



AGENDA ITEM REQUEST FORM

Town Manager's Office

Bud Bentley

Department Submitting Request

Assistant Town Manager B

REGULAR
COMMISSION MTG
Meeting Dates - 7:00 PM

DEADLINE TO
Town Clerk

ROUNDTABLE
MEETING
Meeting Dates - 7:00 PM

DEADLINE TO
Town Clerk

July 26, 2011

July 15 (5:00 pm)

July 12, 2011

July 1 (5:00 pm)

*Subject to Change

Presentation

Reports

Consent

Ordinance

Resolution

Quasi Judicial

Old Business

New Business

SUBJECT TITLE: Imperial Lane Traffic Calming Project

EXPLANATION: The residents on Imperial Lane have been working with the Town for some time to develop a workable traffic calming project to reduce reported errant/lost drivers from attempting to use Imperial Lane to return to Commercial Boulevard, and reported eastbound acceleration by drivers attempting to "make the green light." The Commission most recently discussed this project at its April 12, 2010 and September 20, 2010 meetings. The September 20th agenda item is attached (**Exhibit 1**) as are the minutes for both meetings. At the April 12th meeting, the Commission authorized a temporary choker to be installed. At the September 20th meeting, the Commission authorized staff to pursue the traffic calming alternatives recommended in the August 30, 2010 Kittelson Report prior to proceeding with the choker. The County moved the traffic signs but the recommendations concerning the cycle length for the traffic signal and installing a limited visibility traffic signal head were not approved by the County Traffic Engineering Division.

Over the past several months, staff and the Town's traffic consultant, Molly Hughes, met several times with residents to make suggestions, answer questions and refine residents' ideas into a viable project. Vice Mayor Dodd and Mrs. Jeannine Clark facilitated the conversations and meetings with the residents.

In addition to calming traffic, the residents would like to beautify the entrance of Imperial Lane. The attached drawing (**Exhibit 2**) shows a proposed project that does both. The traffic calming elements are proposed to be funded by the Town and the beautification elements, if undertaken, would be funded by the residents as shown on Table 1.

Table 1 – Project Elements and Preliminary Cost Estimates

Element	Town Expense	Resident Expense
Asphalt removal	\$350	
Concrete Curbing	\$750	
Speed Table	\$3,150	
Pavement & stop bar stripping	\$100	
Treatment on top of speed table		\$2,940 (1)
Landscaping		TBD
Signage		TBD
Total	\$4,350.00	\$2,940.00

(1) We are exploring less expense alternatives.



The Imperial Lane representatives have provided the attached documentation (**Exhibit 3**) of the residents' support of the project. The residents immediately north (215 Imperial Lane) and south (220 Imperial Lane) of the location of the proposed traffic calming element are opposed to the project. The comments of Ms. Schafer (215) and Mr. Roberts (220) are attached (**Exhibit 4**).

Molly Hughes met with the two neighbors to explain the project and the fact that it will be totally located within the right-of-way. Ms. Hughes' recap of the issues is included as **Exhibit 5**. In subsequent discussions with Ms. Hughes, we believe that several of the issues such as the turning radius into 215 Imperial Lane, drainage and a pedestrians sidewalk can be addressed in the design of the speed table to mitigate impact to the neighbors. **Exhibit 6** is an aerial view of the intersection of Imperial Lane and Thomas Lane.

The traffic calming project is viable regardless of when or if the beautification improvements are made. It is not at all unusual for the traffic calming project to be completed and then for the residents to raise funds for beautification improvements. Based on our understanding of Commission policy, we have consistently told the residents that they would be responsible for all of the capital cost for the beautification elements and the ongoing maintenance. However, since Imperial Lane residents are not members of an organized neighborhood association, they will not be able to secure their own insurance. The Town could explore insuring the improvements and billing the residents. Given the proposed improvements, we believe the liability risk to be minimal and recommend the Town accept the responsibility.

A more likely situation is a car will drive through the landscaping and damage it. In this situation, we recommend the Town policy to be that we remove the damaged improvements and the residents be responsible for their replacement. The Town would pursue recovery from the driver and any proceeds related to the beautification improvements would go to the residents since they funded the improvements, maintenance and any replacements. Any recovery related to the Town-funded improvements would be used for those repairs.

RECOMMENDATION: We recommend the traffic calming project be approved. The residents have worked a long time on this project and we believe the proposed alternative is a cost-effective means of addressing the issues. If the concept is approved by the Commission, we will administratively approve the beautification improvements and the documentation will include a statement of the Town's policy regarding replacement of damaged improvements.

- EXHIBITS:**
1. September 20, 2010 agenda item and minutes
 2. Proposed Traffic Calming Project
 3. Resident Document of Support
 4. Comments from Ms. Schafer and Mr. Roberts
 5. Ms. Hughes comments
 6. Aerial view of the intersection of Imperial Lane and Thomas Lane

FISCAL IMPACT AND APPROPRIATION OF FUNDS: Funds are available in the Capital Improvement Traffic Calming Account (310-575.200-500.630).

Reviewed by Town Attorney
 Yes No

Town Manager Initials CA

File: 7-19 Imperial Lane Traffic Calming AC

ⁱ Note: The initial concept drawing shown pavers on top of the speed table with concrete bands. Since pavers are no longer being considered both the pavers and the concrete bands have been removed from the project drawing (**Exhibit 2**).



TOWN OF LAUDERDALE-BY-THE-SEA

ROUNDTABLE ITEM REQUEST FORM

Exhibit 1

Town Manager's Office

Bud Bentley
Assistant Town Manager

Meeting Date / Time

Deadline w/o Backup

Deadline w/ Backup

September 20, 2010 7:00 PM

Oct 13, 2010 / 7:00 PM

Oct 6, 2010 / Noon

Oct 1, 2010 / Noon

Oct 27, 2010 / 7:00 PM

Oct 20, 2010 / Noon

Oct 15, 2010 / Noon

ITEM/ITEMS*: Traffic Calming Report for Imperial Lane

The Commission last discussed this topic at its April 12, 2010 Roundtable meeting. The minutes of that meeting are attached (**Exhibit 1**). The minutes reflect the Commission consensus to install a temporary choker at the east end of Imperial Lane.

After consulting with BSO, the County Traffic Engineering Department, the Town Engineer, we were concerned that the proposed solution would not produce the results desired. We secured the services of a Traffic Engineering firm, Kittelson & Associates, Inc. to review the alternatives and provide their recommendations. Their report is attached (**Exhibit 2**.)

We recommend implementing the Kittelson recommendation prior to trying other alternatives. If the Commission finds merit in the Kittelson recommendations, we will meet with the neighborhood representatives to explain why we are implementing these measures before trying a temporary choker.

Town Manager's Initials: CB

***ITEMS LISTED THAT WOULD BE GOING TO REGULAR COMMISSION AGENDA REQUIRE NEW AGENDA ITEM REQUEST FORM WITH AMPLE TIME TO PRODUCE BACKUP**

**TOWN OF LAUDERDALE-BY-THE-SEA
TOWN COMMISSION**

**ROUNDTABLE
MINUTES**

Jarvis Hall

4505 Ocean Drive

Monday, April 12, 2010

6:00 P.M.

1. CALL TO ORDER, MAYOR

Mayor Roseann Minnet called the meeting to order at 6:00 p.m. Also present were Vice Mayor Stuart Dodd, Commissioner Birute Ann Clotney, Commissioner Scot Sasser, Commissioner Chris Vincent, Town Attorney Richard Weiss, Town Manager Esther Colon, Assistant Town Manager John Olinzock, Town Clerk June White, and Town Engineer James Barton.

2. DISCUSSION ITEMS:

a. Bocce Ball Court Expansion (Town Engineer James Barton) Deferred at the March 23, 2010 Commission meeting - Vice Mayor Dodd

Vice Mayor Dodd believed the idea was first class and believed it should be approved.

Mayor Minnet inquired as to whether the item needed to go back on the agenda. Attorney Weiss stated that the Commission could either refer back to staff for additional work or, refer back to staff with direction to do a particular thing or, if ready, refer to staff to place on next agenda.

Commissioner Vincent was concerned about delaying the process by referring the item back to staff. Manager Colon explained that the estimate received was not compliant with the dollar amount Town Engineer James Barton submitted. Commissioner Sasser questioned whether Engineer Barton had a chance to review the material submitted by Mr. Salentino and inquired of his thoughts.

Engineer Barton stated that he researched other bocce ball courts and established a recommendation to do something similar to the current court or the Commission could do whatever they wanted. He added that if they chose the latter he could not guarantee it.

there may be something else available within.

Clerk White stated that she was looking into the upgrades. She asked whether the minutes produced to date were acceptable. The Commission agreed they were.

Commissioner Sasser requested that this be placed on the Town Manager Report in order to keep up with the status. Manager Colon said she would and advised that the Public Information Officer d'Oliviera was looking into updating the equipment.

- f. Discussion and/or action to have the Town Engineer research the traffic flow on Imperial Lane to see if signage or a barrier is needed to prevent through traffic from A1A from entering this street (Commissioner Birute Clotey) Direction given at the January 26, 2010 meeting for additional information (Town Engineer James Barton) – Deferred at the March 23, 2010 Commission meeting – Vice Mayor Dodd

Commissioner Clotey requested a list of businesses on Imperial Lane that proved not to create a lot of traffic. She wondered whether a sign could be posted under the streetlight at Imperial Lane with an arrow that indicated "Dead End" or "No Outlet". Engineer Barton believed that since there was a light there, people felt it was a regular street. He stated that he looked into the gate possibility but did not believe it was feasible as it had to be open to everyone, including emergency services to which there was not enough room for the emergency vehicles to turn around. Engineer Barton added the cost would be expensive. He suggested a visible impediment that would force people to turn as he believed tourists would not notice the sign.

Vice Mayor Dodd stated there were 3 speed humps on Imperial Lane and people hurried down the street to make the green light at the end of the road. He added that the residents requested narrowing the road to one lane on a temporary basis by using concrete parking barriers and bring the signs in closer.

Commissioner Vincent asked whether that could be done legally and without impeding the flow of traffic. Assistant Town Manager Olinzock stated that under the Broward County Interlocal Agreement, everything the Town did as far as traffic signage or paving markings had to be brought to them. He stated that Broward County was more comfortable with choking the road.

Commissioner Sasser questioned whether the residents on Imperial Lane would consider paying for the installation and maintaining their own arms and whether there would be problems associated with that. Manager Colon stated they would have to go through Broward County Traffic Engineering. She added that would be an option so long as the Town had no liability.

Commissioner Sasser asked whether the choker effect could be tried on a temporary basis. Assistant Town Manager Olinzock said he would work with Town Engineer Barton to see if there was something temporary in the industry that could be used and accepted by Broward County.

Commissioner Sasser expressed concern with having one lane. Assistant Town Manager Olinzock said they would have to share the road. Vice Mayor Dodd indicated that other areas used this as a form of traffic calming. He added that the residents were trying to avoid putting another speed hump at the beginning.

It was the consensus of the Commission to move forward with a temporary choker.

- g. Discussion and/or action for the Commission to give its final approval to the final construction drawings for the El Mar Drive beautification before construction begins (Commissioner Stuart Dodd) Direction given at the January 26, 2010 meeting to go before the Master Plan Steering Committee – Deferred at the March 23, 2010 Commission meeting Vice Mayor Dodd

Vice Mayor Dodd wanted the MPSC (Master Plan Steering Committee) to look at other options. Commissioner Sasser believed that the MPSC was looking at a grant brought to their attention previously by Commissioner Clotey. He was concerned as to whether the Commission was locked in to what was previously selected.

Commissioner Clotey stated that the drawings were drafts and the MPSC was to get with engineers.

Commissioner Sasser asked for clarification that the Town was not locked in. He added that drawings left room for change, and were waiting on the MPSC to meet with the engineers to finalize them.

Manager Colon stated that the MPSC could not meet with just any engineer. She added that the MPSC would first have to tell the Commission what they want to do, and then the Commission would need to decide whether the MPSC would use the Town Engineer or go out for RFP. She reminded the Commission there was a deadline.

Commissioner Vincent questioned whether the project was classified as a beautification project or a pedestrian friendly project and whether the Town met the criteria. Commissioner Clotey stated it was both and that the beautification may bring additional jobs to the restaurants and hotels. She added that specifically it was for job creation and then pedestrian friendly.

MEMORANDUM

Date: August 30, 2010

Project #: 11153

To: James Barton, Chen and Associates
Bud Bentley, Lauderdale-by-the-Sea

From: Mike Coleman and Thuha Lyew
Project: Imperial Lane, Lauderdale-by-the-Sea
Subject: Traffic Calming Recommendations

This memorandum summarizes the traffic conditions on Imperial Lane in Lauderdale-by-the-Sea and recommends potential considerations to enhance the street.

Background and Existing Conditions:

Imperial Lane is a residential street. Its intersection with N. Ocean Drive is signalized. Thomas Way T's into Imperial Lane from the south at approximately 200 feet west of SR A1A/N. Ocean Drive. West of its intersection with Thomas Way, Imperial Lane is a dead-end street that is paved and has street lights but no curbs or sidewalks.

The street is straight and flat and has two speed humps. One hump is located 275 feet west of Thomas Way. The second hump is located another 750 feet west of Thomas Way. West of Thomas Way, a total of 37 single-family homes front Imperial Lane. Each home has at least one, but no more than two driveway accesses.

Imperial Lane is signed as a DEAD END street at its intersection with SR A1A/N. Ocean Drive. It is signed again at its intersection with Thomas Way (*photo 1*). There are no speed signs on Imperial Lane, but there are a total of two advance warning signs for the speed humps that include a 20 mile-per-hour advisory speed sign. There is one advance warning sign in each direction. They are located in advance of the two speed humps (*photos 2 and 3*). There are no signs to manage on-street parking, but some areas adjacent to the street are paved for the apparent purpose of parking.

Traffic counts were conducted at two locations on Wednesday June 23 and Thursday June 24, 2010. At a location just west of Thomas Way a total of 306 vehicles were counted in 24 hours. The second location, between the two speed humps, counted 293 vehicles. Generally, counts in the summer months are slightly lower than those collected in the winter months; in this case, most of the residences are non-seasonal, it is believed that the counts are unaffected.

Findings:

There appears to be less traffic activity on Imperial Lane than would be expected. A typical residential neighborhood tends to generate approximately 10 trips per home per day and the directional split is equal over a 24-hour period. Also a dead end street's traffic volumes will accumulate and reach a maximum at its point of access. The observed traffic volumes were indeed greatest nearest the Thomas Way intersection and decreased as you moved away from the intersection. An average of only 8.5 vehicle trips was generated by each home. The directional split of the traffic volume was unexpectedly out of balance during the 24 hours that were observed. More drivers left the neighborhood than arrived. Had the entering volumes matched the exiting volumes, the total traffic would have been approximately 360 vehicles, or approximately 10 trips per home.

As expected the observed vehicle speeds were quite low in the vicinity of the two speed humps. Also vehicle speeds were equally low for westbound vehicles near Thomas Way. However the overall speeds of eastbound vehicles approaching the Thomas Way intersection were higher. Twenty-four percent were observed traveling at least 30 miles per hour. Almost 10 percent were traveling at least 35 miles per hour. Anecdotal information suggests that eastbound drivers tend to travel faster when they are approaching a green light at the N. Ocean Drive intersection. The signal's cycle length is at least 2 minutes long during most of the day, so drivers may be trying to save at least 2 minutes of delay by hurrying to use the green light they see.

Recommendations:

Traffic conditions are generally as expected for a street like Imperial Lane, however certain improvements and upgrades could be considered. They include:

- Installing two additional SPEED HUMP AHEAD warning signs, between the two existing humps. Also, the visibility can be improved by adequate vegetation trimming (*photo 2*).
- Installing at least one fiberglass white delineator at the pavement edge of each speed hump (*photo 4*). This will discourage drivers from maneuvering off of the pavement to avoid the speed humps (*photo 5*).
- Reinstalling the two existing DEAD END warning signs to ensure that they are at the standard 7-foot minimum mounting height. This will improve their visibility.
- Proposing to reduce the cycle length at the signalized intersection with A1A/N. Ocean Drive. Coordination will need to be made with Broward County Traffic Engineering Division to ensure the adequate pedestrian crossing time and the appropriate signal coordination/synchronization with Commercial Boulevard. Ideally, the cycle length can be at half of what is implemented at Commercial Boulevard for the respective peak period.
- Replacing the eastbound heads of the traffic signal at SR A1A/N. Ocean Drive with programmed visibility heads. Programmed visibility heads can be designed so approaching drivers cannot see the signal indication until they are within a determined

distance from the intersection. In the case of Imperial Lane, the heads could be programmed so eastbound drivers cannot see the signal indication from far away and be tempted to accelerate to "beat" a green light.

- Establishing a monitoring program such that speed and volume are collected every six months to ensure the consistently low speeds observed. In the event that high speeds are observed, other more significant treatments (such as installation of additional speed hump or neck down/chocker) can be examined.



Photo 1: looking west, just west of Thomas Way.



Photo 2: looking west, from east of speed hump (sign located in front of Residence 223 Imperial Lane)



Photo 3: looking east, from west of speed hump (sign located in front of Residence 260 Imperial Lane)

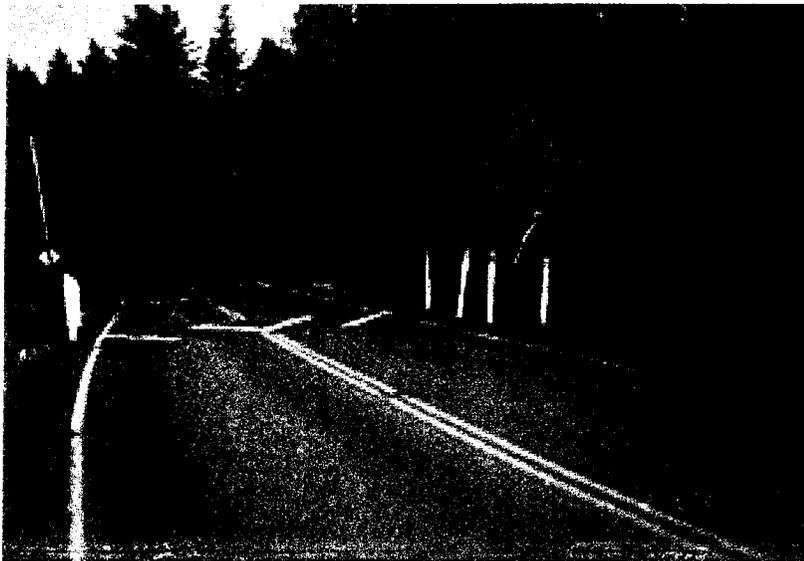


Photo 4: Sample use of delineator



Photo 5: vehicle driving off of the pavement to avoid the east speed hump, located in front of Residence 227 Imperial Lane

Mayor Minnet requested staff notify the Commission of the amount being paid to Mr. Keller to update those parking studies. There was no further discussion.

f. Traffic Calming Imperial Lane (Interim Assistant Town Manager Bud Bentley)

Interim Assistant Town Manager Bentley stated that the Commission asked Town staff to look at this item back in April. He explained that the traffic engineer recommended traffic calming techniques prior to proceeding to the next step of a "choker". Interim Assistant Town Manager Bentley said that if the Commission concurred with the recommendations, Town staff would meet with the neighborhood residents, explain their position and begin moving quickly.

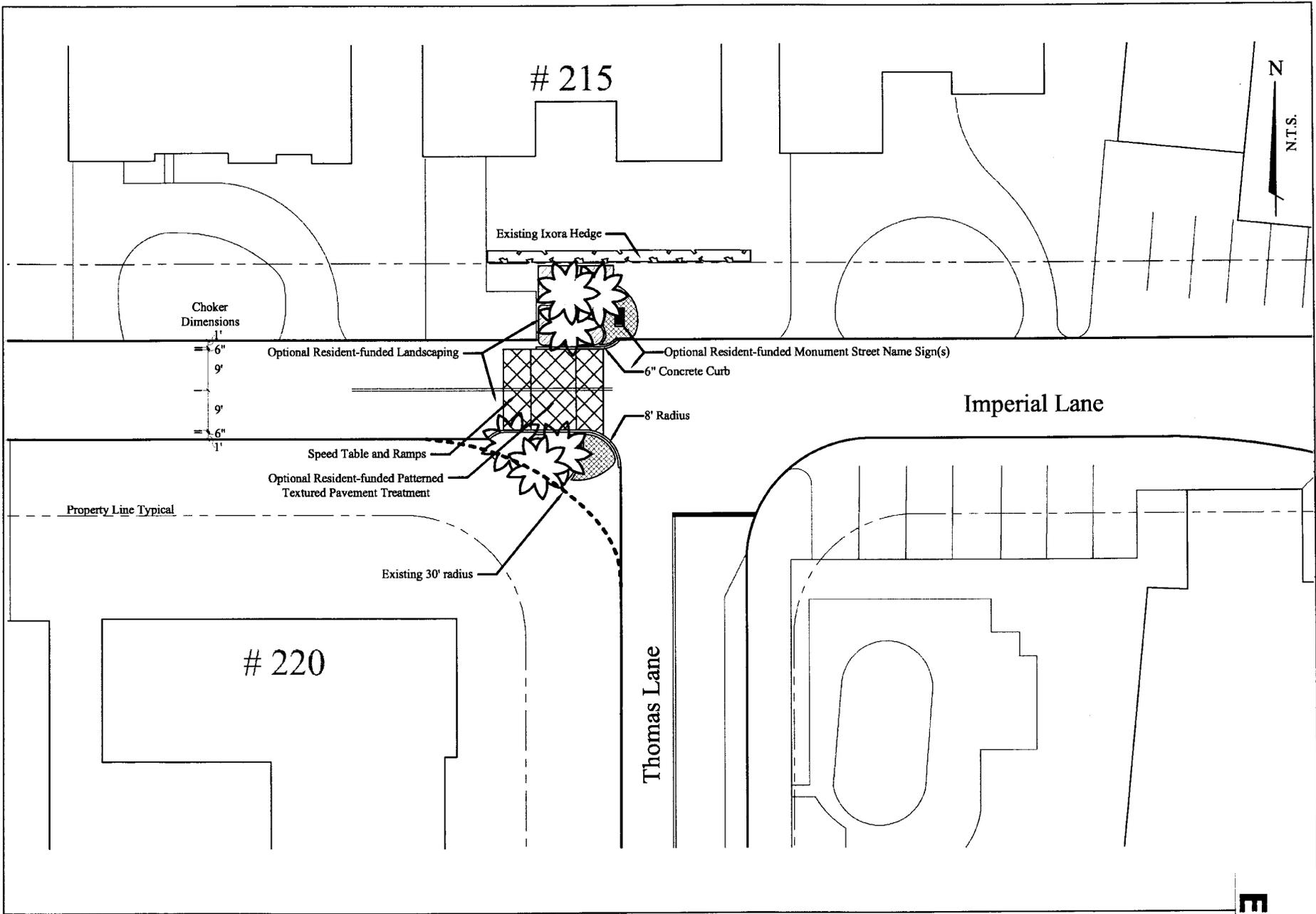
Vice Mayor Dodd stated that people exceeded the speed limit to make the green light. He believed it would be quicker if the light turned traffic south down A1A, and made a "U" turn at Flamingo. Vice Mayor Dodd said that any help from Broward County to reduce the traffic would be greatly appreciated by the residents. He pointed out that there were only three (3) dead end roads located within the Town, and a "choker" would create the proper precedence needed.

Interim Assistant Town Manager Bentley explained that discussion regarding "chokers" no longer fell under traffic calming, and was more in reference to neighborhood improvements. Mayor Minnet and Vice Mayor Dodd agreed. Vice Mayor Dodd said he would abstain from voting on this item when it came before the Commission due to the fact that he resided on that street. Commissioner Sasser requested that Vice Mayor Dodd discuss his decision with the Town Attorney to abstain from the vote, because he did not agree with the decision.

Commissioner Sasser questioned whether the recommendation would actually solve the problem, and maybe security gates could come into play. He requested that staff inform him of the amount paid to Chen & Associates and Kittelson & Associates for their work done on this item. Interim Town Manager Hoffmann explained that staff came to the conclusion that traffic engineers were necessary to assist with traffic calming issues. Interim Assistant Town Manager Bentley said that Kittelson & Associates cost the Town \$1,000.

g. Professional Services Contract with Armilio Bien-Aime (Interim Town Manager Connie Hoffmann)

Interim Town Manager Hoffmann stated that she could not increase the amount of the contract administratively and requested Commission direction. Vice Mayor Dodd and Commissioner Vincent supported the increase. Mayor Minnet questioned whether Mr. Bien-Aime no longer paid for advertising in the Town Topics. Interim Town Manager Hoffmann said he stopped paying for advertising in February. Commissioner Clotey believed that since Mr. Bien-Aime no longer paid for advertising, then in effect, he was getting an increase. Interim Town Manager Hoffmann stated that last year's



HUGHES HUGHES INC.

Transportation Engineers & Planners
 728 S.W. 4th Place, Suite 103
 Fort Lauderdale, FL. 33312-2595
 (954) 563-1121 Fax: (954) 563-9790

Choker & Speed Table
 Imperial Lane Traffic Calming Options

Exhibit 2

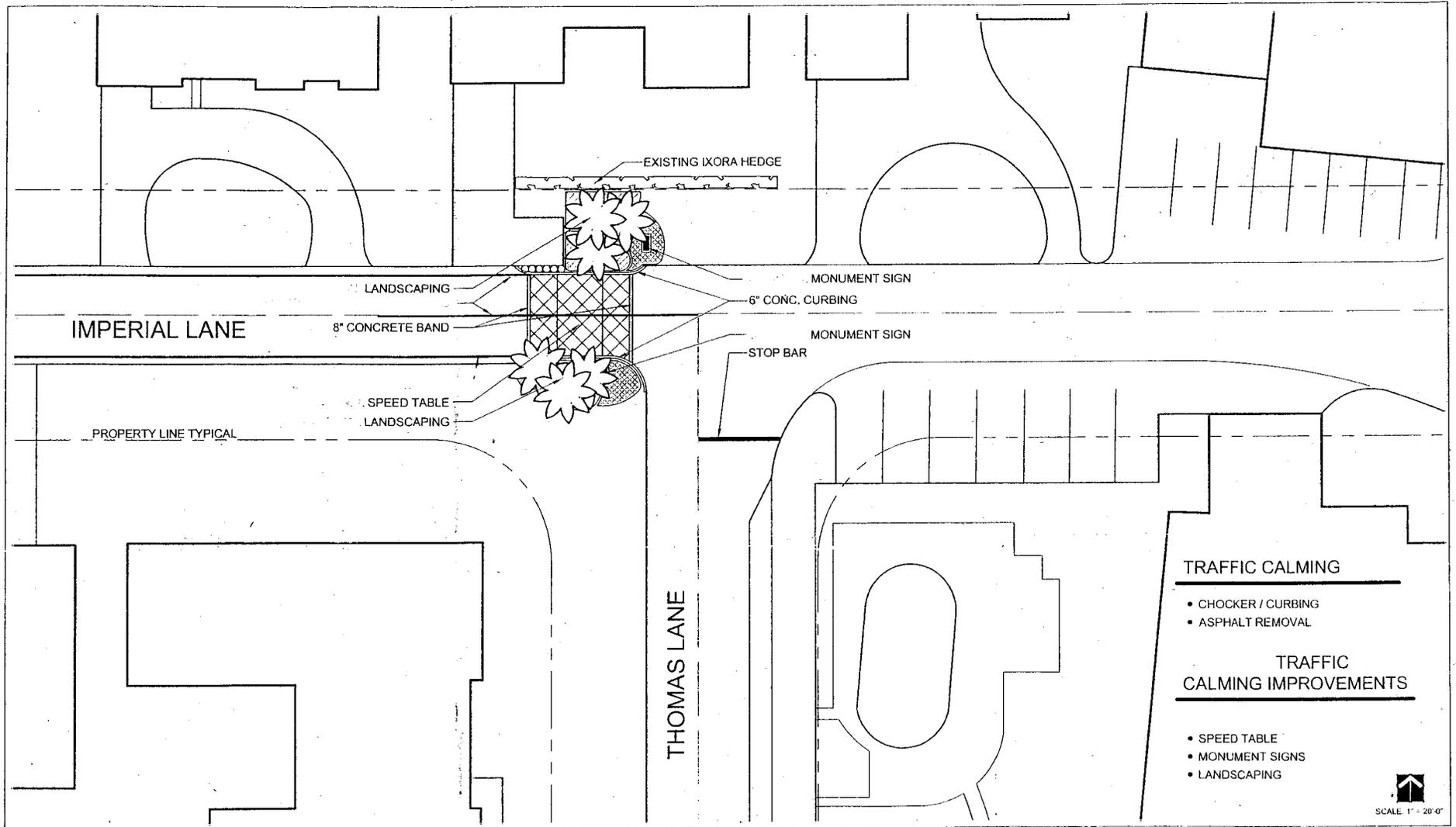
July 2, 2011

Dear Neighbor,

A traffic study was conducted by the town of Lauderdale by the Sea at the request of a significant number of residents because of problems with speeding and drivers disregarding the dead end signs.

The attached plan has been recommended based on the findings of the traffic study. The plan is designed to clearly identify the street as a dead end and to reduce speed both east and westbound.

Should you have any specific questions about the plan contact Bud Bentley, Assistant Town Manager at 954 776-3611 x 7103 or Budb@lauderdalebythesea-fl.gov



TRAFFIC CALMING

- CHOCKER / CURBING
- ASPHALT REMOVAL

TRAFFIC CALMING IMPROVEMENTS

- SPEED TABLE
- MONUMENT SIGNS
- LANDSCAPING



SCALE 1" = 20'-0"



Transportation Engineers & Planners
 728 S.W. 4th Place, Suite 103
 Fort Lauderdale, FL 33312-2595
 (954) 563-1121 Fax: (954) 563-9790

**TRAFFIC CALMING
 IMPERIAL LANE RESIDENCES**

Exhibit 3

Figure 1

Imperial Lane Traffic Calming Petition

29 “yes”- strongly in favor of proposed changes

1 “no”-220 Imperial

1 under construction property- 240 Imperial

1 for sale/vacant property- 268 Imperial

3 out of town resident- 283, 235,252 Imperial

3 occupied but no answer-288,219,215 Imperial

1 undecided; mailed info to NY -228 Imperial

39 residences total

tax_2011_6_16_10_2_28

Verbal yes

yes / no

FIORENZA PAULA J, 291 IMPERIAL LN, 4943, 18, 04, 0240, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 3877, 08/26/2008,

[Signature]

yes / no

GADSBY DAVID T, 259 IMPERIAL LN, 4943, 18, 04, 0181, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 2901, 10/05/2007,

D. Gadsby verbal yes \$300

yes / no

GEESEY JR ADAM H & CYNTHIA ANN, 256 IMPERIAL LN, 4943, 18, 04, 0330, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 2421, 07/11/199

A. Geesey / Ada Geesey, Jr \$200

yes / no

GONZALEZ LOUIS R, 235 IMPERIAL LN, 4943, 18, 04, 0120, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 2881, ,100,

_____ yes/no out of town

GONZALEZ-BELLO JOSE A TRUST 219 IMPERIAL LN, 4943, 18, 04, 0080, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 2871, 03/10/2005,

_____ yes/no no answer, 3 attempts

GROTNES CHARLES R & RUTH N, 239 IMPERIAL LN, 4943, 18, 04, 0130, SURF & YACHT ESTATES 22-46 B, 2574, ,160000,

[Signature] yes / no

GUISO G & ANNA M 252 IMPERIAL LN, 4943, 18, 04, 0332, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 3614, ,55000,

_____ yes/no out of town

KIROGLU MURAT H, 240 IMPERIAL LN, 4943, 18, 04, 0360, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 2795, ,1035000,

_____ yes/no under construction

KOZAK JOSEPH JR & JAROSLAVA223 IMPERIAL LN,4943,18,04,0090,LAUDERDALE SURF & YACHT ESTATES 22-46 B,2277,07/03

Joseph yes/no

LAMARCA ANTHONY & DENISE,287 IMPERIAL LN,4943,18,04,0230,LAUDERDALE SURF & YACHT ESTATES 22-46 B,5283,08/15/1991,522000

Denise Lamarca yes/no \$200

LAMBERT GREGG & DENISE,247 IMPERIAL LN,4943,18,04,0150,LAUDERDALE SURF & YACHT ESTATES 22-46 B,3700,05/31/2007,675000,

Denise Lambert yes/no

LIONETTI GERARD V FAMILY TRUST,267 IMPERIAL LN,4943,18,04,0190,LAUDERDALE SURF & YACHT ESTATES 22-46 B,2121,12/19/2006,

Sandy Elchris yes/no

LURIE ANTHONY & TERI,222 IMPERIAL LN,4943,18,04,0400,LAUDERDALE SURF & YACHT ESTATES 22-46 B,4499,03/26/1998,628200,

Anthony Lurie yes/no \$300

MANN ROBERT B TRUST,248 IMPERIAL LN,4943,18,04,0340,LAUDERDALE SURF & YACHT ESTATES 22-46 B,3026,07/13/2005,

Robert Mann yes/no \$200

MICHAELS JOSEPH F & SYLVIA O,227 IMPERIAL LN,4943,18,04,0100,LAUDERDALE SURF & YACHT ESTATES 22-46 B,2529,

JF Michaels yes/no

NAIR SOMNATH & ISHANA236 IMPERIAL LN,4943,18,04,0370,LAUDERDALE SURF & YACHT ESTATES 22-46 B,4968,11/19/1999,365000,

Som Nath yes/no

NOCERO D & DEVORA,243 IMPERIAL LN,4943,18,04,0140,LAUDERDALE SURF &

tax_2011_6_16_10_2_28

YACHT ESTATES 22-46 B, 2038, ,35000,

D. Resene yes/no

O'GRADY JOHN J, 272 IMPERIAL LN, 4943, 18, 04, 0290, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 3446, ,270000,

John O'Grady yes/no \$200.00

PASTURA MARY, 279 IMPERIAL LN, 4943, 18, 04, 0210, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 4111, 12/18/2006,

Mary Pastura yes/no

PAULAITIS GEDIMINAS & VYTAUTE, 263 IMPERIAL LN, 4943, 18, 04, 0180, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 2758, 10/31/2009,

V Paulaitis yes/no

REGOUT-FAVART CHRISTINA SOPHIA & 284 IMPERIAL LN, 4943, 18, 04, 0260, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 3123,

C Favart yes/no

ROBERTS ROLAND W & ADRIENNE A, 220 IMPERIAL LN, 4943, 18, 04, 0410, LAUDERDALE SURF & YACHT ESTATES 22-46 B POR 0, 4747,

R. Roberts verbally yes/no

ROY OUGRASINGH & REOWTIE 231 IMPERIAL LN, 4943, 18, 04, 0110, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 2626, ,119500,

R Roy yes/no

SCHAEFER HOLLY L TRUST, 215 IMPERIAL LN, 4943, 18, 04, 0070, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 1745, 03/29/2002, 329900,

_____ yes/no NO answer; 3 attempts

STONE GEORGE W SR, 268 IMPERIAL LN, 4943, 18, 04, 0300, LAUDERDALE SURF & YACHT ESTATES 22-46 B, 2580, 09/12/2003, 830000,

Exhibit 4

-----Original Message-----

From: Holly [mailto:Misshappytrails@aol.com]

Sent: Wednesday, July 13, 2011 9:44 PM

To: brob243@bellsouth.net; molly@hugheshughesinc.com

Subject: My concerns over the potential speed bump at Imperial lane

To whom this may concern, my name is Holly Schaefer and I live at 215 Imperial lane. I have lived here since April 2002. I love this neighborhood, very happy living here. I have had no issues in the ten years living here. It can be a bit noisy living so close to A1A, but I've gotten used to the sounds.

From what I understand there has been some people complain about some cars speeding on Imperial lane. I own a dog and walk him down the street, and am always outside and haven't noticed it myself. I have been approached by some people in the city about adding in a speed bump. Apparently the speed bumps that already exist aren't doing their job.

I have been shown the sketch and spoke to Molly about the future plans. At first I was open to it, even though I knew it was going to affect me negatively. Then I saw the sketch, after I studied it, I realized this thing was going to pose as a problem for me in the future.

First I'd like to mention I am a young, very active, and social woman. I own a jet ski, and have a couple of cars I keep at my property. I'm always moving around, taking my jet ski out often, and sometimes struggle with storing it along side my house. I have to angle it just right to get it in my driveway when it's time to wash it off. Then I have to back it out again to store it away. I feel strongly that this plan for the speed bump will make it even more difficult for me. If the planters, and the curb are installed it will make it near impossible for me. I shouldn't have mentioned that issue first, there is another major issue I'm concerned about.

I continue to have a big problem with flooding. Since I first moved here I always had flooding in my garage. At times it will flood up to six inches in my garage. I've tried many thing to prevent it, but nothing works. I feel that this speed bump, and curb, and planters will increase the flooding. I don't want to take that risk and find out. That is the most important issue of all, and I want to stress that.

There are two more things I'm concerned about. I have invested many thousands of dollars in my house since I've lived here. I am proud of my house and yard, and I do like to entertain.

When I have guests over, they usually wind up having to park in the grass in front of my hedge. If this project is completed it will prevent my house guests from parking there in the future.

Also it will make it difficult for me to pull into my own driveway. When I come home I usually come from the south. When I approach the neighborhood I tend to turn at Codrington dr, and then merge onto Thomas Way and cross over Imperial into my driveway. I do this because it's difficult to make a left turn on Imperial lane off off A1A due to fast merging traffic off of Bougainvilla Dr. I feel that this speed hump, curb, planter, all of the above will make parking in my driveway difficult.

Exhibit 4

Last but not least, I'm concerned about the noise factor. It's already noisy as I mentioned before, and I'm thinking will just add to the noise. I walked over to the speed bump down the street where Molly told me to. And stood about as far as my bedroom window would be and listened as cars drove over it. I could hear the sound clearly as traffic would drive past. I'm a light sleeper and my bedroom window is almost directly in front of where this potential speed bump will be. I almost know for a fact, the noise will increase.

These are my concerns about this potential project. I know that there are some people in the neighborhood that think this is a good idea to slow traffic and maybe divert people from coming into the neighborhood. I think otherwise, and this will be all at my cost if this gets completed. I don't think the people in the neighborhood pushing for this have stopped to consider that anything negative will come of this. And I'm the main person who will be affected by this.

Please take the things I've talked about into consideration before you approve this. I love my home, I love my house, I love my neighbors, and I hope that never changes.

Thank you for your time.

Sincerely Holly Schaefer.

July 14, 2011

To: Molly J. Hughes, President
Hughes Hughes, Inc.
Molly@HughesHughesInc.com

Subject: Objections to proposed "Choker" and "Speed Bump Table" on Imperial Lane

I believe the "Choker" and "Speed Bump Table" proposed for installation on Imperial Lane between the 215 and 220 properties (see drawing attached) would present serious safety and environmental hazards. These are, but not limited to:

A. "Choker" problems:

1. Narrowing Imperial Lane to 18 feet would present a serious hazard to vehicular traffic, pedestrians and bicyclists. This is a residential neighborhood and many of our residents walk the street for exercise for themselves and their dogs. Many also ride bicycles. Over the length of the "Speed Bump Table" it would be impossible for a pedestrian or bicyclist and one or two cars to safely pass.
2. The 6 inch concrete curbs on each side of the "Speed Bump Table", extending 18 inches inward from the normal grass line would present a hazard to automobiles, bicyclists, and pedestrians passing each other on any 18 foot wide roadway. At night, or during a heavy rain storm it would be all too easy for an accident involving either or both to hit or straddle the curb resulting in personal injury, property damage, or worse.
3. The curbs would also exacerbate existing flooding problem with storm water runoff. Rain water normally collects several inches deep in a rainstorm and runs off the crown of the roadway into permeable grass areas on each side, normally grass. The curbs would prevent this over the length of the "Speed Bump Table", increasing the depth of the water accumulating, and decreasing the water flow into the adjacent grass or landscaping. The property at 215 would be seriously impacted by this since there is already a problem there with rain water running into the garage in a downpour.
4. The proposal that local residents could landscape the 12 to 18 inches between the existing grass lines and the proposed 6 inch curbs to help hide the ugly "Speed Bump Table" is an absolute travesty, and would present a serious traffic hazard. Any bush or hedge planted on the south side berm would have to be kept trimmed so as to not obscure the vision of oncoming traffic for northbound cars stopped at the stop sign on Thomas Way. It is questionable that the resident at 220 would always be diligent in making sure this was done.
5. The narrowed street and curbs would present a problem to large trucks attempting the right turn from Imperial Lane into Thomas Way. Choice Environmental trucks do this on a regular basis. Emergency and construction vehicles do so on frequent occasions. A large crane truck barely made the existing turn last week while headed for a site on Codrington Drive. If the curb had been in place at that time it would probably have been run over and damaged or destroyed.

B. "Speed Bump Table" problems:

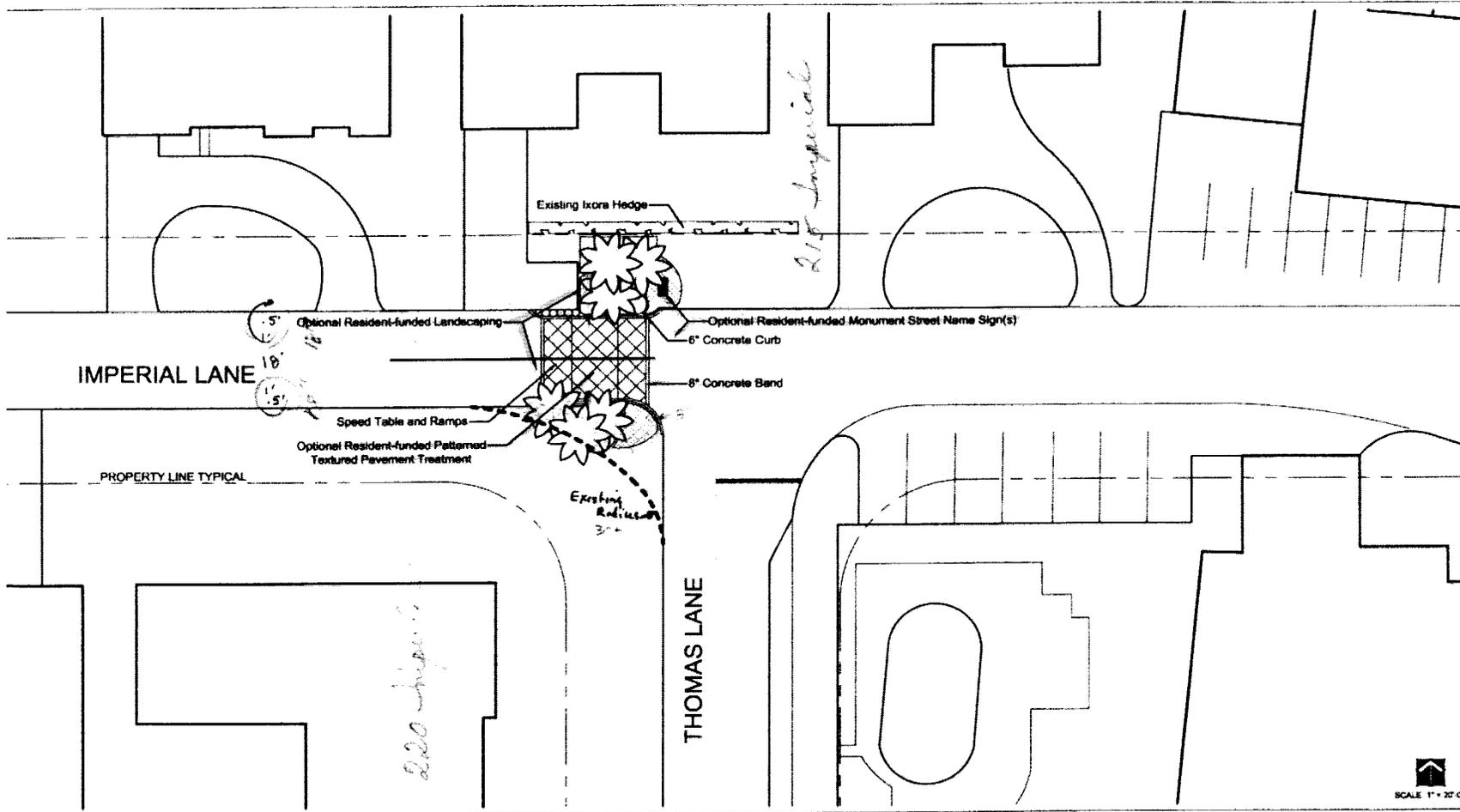
1. The elevation profile and construction material of the "Speed Bump Table" is not specified by the drawing. The drawing does show an 8 inch concrete band in the pavement at the east and west ends of the Table. This band may start out at the same elevation as the asphalt paving, but it is unlikely to remain that way over time. This means a dip or a bump condition developing over time at the beginning and end of the "Speed Bump Table".
2. Noise is generated by vehicles when they hit a bump or pothole. (Listen to the noise generated when vehicles cross the brick paver cross walks on AIA). Since the proposed "Speed Bump Table" is adjacent to the bedrooms of both the 215 and 220 properties, the noise pollution would be objectionable.
3. The damage done by speed humps or Speed Tables depends on the elevation and ramp angles. It is impossible to quantify the damage the Speed Table could do without the elevation profile information. There are already two speed bumps (traffic calming devices) installed further west on Imperial Lane. There is, however, no question that speed humps, bumps, or tables do damage the vehicles passing over them and increase the automobile repair bills. Broward County does not allow humps, bumps, or tables be placed on roadways used by their vehicles.

Conclusions:

1. As a resident on Imperial Lane I have seen no evidence that the volume of traffic and number of speeding vehicles on Imperial Lane is sufficient to justify the expense, ugliness, and hazards of the proposed "Choker" and "Speed Bump Table". There is no cost/benefit analysis presented to support the expense based on the traffic volumes.
2. The only time there were a number of cars going down Imperial Lane looking for "a way out" was several years ago when an automobile on fire was blocking northbound A1A. Hibiscus Avenue is the most often used route by a lost motorist, not Imperial Lane.
3. If the motivation for installing this traffic calming measure is to make it safer for the young daughter of a resident on Imperial Lane to play in the street, then it would be far better to ask the daughter to stay away from the dangers of this and every other street, rather than subject taxpayers and residents to unnecessary expense and expose them to additional hazards.
4. The speed hump, bump, table traffic calming device was presented to the street residents on the basis of calming traffic, without consideration to any other factors. A rose by any other name will smell just as sweet, and, it is still a duck when it walks and talks the same way.

R. W. (Bob) Roberts
220 Imperial Lane

Copies to: LBTS Commissioners



Transportation Engineers & Planners
 728 S.W. 4th Place, Suite 103
 Fort Lauderdale, FL 33312-2585
 (954) 563-1121 Fax: (954) 563-9790

TRAFFIC CALMING OPTIONS IMPERIAL LANE RESIDENCES

SCALE 1" = 20'

Figure
 1

① Choker
 ② Speed Table

From: Molly Hughes [mailto:Molly@HughesHughesInc.com]
Sent: Wednesday, July 20, 2011 7:58 PM
To: Bud Bentley
Subject: Imperial Lane traffic calming - resident feedback

Following our final neighborhood meeting on June 13th, Imperial Lane residents supporting construction of the proposed combination choker/speed table took a sketch illustrating the proposal around to all the residents. The sketch reflected traffic calming elements (the choker and speed table) to be constructed by the Town and aesthetic elements that could be implemented at the residents' expense either at the time of construction or at a later date.

During the time the sketch was being circulated, Cindy Geesey inquired about the possibility of adding a "No Outlet" sign on the SR A-1-A/Imperial Lane signal mast arms that extend across SR A-1-A warning motorists that they will not be able to use Imperial Lane as a short cut to Commercial Blvd. I believe you forwarded to her the following information:

- Such signs cannot be installed where there actually is an outlet, in this case Thomas Lane connecting to Codrington Dr. and then SR A-1-A. In this instance, Thomas Lane would have to be "disconnected" to Imperial Lane by removal of asphalt and construction of a turn-around at the north end of Thomas Lane in order to permit "No Outlet" signs.
- A structural analysis would have to be conducted for the two subject mast arms to determine whether or not they are structurally strong enough to support the weight (including wind resistance) for wind speeds of up to 150 mph (new wind loading criteria). These mast arms were not constructed to the new criteria, and most likely would not meet them even without the extra signs. So in all likelihood, nothing can be added to the current mast arms without rebuilding them. It's worth noting that similar ground-mounted signs are already present serving southbound SR A-1-A (where, as noted above, one would not be warranted if FDOT were to investigate), and serving westbound Imperial Lane immediately west of Thomas Lane. The latter sign was previously located further to the east (or a similar sign, duplicating this sign was located further to the east) within the area of the Imperial Lane/Thomas Lane intersection. This previous location would be more advantageous since it warned drivers prior to entering the portion of Imperial Lane that provides no outlet. I'm not aware of why it was relocated (or removed), but the currently-existing location is only helpful in informing drivers that they have entered a roadway segment which has no outlet.

While initial feedback on the choker/speed table has been largely positive, I am aware of two Imperial Lane residents that would prefer not to have the choker/speed table installed: Bob Roberts at 220 Imperial Lane (southwest corner of Imperial Lane and Thomas Lane), and Holly Schaefer at 215 Imperial Lane (directly north of Thomas Lane). These properties are adjacent to the right-of-way where the proposed choker/speed table would be located.

Both Mr. Roberts and Ms. Schaefer were gracious enough to meet with me to explain their concerns. A brief summary follows. Further detail is provided in copies of their correspondence to me.

Mr. Roberts believes:

- The 18-foot wide choker section (over approximately 10 – 20 linear feet) requires pedestrians and bicyclists to wait when there is an eastbound and westbound vehicle in the vicinity of the choker.
- The 6" curb at the edges of the choker leave only 18 feet for two vehicles to pass and if the driver was unable to negotiate this pinch point, damage could occur to his vehicle.
- The curb disrupts drainage patterns.
- The resident-installed and maintained landscaping in the vicinity of the choker presents a traffic hazard.
- To maintain a clear view of the intersection approaches, the landscaping near the south choker would need to be maintained at 28" in height or lower, and he questions his (and future residents of 220 Imperial Lane) diligence in maintaining this height (should plantings that could exceed this height be installed).
- The tight (8') radius on the southwest corner that slows traffic through the area also makes it difficult for large trucks (for example, Choice Environmental, construction and emergency vehicles) to negotiate the

Exhibit 5

eastbound-to-southbound turn from Imperial Lane onto Thomas Lane. When these larger vehicles attempt this maneuver, they may destroy the curb and/or landscaping.

- The speed table elevation change will create (additional) street noise, and may be particularly irritating during the night for those in nearby bedrooms.
- Speed tables damage vehicles.
- There are already two existing speed tables (or humps) to the west of the proposed choker/speed table.
- The volume and/or speed of existing traffic is not sufficient to warrant the proposed choker/speed table. (No cost/benefit analysis was provided.) Only once when SR A-1-A was blocked by a vehicle on fire, were vehicles observed attempting to use Imperial Lane as a relief valve.
- A more practical child-safety solution would be to train children not to play in or near the street, rather than to try to reduce the number and speed of vehicles using the street.

Ms. Schaefer believes:

- The curb disrupts drainage patterns, and is expected to increase the significant flooding currently occurring in her front yard.
- Speeding vehicles have not been observed, at least, by her.
- If the existing speed humps are not reducing travel speeds, it's unrealistic to expect another similar device to have the desired effect.
- The proposed choker/speed table interferes with maneuvering a trailered personal water craft into/out of her driveway because she currently pulls the unit across the area east of her driveway's radius (and said area would be shielded by the 6" curb).
- The choker/speed table area is currently used by house guests for temporary parking when the driveway is already so occupied.
- The presence of the choker/speed hump will impede her access to her driveway.
- The speed table elevation change will create (additional) street noise, and may be particularly irritating during the night for those in nearby bedrooms who are already exposed to significant noise levels due to street noise on SR A-1-A. Ms. Schaefer sleeps in the bedroom directly opposite the proposed choker/speed table location. She has visited the existing speed humps to the west and experienced the noise cars traveling across them make, and had determined that the extra noise would interrupt her sleep on an ongoing basis.

Both Mr. Roberts and Ms. Schaefer believe that the benefits (if any) accrue to residents to the west, while all the disbenefits are absorbed by these two residences.

If you have any further questions, don't hesitate to call.

Molly J. Hughes, AICP, PTP, AVS

Hughes Hughes Inc.
728 SW 4 Place, Suite 103
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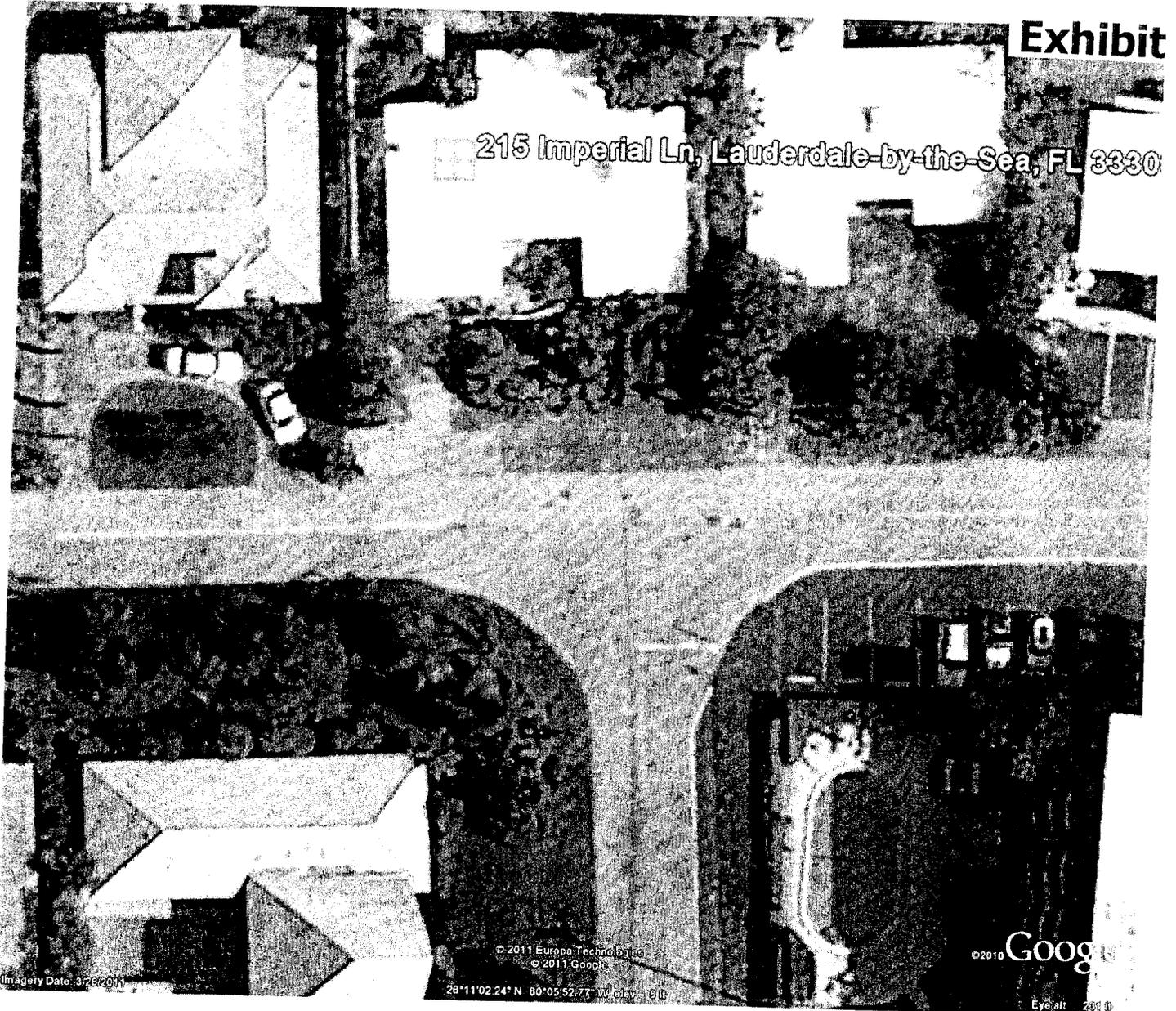
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Exhibit 6

215 Imperial Ln, Lauderdale-by-the-Sea, FL 33301



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Imagery Date: 3/26/2011

28°11'02.24" N 80°05'52.77" W Glv: 00

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