. At the western terminus of 6th CT. N. the trail has an interruption and equestrians, pedestrians and mountain bikes travel on 6th Ct. N. to West D-Road, turn south and cross D-Canal on the Tangerine Dr. bridge. Travel to the LGNP is then on Tangerine Dr. to E-Road and a short distance on E. Citrus to the Park. The fact that part of the 'trail' is on town roads cannot be avoided with purchasing about 1 mile of land 8-12 wide, a situation that would inevitably end up in court. At this writing, these roads are dirt roads and the author doesn't foresee paving in the near future. Should paving (i.e. OGEM, Open Graded Emulsified Mixture) be scheduled for any or all of these roads, the Town would then need to address a solution.

Trail crossing County Roads: At three points in the existing and Phase-1 system, the trail crosses Okeechobee Boulevard. It is suggested that at these three points (A, E and F Roads), the Town finance (Phase-1 funds) traffic lights that are blinking yellow but with pedestrian and equestrian button switches for the activation of a red stop light. These button call switches should be at about 3-1/2 and 7 feet for pedestrian or equestrian use respectively.

In order to safely cross Southern Boulevard / SR-80 and link to the Wellington Trail system and they with Loxahatchee Groves, a similar call button system that would result in all way stop (red) lights is required.

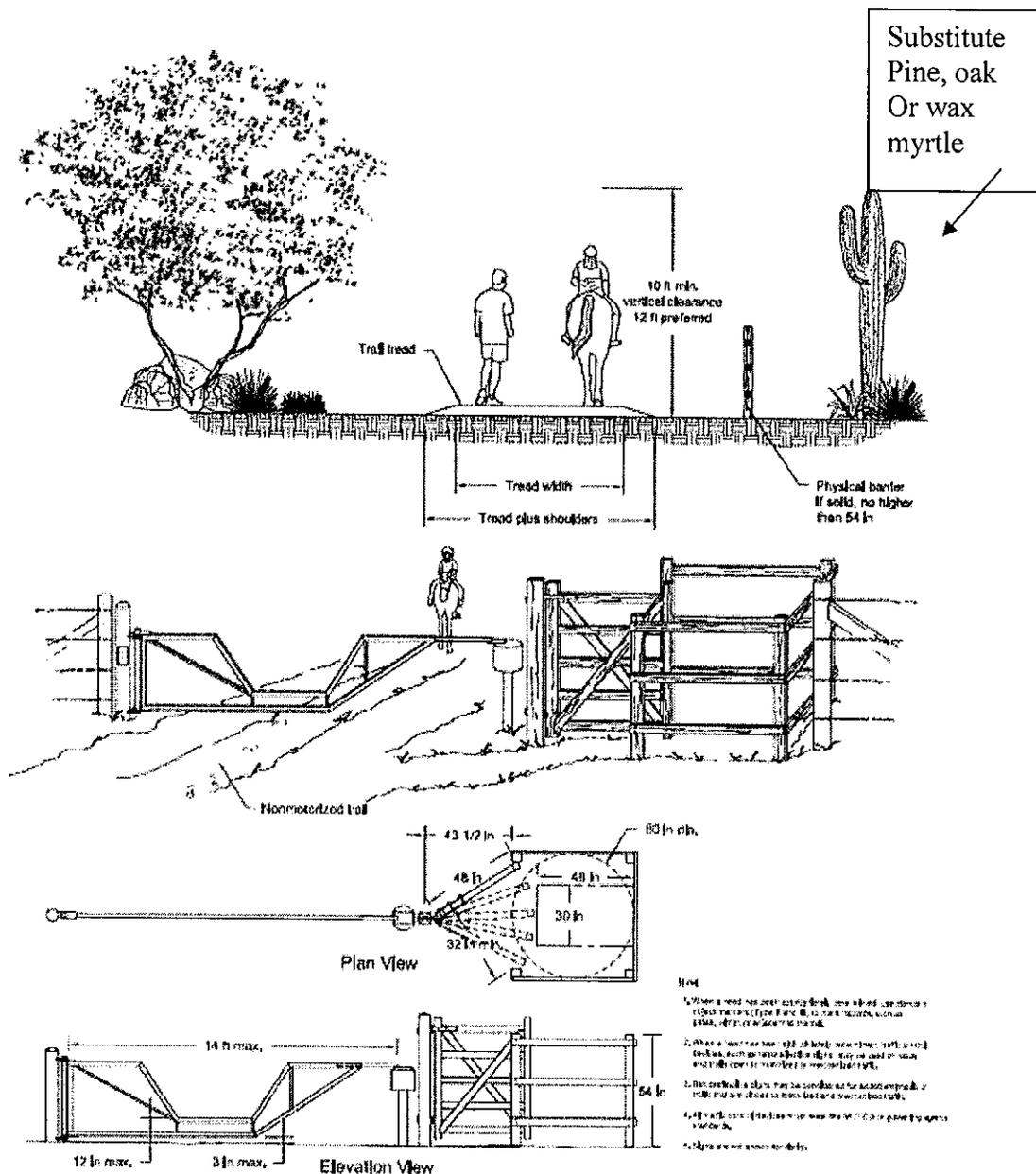
In both the cases of Okeechobee and Southern Boulevards, Palm Beach County Traffic Engineering would be the agency in charge of installation with the costs being covered by the Trail / Greenway grant funds. As the grant funds have set periods of time, the Town would have to agree to fund maintenance of these lights from its general funds or negotiate maintenance with the County.

PHASE- 2: Phase-2 consists of a cooperative project with Palm Beach County. In essence, as County right of way exists (dotted orange line in figure) and for the most part is currently being used by bicycles, pedestrians and equestrian, only dedication, some clearing and signage would be required. After study, a short 2 rail fence to better cordons equestrian from vehicular traffic might be required as well.

Phase-2 could conceivably be rolled into Phase-1 but is given here since the rights-of-way belong to the County. This part of the trail should continue on to Folsom road as it would (does) allow access to the Red Barn and allow a bit of connectivity with properties east of F-Road.

PHASE-3: Phase-3 includes construction and fencing of the trail / greenways along the west side of B, C and D canals from 'north' North to Collecting Canal Road. As shown in the figure (pink), trail connections between B,C, D, E and F Roads along Collecting Canal Rd. are suggested. As no LGWCD easement outside of the existing Road exists this will require either cooperation of the property owners, with the project paying for moving / replacing / installing fencing and/or purchasing a trail strip. Alternately designate the rail as the Road, which will likely become paved and is therefore not recommended here.

PHASE-4: Completing the project will be the creation of designated and signed interconnections, several possibilities of which are shown in Yellow in the figure. This will require thought, persuasion, possibly land purchases and may be ongoing after the project has 'officially' terminated. This phase will depend a lot upon the involvement and cooperation of those affected and/or interested.



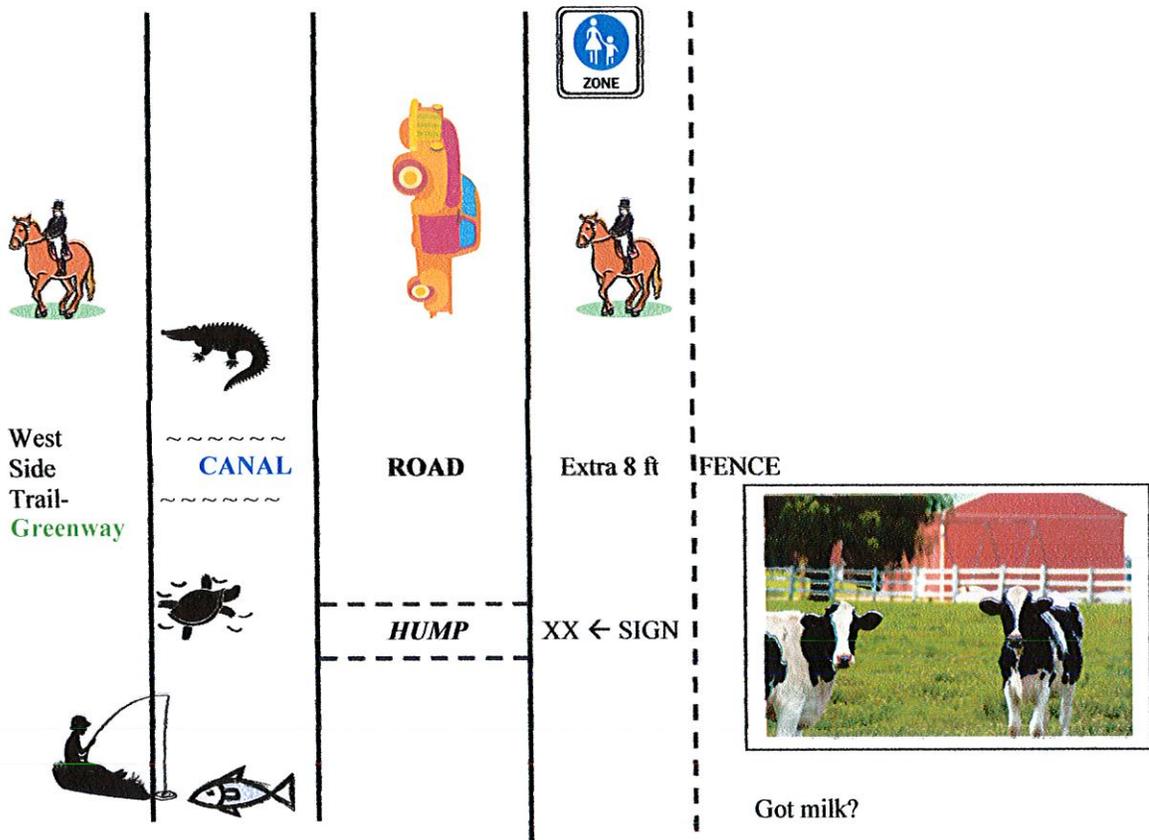
Addendum to equestrian/pedestrian trail and greenway plan suggestions, Louda.

As part of the trail system, equestrians and pedestrians need a friendlier way to travel along the alphabet roads that are paved until a point (bridge) where they can cross over to the trail system of the west side of the canals.

In lieu of eminent domain, courts, and costs associated with the purchase of about 8 additional feet of easement on the east side of the alphabet roads, I suggest perusing a voluntary methodology. That is, if a resident agrees to allow about 8 feet of land on the east side of the paved (OGEM) road, then the trail granting system will relocate / replace / put in field or no-climb fencing along posts spaced at 8 ft. intervals. This will preclude boards unless the existing fence to be relocated had boards. Also, the gate will be responsibility of the owner.

As we cannot expect 100% participation, we will have areas that are still constrained but that are part of the package.

As to generating an area that allow vehicles to drive around our beautiful speed humps, as the Mayor suggested at the January 14 meeting, this is very easily solved. At the side of each speed hump a sign reading "CAUTION SPEED HUMP" is placed (see below). This is an obvious deterrent indeed.



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