



AGENDA ITEM REQUEST FORM

Mayor

Roseann Minnet

Department Submitting Request

Dept Head's Signature

REGULAR
COMMISSION MTG
Meeting Dates - 7:00 PM

DEADLINE TO
Town Clerk

ROUNDTABLE/
SPECIAL MEETING
Meeting Dates / TIME

DEADLINE TO
Town Clerk
7 Days Prior (noon)

- July 12, 2011
- July 26, 2011 SPECIAL BUDGET 5:30 PM
- July 26, 2011
- Aug 23, 2011
- Sept 12, 2011 1st PUBLIC HEARING
- Sept 13, 2011
- Sept 26, 2011 2nd PUBLIC HEARING
- Sept 27, 2011

- July 01 (5:00 pm)
- July 15 (5:00 pm)
- July 15 (5:00 pm)
- Aug 12 (5:00 pm)
- Sept 01 (5:00 pm)
- Sept 02 (5:00 pm)
- Sept 15 (5:00 pm)
- Sept 16 (5:00 pm)

- Insert Date/Time

- Presentation
- Resolution
- Reports
- Quasi Judicial
- Consent
- Old Business
- Ordinance
- New Business

FY2011 DESIGNATED HIGH PRIORITY ITEM
PRIORITY TOPIC:

SUBJECT TITLE: Traffic Calming for South Seagrape Drive

EXPLANATION: This issue has been discussed several times by the current and prior City commission (most recently at the March 8, 2011 Roundtable) meeting and a decision has not been made to move forward with speed bumps along South Seagrape.

FISCAL IMPACT: Cost of installing Speed Bumps

EXHIBITS: Minutes from Prior Discussions, Traffic Studies, Resident Input & Other information Pertinent to this Subject.

Reviewed by Town Attorney
 Yes No

Town Manager Initials CA

Town of Lauderdale-by-the-Sea

OFFICE OF THE TOWN MANAGER

Memorandum

Date: July 21, 2011

To: Mayor Roseann Minnet
Vice Mayor Stuart Dodd
Commissioner Birute Clottey
Commissioner Scot Sasser
Commissioner Chris Vincent

From: Connie Hoffmann, Town Manager 

Subject: South Seagrape Traffic Calming

The Commission asked that staff research the need for speed humps on South Seagrape Drive. As we have reported before, Traffic Engineer looked at this issue several years ago and suggested either a traffic roundabout or the less expensive option of speed humps.

After the Commission's discussion in March, we asked Broward County to do a traffic speed study on South Seagrape. The speed limit there is 25 mph. The County did a traffic and speed count there on March 23-24th and found that, in that 24 hour period, 1452 cars travelled the road in one direction at average speeds of 26 mph, and 1,075 cars travelled the other direction also at an average speed of 26 mph. (The County's reports are mislabeled as eastbound and westbound traffic, so we are not sure which direction the data is for.) Between 1-3 a.m., the average speed increased, but few cars travelled during those hours.

We spoke to Traffic Engineer Molly Hughes who indicated that standards for determining whether speed humps are warranted have only recently been developed and are scheduled to be published in August.

Based on the traffic and speed counts, it is highly unlikely that speed humps would be considered warranted.

Ms. Hughes advised that Sinusoidal profile (most typical, gentle rise with rounded top) speed humps cost about \$2,200 installed including signage, around. Flat-topped profile speed tables which are becoming more commonly used, cost around \$2,800 installed including signage.

I have attached a page from a website which shows the difference between the types of speed bumps.

[Back to: "What is Traffic Calming"](#)
[Back to: "Traffic Calming Measures"](#)
[CLICK HERE TO SEE MORE PICTURES](#)

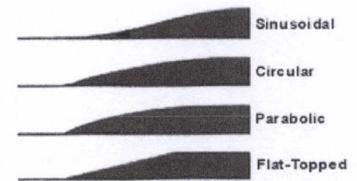

Speed Humps

Speed Humps are:

- **Vertical speed control measures.**
- Rounded raised areas of pavement across the lane of travel.
- Designed to allow vehicles to traverse them safely and encourage vehicles to proceed at or below the posted speed limit. (Usually around 20mph)
- Ideal for residential applications.

Typical Design:

- Speed humps are generally 12 to 22 feet in length, 3 to 4 inches high, and extend across both lanes of travel. The desired design speed determines the dimensions of the speed hump.
- The design speed is usually around 20mph.
- Speed humps usually have a taper and space on each side by the curb to allow for drainage, but not wide enough for motorists to cross the hump with one wheel in the gutter.
- The most popular shape of speed hump in the United States is the sinusoidal profile known also as the Watts profile (Designed and tested by the Transport and Road Research Laboratory (now TRL) in Great Britain.). Other shapes: Circular & Parabolic.
- The Institute of Transportation Engineers has design recommendations.⁽²⁾
- The Pennsylvania Department of Transportation has design recommendations.⁽³⁾



The Flat-Top is a speed table.

Placement Issues:

- Speed humps are usually used at mid-block locations and placed in a series, with a distance of about 300 to 600 feet between measures.
- Fire trucks experience an approximate delay of 3 to 5 seconds per hump.
- Ambulances with patients can experience up to 10 second delays per hump.



Typical speed hump in Howard County MD.

Approximate Cost:

- Installation costs for speed humps are between \$1,500 and \$3,500, depending on the width of the road.⁽³⁾

Comments:

- A speed HUMP is **not** a speed BUMP for a few reasons:
 - Speed humps are much longer than speed bumps.
 - Speed bumps produce the greatest driver discomfort at low speeds; at higher speeds the suspension is able to absorb the impact before the body of the car reacts.
 - A speed hump has a design speed greater than a speed bump. The speed bump is commonly employed in parking lots where speeds are very low, while a speed hump is used on a roadway with the intention of keeping vehicles at a safe, constant traveling speed.
- According to traffic engineers and planners, speed humps do not have adverse effects on snow plows. If the hump is properly installed, the plow should glide over the hump.
- Speed humps work well when installed in conjunction with necking measures.
- Considerable attention should be given to aesthetics when designing speed humps.



Hump elevation and gutter clearance.

Advantages

- Low cost
- Effective in reducing vehicle speed

Disadvantages

- Difficult to construct accurately. It is suggested that the installation be monitored to ensure the installed hump corresponds with the design specifications. The height and curvature of the hump greatly affect its performance.
- Potential slight increase in road noise



Hump with necking employed.

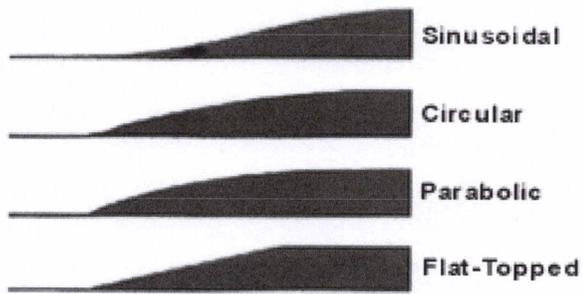


Parking on speed hump.



Hump elevation and gutter clearance.

Hump navigation.



[CLICK HERE TO SEE MORE PICTURES](#)

MINUTES FROM PRIOR COMMISSION DISCUSSIONS

Mayor Minnet, Commissioner Sasser and Commissioner Vincent were in favor.

Town Manager Hoffmann asked whether the Commission wished to reverse their decision and go forward with the Terra Mar project, which was already in the budget. The Commission agreed to move forward.

Vice Mayor Dodd favored moving ahead. He believed Terra Mar made a generous offer and the Town should go ahead and match the funds. Mayor Minnet did not believe they were going to match it. She believed they were moving forward with the president of Bel Air Homeowners Association.

Commissioner Vincent said that if the project cost came out to \$40,000 and Terra Mar wanted to add \$50,000 to it, then let them do it and not delay the project.

Mayor Minnet requested that this item be added into the budget as a line item, to add a definition to it at budget time.

 i. Traffic Calming on South Seagrape Drive (Town Manager Connie Hoffmann)
Deferred at the February 8, 2011 Roundtable

Town Manager Hoffmann explained that this item was deferred from the last Roundtable discussion where the Commission had different opinions and wanted to discuss it at another Roundtable. She said the question at the time was whether they could do what the original plan called for and she believed a traffic study would be required by Broward County, and therefore result in an expense for a traffic engineer. Town Manager Hoffman asked for Commission direction.

Commissioner Vincent did not understand why the issue had not yet been resolved after years of discussion. He explained that motorists were using the area as a cut through to avoid the intersection at A1A and Commercial Boulevard. Commissioner Vincent questioned why the traffic calming program that was implemented on the north side was not implemented on the south side of Seagrape Drive.

Mayor Minnet recommended presenting the same traffic calming study used on the north side of Seagrape Drive, to Broward County for approval. Town Manager Hoffmann agreed that the Town could try to submit the study.

Vice Mayor Dodd questioned the cost associated with having Broward County conduct another traffic study. Town Manager Hoffmann did not believe there would be a cost to the Town because of the agreement between the Town and Broward County. She said that the issue was how much time it would take to complete the study.

Mayor Minnet questioned whether a traffic study was completed in the past for this issue. Town Manager Hoffmann stated that she did not find one; however, that did not mean that a study was not completed.

Mayor Minnet believed that staff had the direction necessary to move forward and contact Broward County in regards to a traffic calming study for the south end of Seagrape Drive. Commissioner Sasser suggested that staff ask Broward County whether they had a copy of a previous completed study and whether they were willing to use it.

Commissioner Vincent noted that in 2001 temporary speed bumps were installed along the south end of Seagrape Drive and then removed due to complaints received from the residents. He questioned whether they were removed due to the complaints or for safety reasons. Town Manager Hoffmann explained that it was normal to receive complaints whenever new stop signs or speed humps were installed.

Mayor Minnet questioned whether staff had enough direction to move forward. Town Manager Hoffmann said that she understood the direction.

There was no further discussion.

j. Powered Paragliding (Town Manager Connie Hoffmann)

Town Manger Hoffmann questioned whether the Commission wanted to prohibit powered paragliding. Lieutenant Cedano said he had never seen one in Town before. Town Manager Hoffmann indicated that they could launch from a building as well as the beach. Mayor Minnet said she had experienced them and although she did not know how the paraglide launched, they were very noisy.

Commissioner Sasser believed they could not do anything if they were already in the air. He asked whether powered crafts were already prohibited on the beach. Attorney Trevarthen said there was reference to watercraft but she would need to research more and come back.

Development Services Director Bowman stated that the code said it was unlawful to operate or drive any bicycle, motorcycle, motor driven cycle, motor vehicle or taxi on the beaches in the Town.

Mayor Minnet believed a power glider was a motor vehicle. Development Services Director Bowman defined motor vehicle as something propelled by power other than muscular power, trailers, semi-trailers, motor coaches and motor homes. Commissioner Vincent stated that launching from the beach was prohibited under Town code. Attorney Trevarthen stated that if it was actually driven, rather than take flight, it should be covered in the code. Development Services Director Bowman believed that it could launch from the top of a building. Vice Mayor Dodd explained that it was a powered glider with a canopy and the person had a backpack with a big propeller in it. He added that the person sat in a seat under the canopy, fired up the propeller, which was awfully noisy. Vice Mayor Dodd said there was enough power to get the glider up in the air where the person glides up and down the beach. He believed it was a powered vehicle within the definition. Vice Mayor Dodd believed it should be included in

Municipal Services Director Don Prince explained that the contracts for emergency services with Grubbs and PBS&J (Post Buckley Schuh & Jernigan) were ready to expire in June 2011. He added that the debris hauling and monitoring contracts were essential for reimbursement from FEMA for natural or man-made disaster strikes. Municipal Services Director Prince asked whether the Commission wanted the Town to 1) piggyback contracts from neighboring cities; 2) waive the purchasing policies to authorize renewal with the vendors under the same terms and conditions of the current contract; or 3) go out for RFP's.

Mayor Minnet asked for the costs of the contracts. Municipal Services Director Prince said there was not a set cost as it depended on the type of disaster; it could have no cost or it could be \$100,000 or more. He added that the costs were reimbursable through FEMA. Municipal Services Director Prince added that the number of companies that were qualified for this type of work were limited and very competitive.

Town Manager Hoffmann asked whether a comparison was made with any of the other cities. Municipal Services Director Prince said there was and they were comparable. Vice Mayor Dodd suggested the Commission allow the departments to piggyback if necessary. He believed there were enough municipalities whereby the Town could make a choice.

Commissioner Sasser asked whether there was a difference between piggybacking and renewing. Municipal Services Director Prince said the current contractors were willing to negotiate pricing. Mayor Minnet suggested they look at the best pricing.

It was the consensus of the Commission for staff to look into piggybacking with another municipality and also negotiate the existing contracts for renewal; then look at which one offered a better price.

h. Charter Review Board (Town Clerk June White)

The Commission deferred this item to the April 12, 2011 Roundtable.

* i. Traffic Calming on South Seagrape Drive (Town Manager Connie Hoffmann)

Town Manager Hoffmann stated that there were inquiries as to why the speed humps were not put on the south side of Seagrape Drive. She explained that the former Commission tabled that project. Mayor Minnet said that people became aware of the back entrance off A1A which brought them to the traffic light at Seagrape Drive and Commercial Boulevard. She added that as a result, speed became problematic on the south side of Seagrape Drive. Mayor Minnet said that at one time it looked like the speed humps would move forward but previous Commissions stopped it from moving forward. Mayor Minnet asked whether there was a cost analysis.

Town Manager Hoffmann said that a traffic study would be needed again and therefore a traffic engineering cost would be involved. Mayor Minnet asked whether the old one

could be used. Town Manager Hoffmann believed Broward County would require a new one.

Vice Mayor Dodd did not believe that traffic along Seagrape Drive was as bad as it was before. He pointed out that the traffic increased on Bougainvillea Drive. Mayor Minnet questioned whether the Commission should look at Bougainvillea Drive as well.

There was Commission consensus to defer this item to the March 8, 2011 Roundtable. Mayor Minnet asked that residents call the Commissioners with any problems they were aware of including problems on Bougainvillea Drive.

j. NLC Prescription Drug Program (Town Manager Connie Hoffmann)

Mayor Minnet explained that this item was brought back to the Commission to address questions that were raised by the Commission previously. She asked whether the Commission wanted to move forward. The Commission was in consensus to move forward. Mayor Minnet questioned whether the Commission needed to take a vote at the next meeting. Town Manager Hoffmann did not believe a vote was necessary unless there was an agreement involved. She added that if an agreement was required, or if there was any financial obligation on the part of the Town, she would bring it before the Commission on February 22, 2011 for a vote.

k. Benihana License Renewal (Assistant Town Manager Bud Bentley)

Assistant Town Manager Bentley explained that Benihana entered into a license agreement with the Town approximately 4 1/2 years ago. He added that Benihana wanted to enter into a new agreement. Assistant Town Manager Bentley inquired as to whether the Commission had an interest in doing that. He advised that the Town had no public use for that property in the near future, other than converting it to additional parking. Assistant Town Manager Bentley said that the fee paid by Benihana was equivalent to 100% of the Town parking revenue and therefore, beneficial to the Town.

Commissioner Vincent asked whether there was a land lock issue. Assistant Town Manager Bentley explained that in reviewing the plat, the property had access to the north side of Commercial Boulevard. He said that FDOT would not allow Benihana to have access to Commercial Boulevard. Assistant Town Manager Bentley stated that the lease was more than just a driveway. He said a land lock issue or a way of necessity would focus on approximately 20 feet. Assistant Town Manager Bentley stated that Benihana provided a circular drive and landscaping.

Commissioner Sasser inquired as to whether Benihana wanted to renew their agreement for another five (5) years. Assistant Town Manager Bentley said that the time frame was not specified. Commissioner Sasser recommended extending out 180 days to allow them time for permitting. Mayor Minnet was in agreement. She was concerned with compensation and cost of living increases and asked whether the Commission wanted to add a cost of living increase to the compensation. Assistant

TRAFFIC STUDIES

Hello Don,

As requested, we have collected speed and volume data on Seagrape Drive between Commercial Boulevard and Hibiscus Avenue in Lauderdale-By-the-Sea. Please see the following study result:

Eastbound - 1452 vehicles per day (VPD) with an average speed of 26 miles per hour (MPH) and an 85th percentile speed of 32 MPH.

Westbound - 1152 VPD with an average speed of 26 MPH and an 85th percentile speed of 31 MPH.

I have attached the data results for your further use.

Feel free to contact me at 954.847.2655 if you have any questions regarding this study.

Thank you,

Maj



Maj Shakib

Engineer II

Broward County Traffic Engineering Division

2300 W. Commercial Blvd, Fort Lauderdale, FL 33309

Tel: 954-847-2655 Fax: 954-735-8564

mshakib@broward.org

www.broward.org

From: Shakib, Majid

Sent: Thursday, March 10, 2011 10:23 AM

To: 'Don Prince'

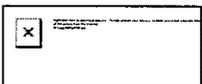
Cc: Sebo, Andrew; Mckibbin, Robert; 'Connie Hoffmann'; 'Bud Bentley'

Subject: Seagrape Drive, between Commercial Blvd. and Hibiscus Ave.

Thank you Don. We will follow up with data collection on Seagrape Drive, between Commercial Boulevard and Hibiscus Avenue in Lauderdale-By-the-Sea. We anticipate the result of the study to be available within the next 30 days.

Please let me know if you would like to discuss this matter further.

Maj.



Maj Shakib

Engineer II

Broward County Traffic Engineering Division

2300 W. Commercial Blvd, Fort Lauderdale, FL 33309

Tel: 954-847-2655 Fax: 954-735-8564

mshakib@broward.org

www.broward.org

From: Don Prince [<mailto:DonP@lauderdalebythesea-fl.gov>]

Sent: Thursday, March 10, 2011 10:09 AM

To: Shakib, Majid

Cc: Sebo, Andrew; Mckibbin, Robert; Connie Hoffmann; Bud Bentley

Subject: RE: Traffic Study

Yes that is correct

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: LAUDERDALE BY THE SEA
Street: SEAGRAPE DR**

A study of vehicle traffic was conducted with HI-STAR unit number 393. The study was done in the WB lane on SEAGRAPE DR in LAUDERDALE BY THE SEA, FL in BROWARD county. The study began on 03/23/2011 at 01:00 PM and concluded on 03/24/2011 at 01:00 PM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 1,152 vehicles passed through the location with a peak volume of 121 on 03/23/2011 at 01:00 PM and a minimum volume of 0 on 03/24/2011 at 04:00 AM. The AADT Count for this study was 1,152.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	26	103	366	407	155	27	3	5	2	3	1	1	0	0

At least half of the vehicles were traveling in the 25 - 29 mph range or a lower speed. The average speed for all classified vehicles was 26 mph with 54.9 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.45 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 25 mph and the 85th percentile was 31.04 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
1075	16	6	1	1	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,091 which represents 99.30 percent of the total classified vehicles. The number of Small Trucks in the study was 6 which represents 0.50 percent of the total classified vehicles. The number of Trucks/Buses in the study was 1 which represents 0.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 0.10 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 03/23/2011 at 01:00 PM the average headway between the vehicles was 29.51 seconds. The slowest traffic period was on 03/24/2011 at 04:00 AM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 70 and 109 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Time/Speed Report

HI-Star ID: 394	Begin: 03/23/2011 01:00 PM	End: 03/24/2011 01:00 PM
Street: SEAGRAPE DR	Lane: EB	Hours: 24:00
State: FL	Oper: CP	Period: 60
County: BROWARD	Posted: 25	Raw Count: 1452
	AADT Factor: 1	AADT Count: 1452

	0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >	Total
NC97 - mph	9	14	19	24	29	34	39	44	49	54	59	64	69	74		

03/23/2011

[01:00 PM-02:00 PM]	0	3	10	42	43	17	7	1	0	0	0	0	0	0	0	123
[02:00 PM-03:00 PM]	0	2	10	32	44	12	5	1	0	0	1	0	1	0	0	108
[03:00 PM-04:00 PM]	0	4	5	34	54	13	3	0	1	0	0	0	1	0	0	115
[04:00 PM-05:00 PM]	0	3	4	25	42	19	8	1	0	0	0	0	0	0	0	102
[05:00 PM-06:00 PM]	0	0	6	28	30	20	5	1	2	0	0	0	0	0	0	92
[06:00 PM-07:00 PM]	0	2	3	23	30	7	4	2	0	0	0	0	0	0	0	71
[07:00 PM-08:00 PM]	0	2	9	17	19	9	2	0	0	0	0	0	0	0	0	58
[08:00 PM-09:00 PM]	0	1	2	8	12	4	1	1	0	0	0	0	0	0	0	29
[09:00 PM-10:00 PM]	0	2	4	12	6	3	0	0	0	0	0	0	0	0	0	27
[10:00 PM-11:00 PM]	0	0	1	6	7	1	3	1	0	0	0	0	0	0	0	19
[11:00 PM-12:00 AM]	0	1	0	2	8	4	1	0	0	0	0	0	0	0	0	16
Daily Totals:	0	20	54	229	295	109	39	8	3	0	1	0	2	0	0	760

03/24/2011

[12:00 AM-01:00 AM]	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	5
[01:00 AM-02:00 AM]	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
[02:00 AM-03:00 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
[03:00 AM-04:00 AM]	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
[04:00 AM-05:00 AM]	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
[05:00 AM-06:00 AM]	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	7
[06:00 AM-07:00 AM]	0	0	1	9	11	3	3	0	0	0	0	0	0	0	0	27
[07:00 AM-08:00 AM]	0	0	3	17	17	3	0	0	0	1	0	0	0	0	0	41
[08:00 AM-09:00 AM]	0	0	4	19	30	7	1	0	0	0	0	0	0	0	0	61
[09:00 AM-10:00 AM]	0	0	7	30	18	10	3	1	0	0	1	0	0	0	0	70
[10:00 AM-11:00 AM]	0	13	23	36	34	13	4	0	2	2	1	0	0	0	0	128
[11:00 AM-12:00 PM]	0	1	10	23	35	12	2	1	0	1	0	0	0	0	0	85
[12:00 PM-01:00 PM]	0	2	8	23	40	18	4	0	0	0	0	0	0	0	0	95
Daily Totals:	0	17	57	162	190	73	17	2	2	4	2	0	0	0	0	526

Report Totals:	0	37	111	391	485	182	56	10	5	4	3	0	2	0	0	1286
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Report Percentages: 0.00% 8.63% 37.71% 4.35% 0.39% 0.23% 0.16% 0.00%
 2.88% 30.40% 14.15% 0.78% 0.31% 0.00% 0.00%

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 393	Begin: 03/23/2011 01:00 PM	End: 03/24/2011 01:00 PM
Street: SEAGRAPE DR	Lane: WB	Hours: 24:00
State: FL	Oper: CP	Period: 60
	Posted: 25	Raw Count: 1152
County: BROWARD	AADT Factor: 1	AADT Count: 1152

NC97	Count	Avg Speed	Temp	Wet/Dry
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03/23/2011

[01:00 PM-02:00 PM]	121	25 mph	107 F	Dry
[02:00 PM-03:00 PM]	106	26 mph	109 F	Dry
[03:00 PM-04:00 PM]	101	26 mph	101 F	Dry
[04:00 PM-05:00 PM]	99	27 mph	97 F	Dry
[05:00 PM-06:00 PM]	86	27 mph	97 F	Dry
[06:00 PM-07:00 PM]	74	26 mph	89 F	Dry
[07:00 PM-08:00 PM]	55	23 mph	85 F	Dry
[08:00 PM-09:00 PM]	60	24 mph	82 F	Dry
[09:00 PM-10:00 PM]	24	24 mph	80 F	Dry
[10:00 PM-11:00 PM]	18	25 mph	78 F	Dry
[11:00 PM-12:00 AM]	15	26 mph	76 F	Dry

03/24/2011

[12:00 AM-01:00 AM]	6	29 mph	76 F	Dry
[01:00 AM-02:00 AM]	3	28 mph	76 F	Dry
[02:00 AM-03:00 AM]	1	38 mph	74 F	Dry
[03:00 AM-04:00 AM]	5	23 mph	72 F	Dry
[04:00 AM-05:00 AM]	0	0 mph	72 F	Dry
[05:00 AM-06:00 AM]	5	23 mph	72 F	Dry
[06:00 AM-07:00 AM]	8	26 mph	70 F	Dry
[07:00 AM-08:00 AM]	29	27 mph	70 F	Dry
[08:00 AM-09:00 AM]	46	27 mph	74 F	Dry
[09:00 AM-10:00 AM]	56	27 mph	74 F	Dry
[10:00 AM-11:00 AM]	26	24 mph	76 F	Dry
[11:00 AM-12:00 PM]	87	27 mph	83 F	Dry
[12:00 PM-01:00 PM]	121	26 mph	99 F	Dry

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Computer Generated Summary Report
City: LAUDERDALE BY THE SEA
Street: SEAGRAPE DR**

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SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	37	111	391	485	182	56	10	5	4	3	0	2	0	0

At least half of the vehicles were traveling in the 25 - 29 mph range or a lower speed. The average speed for all classified vehicles was 26 mph with 58.0 percent exceeding the posted speed of 25 mph. The HI-STAR found 0.39 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 25 mph and the 85th percentile was 31.90 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
1266	11	8	1	0	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,277 which represents 99.30 percent of the total classified vehicles. The number of Small Trucks in the study was 8 which represents 0.60 percent of the total classified vehicles. The number of Trucks/Buses in the study was 1 which represents 0.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 0 which represents 0.00 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 03/24/2011 at 10:00 AM the average headway between the vehicles was 22.93 seconds. The slowest traffic period was on 03/24/2011 at 02:00 AM. During this slowest period, the average headway was 1800.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 70 and 111 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 394 Street: SEAGRAPE DR State: FL County: BROWARD	Begin: 03/23/2011 01:00 PM Lane: EB Oper: CP Posted: 25 AADT Factor: 1	End: 03/24/2011 01:00 PM Hours: 24:00 Period: 60 Raw Count: 1452 AADT Count: 1452		
NC97	Count	Avg Speed	Temp	Wet/Dry

03/23/2011

[01:00 PM-02:00 PM]	134	26 mph	107 F	Dry
[02:00 PM-03:00 PM]	121	27 mph	111 F	Dry
[03:00 PM-04:00 PM]	128	26 mph	111 F	Dry
[04:00 PM-05:00 PM]	109	27 mph	107 F	Dry
[05:00 PM-06:00 PM]	111	28 mph	101 F	Dry
[06:00 PM-07:00 PM]	85	27 mph	95 F	Dry
[07:00 PM-08:00 PM]	64	25 mph	87 F	Dry
[08:00 PM-09:00 PM]	30	27 mph	83 F	Dry
[09:00 PM-10:00 PM]	30	23 mph	80 F	Dry
[10:00 PM-11:00 PM]	19	28 mph	78 F	Dry
[11:00 PM-12:00 AM]	16	28 mph	76 F	Dry

03/24/2011

[12:00 AM-01:00 AM]	6	23 mph	76 F	Dry
[01:00 AM-02:00 AM]	2	30 mph	76 F	Dry
[02:00 AM-03:00 AM]	1	33 mph	74 F	Dry
[03:00 AM-04:00 AM]	2	20 mph	72 F	Dry
[04:00 AM-05:00 AM]	3	30 mph	72 F	Dry
[05:00 AM-06:00 AM]	8	29 mph	70 F	Dry
[06:00 AM-07:00 AM]	27	27 mph	70 F	Dry
[07:00 AM-08:00 AM]	42	26 mph	70 F	Dry
[08:00 AM-09:00 AM]	67	26 mph	74 F	Dry
[09:00 AM-10:00 AM]	85	26 mph	76 F	Dry
[10:00 AM-11:00 AM]	156	25 mph	76 F	Dry
[11:00 AM-12:00 PM]	94	26 mph	76 F	Dry
[12:00 PM-01:00 PM]	112	27 mph	91 F	Dry

Time/Speed Report

HI-Star ID: 393	Begin: 03/23/2011 01:00 PM	End: 03/24/2011 01:00 PM
Street: SEAGRAPE DR	Lane: WB	Hours: 24:00
State: FL	Oper: CP	Period: 60
County: BROWARD	Posted: 25	Raw Count: 1152
	AADT Factor: 1	AADT Count: 1152

	0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >	Total
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03/23/2011

[01:00 PM-02:00 PM]	0	5	11	41	30	21	1	0	1	0	0	0	0	0	0	110
[02:00 PM-03:00 PM]	0	2	10	24	52	12	1	0	0	2	0	0	0	0	0	103
[03:00 PM-04:00 PM]	0	2	11	30	31	17	4	2	0	0	1	0	0	0	0	98
[04:00 PM-05:00 PM]	0	2	8	28	41	14	1	0	2	0	0	0	1	0	0	97
[05:00 PM-06:00 PM]	0	0	5	25	36	12	2	0	1	0	0	1	0	0	0	82
[06:00 PM-07:00 PM]	0	1	7	25	30	5	4	0	0	0	0	0	0	0	0	72
[07:00 PM-08:00 PM]	0	1	13	21	13	4	0	0	0	0	0	0	0	0	0	52
[08:00 PM-09:00 PM]	0	1	9	23	21	5	0	0	0	0	0	0	0	0	0	59
[09:00 PM-10:00 PM]	0	2	3	9	6	4	0	0	0	0	0	0	0	0	0	24
[10:00 PM-11:00 PM]	0	2	0	7	6	2	1	0	0	0	0	0	0	0	0	18
[11:00 PM-12:00 AM]	0	0	2	4	7	2	0	0	0	0	0	0	0	0	0	15
	0	18	79	237	273	98	14	2	4	2	1	1	1	0	0	730

Daily Totals:	0	18	79	237	273	98	14	2	4	2	1	1	1	0	0	730
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03/24/2011

[12:00 AM-01:00 AM]	0	0	1	0	2	2	1	0	0	0	0	0	0	0	0	6
[01:00 AM-02:00 AM]	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
[02:00 AM-03:00 AM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
[03:00 AM-04:00 AM]	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
[04:00 AM-05:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
[05:00 AM-06:00 AM]	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4
[06:00 AM-07:00 AM]	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7
[07:00 AM-08:00 AM]	0	0	2	7	13	4	0	0	1	0	0	0	0	0	0	27
[08:00 AM-09:00 AM]	0	2	4	12	16	9	1	0	0	0	1	0	0	0	0	45
[09:00 AM-10:00 AM]	0	1	4	18	16	7	3	0	0	0	1	0	0	0	0	50
[10:00 AM-11:00 AM]	0	2	3	9	6	2	1	0	0	0	0	0	0	0	0	23
[11:00 AM-12:00 PM]	0	1	1	29	36	13	2	1	0	0	0	0	0	0	0	83
[12:00 PM-01:00 PM]	0	1	8	46	38	18	4	0	0	0	0	0	0	0	0	115
	0	8	24	129	134	57	13	1	1	0	2	0	0	0	0	369

Daily Totals:	0	8	24	129	134	57	13	1	1	0	2	0	0	0	0	369
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Report Totals:	0	26	103	366	407	155	27	3	5	2	3	1	1	0	0	1099
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Report Percentages:	0.00%	2.37%	9.37%	33.30%	37.03%	14.10%	2.46%	0.27%	0.45%	0.18%	0.27%	0.09%	0.09%	0.00%	0.00%	
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RESIDENT INPUT

Connie Hoffmann

From: Roseann Minnet
Sent: Tuesday, April 12, 2011 1:55 PM
To: Connie Hoffmann
Subject: FW: Seagrape Drive Issues

can you pass on to municipal services.

when we did not purchase the street sweeper, is this what occurred???

thanks, roseann

From: Ira G Weiner [<mailto:ira@iraweiner.com>]
Sent: Tue 4/12/2011 12:15 PM
To: Roseann Minnet; Stuart Dodd; Birute Ann Clottey; Scot Sasser; Chris Vincent
Cc: Ira WEINER
Subject: Seagrape Drive Issues

The purpose of this note is to comment on two important issues impacting Seagrape Drive south of Commercial Boulevard.

1: The traffic continues to be a safety concern to those residents attempting to back out of their driveways . Seagrape has become a "cut-through" for traffic going from commercial to north A1A and from A1A south to commercial. Traffic will increase in the future. Cars continue to speed and do not slow down even if the driver sees that someone is attempting to back out of their home . At various times the police attempt to patrol but obviously they cannot be present at all times.

The solution in my opinion is a physical impediment system such as speed bumps that would physically slow the traffic flow. These are present on Seagrape north of Commercial and they are effective. I believe the appropriate rational would be to carry the same theme south of commercial. I urge you to relook at this problem with an open mind.

2: Refuse and garbage strewn on the sides of Seagrape south of commercial.

The town has done an outstanding job beautifying the area at considerable cost. Because of the " vacation" type rentals and heavy pedestrian use of this area there is an ongoing collection of refuse on the sides of this street. Only this morning the "collection" included paper and plastic cups, cigarette boxes, cigarettes, lemons,limes,beer and soda cans as well as assorted paper products.

This is not something that adds to our towns positive image!

In the past, this was less of a problem because of the use of sweeping machines along the street once a day, but these no longer exist. Something should be done to make sure Seagrape Drive is kept clean.

Thank you for your consideration

Ira G Weiner, MD.

IGW