



# AGENDA ITEM REQUEST FORM

**Town Manager**

**Connie Hoffmann**

Department Submitting Request

Dept Head's Signature

**REGULAR**  
**COMMISSION MTG**  
**Meeting Dates - 7:00 PM**

**DEADLINE TO**  
**Town Clerk**

**ROUNDTABLE**  
**MEETING**  
**Meeting Dates - 7:00 PM**

**DEADLINE TO**  
**Town Clerk**

- April 27, 2011
- May 24, 2011
- June 28, 2011
- July 26, 2011

- April 15 (5:00 pm)
- May 13 (5:00 pm)
- June 10 (5:00 pm)
- July 15 (5:00 pm)

- April 12, 2011
- May 10, 2011
- June 14, 2011
- July 12, 2011

- April 1 (5:00 pm)
- April 29 (5:00 pm)
- June 3 (5:00 pm)
- July 1 (5:00 pm)

\*Subject to Change

- |                                                  |                                         |                                       |                                       |
|--------------------------------------------------|-----------------------------------------|---------------------------------------|---------------------------------------|
| <input checked="" type="checkbox"/> Presentation | <input type="checkbox"/> Reports        | <input type="checkbox"/> Consent      | <input type="checkbox"/> Ordinance    |
| <input type="checkbox"/> Resolution              | <input type="checkbox"/> Quasi Judicial | <input type="checkbox"/> Old Business | <input type="checkbox"/> New Business |

**FY2011 DESIGNATED HIGH PRIORITY ITEM**  
(A1A/Commercial Blvd Intersection)

**SUBJECT TITLE: PRESENTATION ON TRAFFIC ISSUES**

**EXPLANATION:** We have been working on multiple traffic issues with the assistance of Molly Hughes, the President of Hughes Hughes Inc traffic engineers. Hughes Hughes did traffic and pedestrian counts of the A1A/Commercial Boulevard intersection during high tourist season, has done on-site observations of traffic issues on El Mar and Commercial on weekend nights, has met with business owners, has helped us in our communications with Broward County Traffic Engineering Division and the FDOT over a variety of issues, including setting up meetings between the University of Miami team and FDOT in advance and during the University's work in our Town.

Molly Hughes will be making a presentation on Tuesday night to the Commission on three topics:

- 1) Possible solutions to the buildup of traffic during busy times, particularly on weekend evenings, in the westbound lanes of Commercial Boulevard, east of A1A.
- 2) Preliminary ideas for reducing pedestrian/vehicular conflicts at the intersection of A1A & Commercial.
- 3) Recommendations regarding the issue of lowering the posted speed limit on the Commercial Boulevard bridge.

The purpose of the presentation is to update the Commission on these issues and seek the Commission's reaction to several ideas.

**EXHIBITS:** May 10<sup>th</sup> email from Molly Hughes re: Commercial Boulevard Bridge Posted Speed Limit

Reviewed by Town Attorney  
 Yes  No

Town Manager Initials CHA

## Connie Hoffmann

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**From:** Molly Hughes [Molly@HughesHughesInc.com]  
**Sent:** Tuesday, May 10, 2011 2:54 PM  
**To:** Connie Hoffmann  
**Cc:** Bud Bentley  
**Subject:** FW: Commercial Blvd bridge posted speed limit reduction - draft

At your request, Don Prince and I followed up on the possibility of reducing the posted speed limit to 30 MPH on the bridge section of Commercial Blvd. immediately west of the Town Limits. Currently, the posted speed limit east of the bridge (within the Town) is 30 MPH, and on the bridge and to the west the posted speed limit is 35 MPH. Don had previously discussed this possibility with the Florida Dept. of Transportation (FDOT), and a resident had subsequently contacted FDOT directly. Broward Sheriff's Office personnel were also contacted by the Town, and they indicated that there have not been any issues with speeding or crashes on the bridge. Following these information gathering actions, the Town formally requested FDOT consider reducing the posted speed limit. As is standard practice, the Department ordered a speed study.

As background, it should be noted that speed limits are directly related to physical design characteristics of the roadway. That is to say, the posted speed limit of a given roadway is established prior to designing the road (or reconstructing a road for widening). The posted speed (and its corollary, the design speed) actually establishes the various design characteristics of the road. Generally, the posted speed limit is not changed after the roadway is designed. However, the posted speed limit can be changed when existing circumstances change or existing conditions are noticed to impact the public's travel speed through an area, where these considerations were not anticipated during design. Adding on-street parking, or significant crash data are examples of this. So are actual travel speeds. Department policy, as stated in "Speed Zoning for Highways, Roads, and Streets in Florida" (rev. March 2010), reads:

"A speed limit should not differ from the 85<sup>th</sup> percentile speed or upper limit of the 10 mph pace by more than 3 mph and it shall not be less than 8 mph. A speed limit of 4 to 8 mph less than the 85<sup>th</sup> percentile speed shall be supported by a supplemental investigation, which identifies the following:

- There are road or roadside features not readily obvious to the normally prudent driver, such as length of section, alignment, roadway width, surface condition, sight distance, traffic volume, crash experience, maximum comfortable speed in the curves, side friction (roadside development), signal progression, etc., or,
- Other standard signs and markings have been tried but found ineffective

One of the underlying messages in this policy is that speed limits are intended to match (approximately) the 85<sup>th</sup> percentile of the traveling public. So when speed studies show that the public is generally traveling slower than a posted speed limit, then further consideration is given to lowering the posted speed limit. Likewise, **when the public is traveling faster than the posted speed limit, consideration is given to raising the speed limit.**

You asked that I join Don at a meeting with FDOT on May 4<sup>th</sup> to discuss the results of the Department's speed study. At the meeting, FDOT provided us with a report summarizing the results of a February 17<sup>th</sup> speed study. The study showed that the 85<sup>th</sup> percentile travel speed west of the Intracoastal Waterway was:

- Westbound – 38.4 MPH
- Eastbound – 41.4 MPH

This data does not support the lowering of the speed limit based on the above-quoted policy, and in fact suggests that the posted speed limit could be raised. Further, the data suggests that the roadway segment east of the bridge could be raised.

The only technical basis for reducing the posted speed limit would be to change the characteristics of the roadway such that drivers were motivated to travel more slowly. Then, the speed study could be repeated to discover that the public is traveling more slowly.

It's worth noting that FDOT recently replaced a sign serving the eastbound direction immediately west of the bridge that was knocked down during Hurricane Wilma in late 2005. The new speed reduction sign indicates that the speed limit ahead is 30 MPH. This replacement may have been initiated by the Department as a direct result of the Town's recent inquiry. One could consider this "warning" sign that the speed limit is dropping on the east side of the bridge as being essentially as useful as an actual dropping of the speed limit on the bridge, as far as most drivers' consideration, but of course the 30 MPH speed limit would not be enforced on the bridge.

If you have any further questions, Don and I would be happy to go into more detail.