



TOWN COUNCIL WORKSHOP ON MARS WAY MINUTES

January 08, 2024 at 3:00 PM

Council Chambers – 340 Ocean Drive and Zoom

PRESENT: ALEXANDER COOKE, MAYOR
PEGGY WHEELER, VICE MAYOR
MARIANNE HOSTA, VICE MAYOR PRO TEM
DD HALPERN, COUNCILMEMBER

ALSO PRESENT: DAVID DYESS, TOWN MANAGER
LEONARD RUBIN, TOWN ATTORNEY
BRYAN KELLEY, P.E., TOWN'S TRAFFIC ENGINEER
CAITLIN E. COPELAND-RODRIGUEZ, TOWN CLERK
FRANK DAVILA, DIRECTOR OF PLANNING & ZONING

AUDIENCE: 57 (4 Via Zoom)

CALL TO ORDER – 3:00PM

PRESENTATIONS

Resident Jane Le Clainche went over her presentations and Traffic Engineer Kelley gave a brief overview of the Traffic Diversion Study for Mars Way.

COMMENTS FROM THE PUBLIC

Anyone wishing to speak is asked to complete a comment card with their name and address prior to the start of the meeting as well as state their name and address for the record when called upon to speak (prior to addressing the Town Council). All comments are limited to three (3) minutes.

Public Comments Opened at 3:25pm.

(See attached comment cards & handouts.)

Public Comments Closed at 4:17pm.

DISCUSSION ITEMS

1. Discussion on Mars Way

Council gave unanimous consensus to have staff obtain additional information on solutions for Mars Way and bring back to Council for review at a Special Town Council Meeting on Friday, February 16, 2024, from 3PM-5PM.

Council gave unanimous consensus to have staff contact Mike Stahl from Palm Beach County ERM to present an update on beach erosion to the Council at the February 28, 2024 Town Council meeting.

ADJOURNMENT

Mayor Cooke adjourned the Workshop at 4:51pm.



Alexander Cooke, Mayor



Caitlin E. Copeland-Rodriguez, Town Clerk



Town of Juno Beach

PUBLIC COMMENT CARD

ANY CITIZEN WISHING TO SPEAK SHOULD COMPLETE THIS CARD AND GIVE IT TO THE TOWN CLERK PRIOR TO THE START OF THE MEETING.

AGENDA ITEM #: 1 DATE: 1/8/24

NAME: Jane Le Clairche PHONE NO.: 561.254.4404

REPRESENTING (IF APPLICABLE): Mass Way

ADDRESS: 506 Sea Oats Dr. Unit B2, Juno Bch

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:



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MARS WAY

AGENDA ITEM #: _____ DATE: 1/8/24

NAME: Fred Wine PHONE NO.: 301-237-8501

REPRESENTING (IF APPLICABLE): Olympus Drive/self

ADDRESS: 461 Olympus Dr

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:

Provided by Fred Wine

Good afternoon, my name is Fred Wine and I am the owner of 461 Olympus Drive and for nearly 40 years I have been a real estate developer and property owner in the Washington DC area. I am accompanied by my neighbors at 451 Olympus Drive, Beverly Gibel and Steve Allen. Thank you for the opportunity to comment today. Before I begin, I would ask that you enter into the record the traffic engineering report and exhibits completed by Mike Lenhart, President of Lenhart Traffic Consulting dated January 7, 2024. Mr. Lenhart is one of the top traffic engineer consultants in the Washington, Maryland and Virginia metropolitan areas.

- I purchased my house in February of 2021 with the current two-way traffic patterns, as they exist today, on Mars Way and Olympus Drive, and **I oppose the traffic changes as they are presented by the Town.** Olympus traffic is currently loud, fast, and has excessive truck traffic including the Town's own fleet of trucks that travel to and from the Town's maintenance facility across Route 1.
- The proposed changes to the Mars Way traffic pattern will simply result in pushing additional traffic to the next available location, which would be Olympus Drive to the south.
 - The Town's own traffic engineering report, in the last line of the conclusion of the report, states that:
"FURTHER, THE ADDITIONAL CUT THROUGH TRAFFIC ON OLYMPUS DRIVE COULD REVERT SPEEDING ISSUES ON MARS TO OLYMPUS DRIVE"
 - This language is a clear warning to the Town not to risk additional speeding on Olympus which could potentially result in more accidents and additional liability for the Town
- There are simple but effective steps the Town could take to calm traffic

- The Town's own traffic engineering report discusses the ineffectiveness of the truck restrictions, but there are clear deficiencies in the current restrictions that are easily remedied.
 - There is signage on Route 1 that states "No Thru Trucks – Except Local Deliveries".
 - First problem: it is difficult to see the sign; and
 - Second problem: the "except local deliveries" exception, as written, allows 100% of trucks to use Mars Way.
 - Given the parallel nature of Ocean Drive, 100% of the truck traffic in/out of Ocean Drive is local and would therefore be allowed to use Mars Way based on the current signage. The interpretation and enforcement of this current "No Trucks" signage is completely ineffective since all trucks can argue that they are a local delivery based on the layout of the Town.
- **SPEEDING**
 - Speed humps are the best and easiest traffic calming measure the Town could take in this scenario; and both Mars Way and Olympus Drive should have them installed to slow down speeders.
- **PARKING MANAGEMENT**
 - The Town should implement a parking management program with permit only parking on Mars Way and Olympus Drive. Any unpermitted cars should be towed.
 - Mars Way is approximately 24 feet wide, including the

directed down Donald Ross Road to Ocean Drive or from Route 1 on to Ocean Drive.

○ **LENHART REPORT**

- Mr. Lenhart lists various other effective solutions, and I would encourage the council to review his report in detail.

CONCLUSIONS

- Mars Way is the “wild wild west” with residents, their guests, and renters parking where they see fit (Please see my photos from January 7, 2024 to the record showing residents parking on both sidewalks during a cold, non-beach day – clearly not beach goer traffic).
 - As an example, in the Mara Bella development, in Palm Beach Gardens, residents can only park on one side of the street – that concept alone would go a long way to help on Mars Way.
- The Town can effectively and easily reduce truck through-traffic with enhanced signage on both Mars Way and Olympus Drive.
- The Town should install speed humps on both Mars Way and Olympus Drive to combat speeders
- The Town should implement a parking management program with permitting
- The Town should have Google Maps revise its directions to re-route drivers to Ocean Drive from the south and Donald Ross from the north
- **BOTTOM LINE:** changing the traffic patterns or closing the median at Mars Way will negatively impact adjacent streets, including Olympus Drive and others. Olympus Drive will become the next cut-through road if changes are implemented at Mars, and that is not fair to all Juno Beach residents when there are many, much less drastic changes that



Provided by Fred Wine


[EXTERNAL SENDER] Mars Way - Review of the Traffic Diversion Study

mlenhart <mlenhart@LENHARTTRAFFIC.COM>

Sun 1/7/2024 10:11 PM

To: Fred Wine <fwine@quantumco.net>

Cc: mlenhart <mlenhart@LENHARTTRAFFIC.COM>

 1 attachments (297 KB)

Exhibits.pdf;

Hi Fred,

I've reviewed and have highlighted the following information from the Town's traffic study and presentation.

The most important preface to this conversation is that Mars Way does not exist in isolation. Any restrictions or changes in traffic patterns will simply push traffic to the next available location, which would be Olympus Drive to the south. This is even noted in the conclusion of the Traffic Diversion Study as discussed below.

The presentation talks about how ineffective the truck restriction has been. However, based on my discussion below and the two attached exhibits. I do not believe the existing truck restriction is adequate and it is completely ineffective as currently implemented. It is difficult to see some of the signs and the "except local deliveries" exemption allows 100% of the trucks to use Mars Way (as discussed below and shown on the attached exhibits).

1. Page 4 of the presentation says that FDOT standard for a two way roadway is 24' to allow for reasonable separation of vehicles.
 - a. That may be the case and should be encouraged on higher classification collector and arterial roads that include trucks/buses and carry regional traffic; but these three roads are short residential roads (600' to 700' long) that connect Rte 1 and Ocean Drive. Narrower roads are acceptable and even encouraged on local residential roads as the narrower lanes help to encourage lower travel speeds and a traffic calming effect.
 - b. National Association of City Transportation Officials (NACTO) published the Urban Street Design Guide. I've pasted a few pages from that publication below. I've also highlighted sections that state that 9-10 feet are appropriate for these types of streets. Wider lanes are more appropriate when trucks and buses are allowed, which they are not in this case. See images below.
 - c. The American Association of State Highway and Transportation Officials (AASHTO Green Book) also provides guidance on local streets in urban areas. Section 5.3.2.1 of the 2018 Green Book states that local streets in urban areas should preferably be 10-11' wide, and may be as low as 9' in residential areas where right of way imposes severe restrictions. See image below.
 - d. Mars Way appears to be approximately 24' wide including the gutter pans.
 - e. The width of Mars Way is appropriate and more than adequate if trucks are successfully restricted.

- c. I would suggest eliminating the "except local deliveries" from this signage. This would not have a significant impact on the truck routes and would not make them more circuitous because there are no major routes through Juno Beach between Donald Ross Road and Juno Isles Blvd. Those roads can easily be used, and should be used by all trucks to get to/from Ocean Drive.
 - i. Other measures that could be implemented on Mars Way are speed humps and chokers or chicanes to slow traffic.
3. Page 8 states that the "No Truck" signage has been ineffective. This is because of the nature of the road connections in and out of Ocean Drive. 100% of the trucks using the road can easily interpret that they are local which is allowed by the signage. This is why it's ineffective. The "Except local deliveries" should be eliminated. The existing "No Thru Trucks" is sufficient and provides the message that thru trucks are not allowed to use the connection, however, the addition of "except for local deliveries" clouds the message and makes interpretation and enforcement difficult.
4. Page 11 discusses speeding. This can be improved by including two speed humps.
5. Page 12 discusses parking. The town could implement a permit parking only and issue permits to the residents of Mars Way to be used by them or their guests. Any cars parked without permits could be towed. This is discussed on page 14.
6. Page 16 talks about Google directing motorists to use Mars Way. I believe you can contact Google to eliminate this mapping as an option, particularly if it is supported by the local government. Google should direct motorists down Donald Ross Road to Ocean Drive.
7. Changing traffic patterns or closing the median at Mars Way will result in impacts at adjacent streets. Olympus Drive will become the next cut through road if changes are implemented at Mars.
 - a. It is very important to note that the Town's own traffic engineering study conducted by Simmons & White concludes that *"The additional cut through traffic on Olympus Drive could revert speeding issues on Mars Way to Olympus Drive."*
 - b. The diverted traffic volumes shown on page 28 that result from the closure of the median at Mars Way indicates that 9 AM peak hour trips and 14 PM peak hour trips would be diverted onto Olympus Drive due to the diversion of trips. While this may not seem significant, the amount of PM peak hour traffic using Olympus Drive would be the same volume of trips that are currently using Mars Way. This essentially shifts the problem from Mars Way onto Olympus Drive.
 - c. The presentation indicates that a 2020 traffic count showed 700 vehicles per day using Mars Way, however, that count was not included in this report. Based on the peak hour turning volumes shown on page 27 of the Traffic Diversion Study, the southbound left turning volume accounts for over half of the traffic in and out of Mars Way. Therefore, over 350 vehicles would be diverted off of Mars Way with a large percentage of them being diverted to Olympus Drive. This simply pushes the issue to an adjacent local residential street.

Thanks,
Mike

Mike Lenhart, P.E., PTOE
President

Office: (410) 216-3333 (Ext 1)

1/8/24, 10:50 AM

Mail - Fred Wine - Outlook

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STREET DESIGN ELEMENTS



Travel lanes are striped to define the intended path of travel for vehicles along a corridor. Historically, wider travel lanes (11–13 feet) have been favored to create a more forgiving buffer to drivers, especially in high-speed environments where narrow lanes may feel uncomfortable or increase potential for side-swipe collisions.

Lane widths less than 12 feet have also historically been assumed to decrease traffic flow and capacity, a claim new research refutes.¹

DISCUSSION

The relationship between lane widths and vehicle speed is complicated by many factors, including time of day, the amount of traffic present, and even the age of the driver. Narrower streets help promote slower driving speeds, which in turn reduce the severity of crashes. Narrower streets have other benefits as well, including reduced crossing distances, shorter signal cycles, less stormwater, and less construction material to build.

Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations. For designated truck or transit routes, one travel lane of 11 feet may be used in each direction. In select cases, narrower travel lanes (9–9.5 feet) can be effective as through lanes in conjunction with a turn lane.²

RECOMMENDED

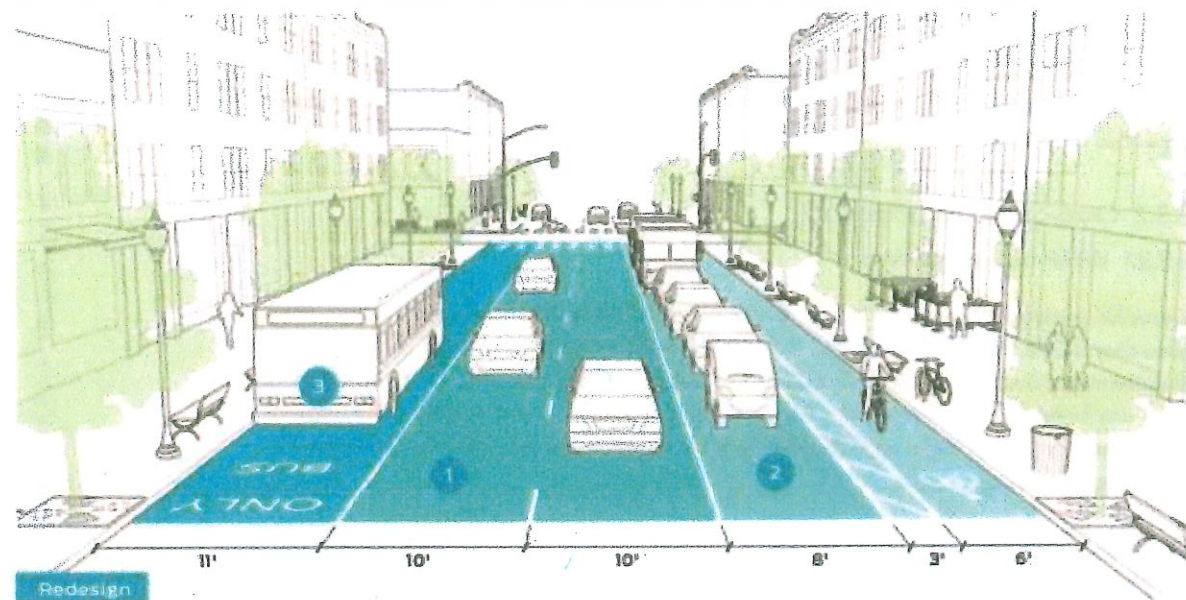
Lanes greater than 11 feet should not be used as they may cause unintended speeding and assume valuable right-of-way at the expense of other modes.

Restrictive policies that favor the use of wider travel lanes have no place in constrained urban settings, where every foot counts. Research has shown that narrower lane widths can effectively manage speeds without decreasing safety and that wider lanes do not correlate to safer streets.³ Moreover, wider travel lanes also increase exposure and crossing distance for pedestrians at intersections and midblock crossings.⁴

Use striping to channelize traffic, demarcate the road for other uses, and minimize lane width.



LANE WIDTH



1 Lane width should be considered within the overall assemblage of the street. Travel lane widths of 10 feet generally provide adequate safety in urban settings while discouraging speeding. Cities may choose to use 11-foot lanes on designated truck and bus routes (one 11-foot lane per direction) or adjacent to lanes in the opposing direction.

Additional lane width may also be necessary for receiving lanes at turning locations with tight curves, as vehicles take up more horizontal space at a curve than a straightaway.

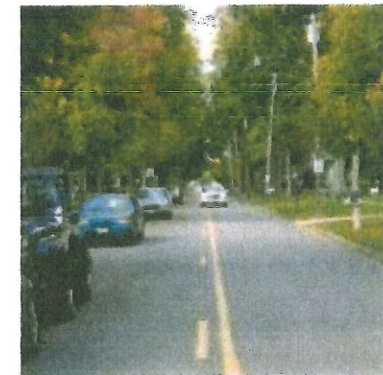
Wide lanes and offsets to medians are not required but may be beneficial and necessary from a safety point of view.

OPTIONAL

2 Parking lane widths of 7–9 feet are generally recommended. Cities are encouraged to demarcate the parking lane to indicate to drivers how close they are to parked cars. In certain cases, especially where loading and double parking are present, wide parking lanes (up to 15 feet) may be used. Wide parking lanes can serve multiple functions, including as industrial loading zones or as an interim space for bicyclists.

3 For multilane roadways where transit or freight vehicles are present and require a wider travel lane, the wider lane should be the outside lane (curbside or next to parking). Inside lanes should continue to be designed at the minimum possible width. Major truck or transit routes through urban areas may require the use of wider lane widths.

2-way streets with low or medium volumes of traffic may benefit from the use of a dashed center line with narrow lane widths or no center line at all. In such instances, a city may be able to allocate additional right-of-way to bicyclists or pedestrians, while permitting motorists to cross the center of the roadway when passing.



ELMORE, OH

5.3.1.8 Sight Distance

Minimum stopping sight distance for local streets should range from 100 to 200 ft [30 to 60 m] depending on the design speed (see Table 3-1). Design for passing sight distance seldom is applicable on local streets.

5.3.2 Cross-Sectional Elements

5.3.2.1 Width of Traveled Way

Lanes for moving traffic preferably should be 10 to 11 ft [3.0 to 3.3 m] wide, and in industrial areas they should be 12 ft [3.6 m] wide. Where the available or attainable width of right-of-way imposes severe limitations, 9-ft [2.7-m] lanes can be used in residential areas, and 11-ft [3.3-m] lanes can be used in industrial areas. Added turning lanes where used at intersections should be at least 9 ft [2.7 m] wide, and desirably 10 to 12 ft [3.0 to 3.6 m] wide, depending on the percentage of trucks.

Where bicycle facilities are included as part of the design, refer to the *AASHTO Guide for the Development of Bicycle Facilities* (6).

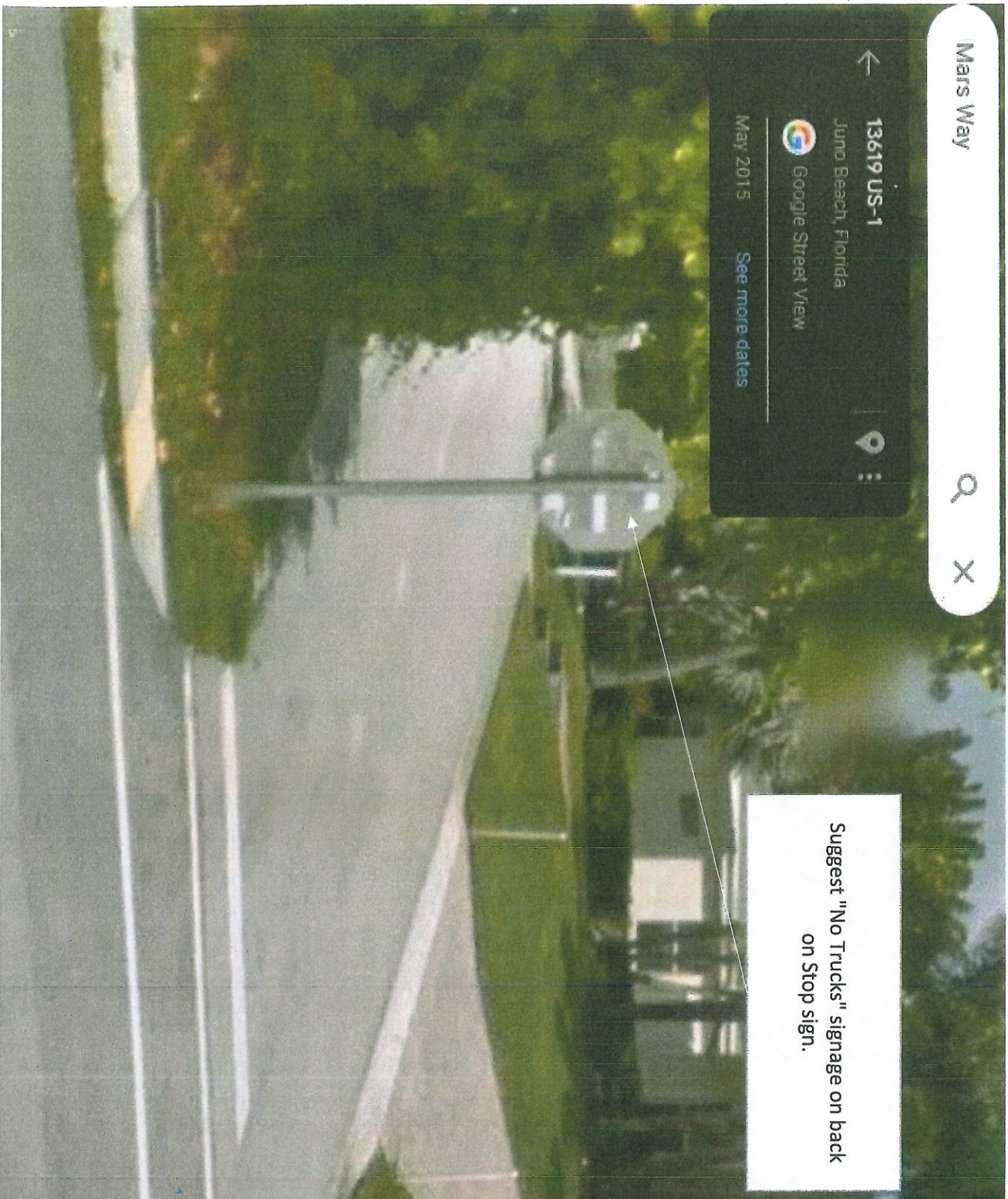
5.3.2.2 Number of Lanes

On residential streets where the primary function of the street is to provide access to adjacent development and foster a community environment, at least one unobstructed moving lane must be provided even where parking occurs on both sides. The level of user inconvenience occasioned by the lack of two moving lanes is remarkably low in areas where single-family units prevail. Local residential street patterns are such that travel distances are less than 0.5 mi [1 km] from the trip origin to a collector street. In multifamily-unit residential areas, a minimum of two moving traffic lanes to accommodate opposing traffic may be desirable. In many residential areas, a minimum roadway width of 26 ft [8 m] is needed where on-street parking is permitted. This curb face-to-curb face width of 26 ft [8 m] provides a 12-ft [3.6-m] center travel lane that provides for the passage of fire trucks and two 7-ft [2.2-m] parking lanes. Opposing conflicting traffic will yield and pause in the parking lane area until there is sufficient width to pass.

In commercial areas where there are midblock left turns, it may be advantageous to provide an additional continuous two-way left-turn lane in the center of the roadway.

5.3.2.3 Parking Lanes

Where used in residential areas, a parallel parking lane at least 7 ft [2.1 m] wide should be provided on one or both sides of the street, as appropriate to the conditions of lot size and intensity of development. In commercial and industrial areas, parking lane widths should be at least 8 ft [2.4 m] and are usually provided on both sides of the street.



Mars Way



13619 US-1

Juno Beach, Florida



Google Street View



May 2015

[See more dates](#)

Suggest "No Trucks" signage on back on Stop sign.



Mars Way

🔍 X



13645 FL-5

Juno Beach, Florida



Google Street View

Jun 2022

See more dates



Suggest eliminating "Except Local Deliveries" nature of the land uses along Ocean Dr claimed that all of the trucks using the deliveries to the uses along Ocean Dr allows them all to use this connection there are still trucks usi





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AGENDA ITEM #: _____ DATE: _____

NAME: Steve Allen PHONE NO.: 561 832 7880

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 451 OLYMPUS DR

CHECK WHAT MAY APPLY:

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AGENDA ITEM #: 1 DATE: 1/8/24

NAME: Jeremy Le Clarinck PHONE NO.: 954.294.3671

REPRESENTING (IF APPLICABLE): Mars Way

ADDRESS: 506 Sea Oats Dr. Unit D3, Juno Bch.

CHECK WHAT MAY APPLY:

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AGENDA ITEM #:

DATE:

1/9/24

NAME: Dorothy Hiner

PHONE NO.:

516-987-5655

REPRESENTING (IF APPLICABLE):

ADDRESS:

570 Ocean Drive

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AGENDA ITEM #: _____ DATE: _____

NAME: Beverly Gibel PHONE NO.: 561 307 4665

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 451 Olympus Dr

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AGENDA ITEM #: 1 DATE: 1/9/24

NAME: TACK DOLWICK PHONE NO. 845-216-7765

REPRESENTING (IF APPLICABLE): _____

ADDRESS: Juno Ocean Club

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:

Closure of MAREWAY IS NOT AN OPTION
BAD PRECEDENT AND NOT RIGHT



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AGENDA ITEM #:

DATE:

1/8/24

NAME:

Mike Lewis

PHONE NO.:

330 4134516

REPRESENTING (IF APPLICABLE):

Oceanfront

ADDRESS:

570 Ocean Dr. Apt 302 Juno Beach 33408

CHECK WHAT MAY APPLY:

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AGENDA ITEM #: _____ DATE: 1/8/23

NAME: Bill Viggiano PHONE NO.: 561 818 3052

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 420 mars way

CHECK WHAT MAY APPLY:

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AGENDA ITEM #: 1 DATE: 1/8/24

NAME: Douglas Armstrong PHONE NO.: 734.223.8526

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 570 Ocean Dr. #201 Juno Beach

CHECK WHAT MAY APPLY:

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AGENDA ITEM #: 1 DATE: 1-8-2024

NAME: Karen Chapnik PHONE NO.: 517 812 0958

REPRESENTING (IF APPLICABLE): Mars Way

ADDRESS: 471 Mars Way

CHECK WHAT MAY APPLY:

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AGENDA ITEM #: MANS WAY DATE: 1/8/2024

NAME: DON SHAPIRO PHONE NO.: (561)428-5795

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 570 OCEAN DRIVE, JUNO BEACH

CHECK WHAT MAY APPLY:

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AGENDA ITEM #:

DATE:

1/8/2024

NAME: Cynthia Frasher

PHONE NO.: 631-603-8701

REPRESENTING (IF APPLICABLE):

ADDRESS: 1705 Floral Dr. Juno Beach

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AGENDA ITEM #:

DATE:

1/8/24

NAME:

Laura Rodgers

PHONE NO.:

201 790-3182

REPRESENTING (IF APPLICABLE):

ADDRESS:

421 MAVS WAY

CHECK WHAT MAY APPLY:

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AGENDA ITEM #: _____ DATE: 1/8/24

NAME: John Rodgers PHONE NO.: 201 463-7802

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 421 MAWS WAY

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AGENDA ITEM #: Mars Way DATE: 1-8-24

NAME: Cathy Shea PHONE NO.: 561.351.7123

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 13878 Oleander Ave Juno

CHECK WHAT MAY APPLY:

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AGENDA ITEM #: Mars Way DATE: 1/8/24

NAME: Karlyn Shapiro PHONE NO.: 561-420-5810

REPRESENTING (IF APPLICABLE): Oceanfront

ADDRESS: 570 - Ocean Dr.

CHECK WHAT MAY APPLY:

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AGENDA ITEM # Mars WA DATE: 1/8/24

NAME: Rick Colas Smith PHONE NO.: 203-550-0292

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 570 Ocean Drive

CHECK WHAT MAY APPLY:

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AGENDA ITEM #:

DATE:

1/8/24

NAME:

Strella Willett

PHONE NO.:

561-568 7857

REPRESENTING (IF APPLICABLE):

ADDRESS:

570 Ocean Blvd #502

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AGENDA ITEM #: Mars DATE: Jan. 8/24

NAME: Stephanie Show PHONE NO.: N/A

REPRESENTING (IF APPLICABLE): N/A

ADDRESS: 461 Olympus Drive

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AGENDA ITEM #: _____ DATE: 1-8-24

NAME: Tony Meriano PHONE NO.: 561-789-9100

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 570 Ocean Drive

CHECK WHAT MAY APPLY:

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AGENDA ITEM #: MARS DATE: 1/2/24

NAME: Bob Bossio PHONE NO.: 561-

REPRESENTING (IF APPLICABLE): _____

ADDRESS: 765 Hibiscus Ave., J.B.

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AGENDA ITEM #: _____ DATE: _____

NAME: Jeffrey Dignam PHONE NO.: _____

REPRESENTING (IF APPLICABLE): _____

ADDRESS: _____

CHECK WHAT MAY APPLY:

SUPPORT OPPOSE I WISH TO SPEAK

I WOULD LIKE MY COMMENT READ INTO THE RECORD:

Provided by Councilmember Halpern

