



Item No. 21

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

- | | | | |
|---------------------------------------|---|---|---|
| <input type="checkbox"/> Nov 9, 2010 | <input type="checkbox"/> Oct 29 (5:00 pm) | <input type="checkbox"/> Nov 22, 2010 | <input type="checkbox"/> Nov 12 (5:00 pm) |
| <input type="checkbox"/> Dec 7, 2010 | <input type="checkbox"/> Nov 30 (5:00 pm) | <input type="checkbox"/> Dec 14, 2010 | <input type="checkbox"/> Dec 3 (5:00 pm) |
| <input type="checkbox"/> Jan 25, 2011 | <input type="checkbox"/> Jan 14 (5:00 pm) | <input type="checkbox"/> Jan 11, 2011 | <input type="checkbox"/> Dec 30 (5:00 pm) |
| <input type="checkbox"/> Feb 22, 2011 | <input type="checkbox"/> Feb 11 (5:00 pm) | <input checked="" type="checkbox"/> Feb 8, 2011 | <input type="checkbox"/> Jan 28 (5:00 pm) |
| <input type="checkbox"/> Mar 22, 2011 | <input type="checkbox"/> Mar 11 (5:00 pm) | <input type="checkbox"/> Mar 8, 2011 | <input type="checkbox"/> Feb 25 (5:00 pm) |

SUBJECT TITLE: Traffic Calming on South Seagrape Drive

EXPLANATION: Both a resident and Mayor Minnet have been inquiring about the status of a proposal to install speed humps on South Sea Grape Drive to slow the cut through traffic from Commercial Blvd. and A1A. The resident was under the impression that the Commission authorized the installation of several speed humps within the past five years, but our research indicates otherwise. Municipal Services staff recalls that, approximately 10 years ago, temporary speed humps were installed on South Seagrape and then removed due to resident complaints. Then, in April 2006, a contract for \$21,000 was brought to the Commission for approval of the installation of five new speed humps on South Sea Grape Drive. The cost and number of speed humps was disputed and the Commission asked that roundabouts be investigated as an alternative. In May 2006 Town Planner Walter Keller reported that roundabouts would work, but that it would require the installation of three roundabouts to be effective which would be quite costly. He recommended instead the placement of two speed humps, one on each side of Lake Court, and two additional humps if those didn't slow the quantity of cut through traffic.

After some discussion about the number of recommended roundabouts, the Commission asked that Mr. Keller design a roundabout for their review. At the June 27, 2006 meeting, Mr. Keller advised that the minimum cost of a roundabout would be \$25,000 and could be higher. (That is a low estimate based on our knowledge of the costs in other cities.) There was a request that the item be removed from the agenda and the Mayor advised that it would be tabled indefinitely, pending a Commissioner wanting to further review the options. We found no evidence that it was ever brought back for discussion at a subsequent Commission meeting.

If the Commission wants to pursue this issue, the County will require traffic and speed studies before any traffic calming plan can be prepared. And, if the Commission is interested in roundabouts, the services of a traffic engineering consultant would be necessary to develop a roundabout plan and cost estimates.

RECOMMENDATION: Staff requests direction from Commission as to 1) whether to further pursue traffic calming solutions to the cut through traffic experienced on South Sea Grape Drive, and 2) if so, where this project falls on the list of priority projects.

EXHIBITS: 2006 South Sea Grape Drive Traffic Calming Improvements Memo Walter Keller

:

Town Manager Initials CH

MEMORANDUM

To: Bill Mason, Public Works Director
From: Walter Keller, PE., AICP, Town Planner
Date: May 17, 2006
Re: South Sea Grape Drive Traffic Calming Improvements
cc: WHK File

Per your request, I have reviewed traffic calming improvements on Sea Grape Drive south of Commercial Boulevard.

Background and History

This area was initially studied in 2000 to identify problems that might be created with the subsequent reconstruction of Commercial Boulevard and SRA1A by the Florida Department of Transportation. Sea Grape Drive south of Commercial Boulevard was projected to see increased cut through traffic during the construction period. Traffic counts and traffic analysis indicated significant cut through traffic on the Sea Grape Drive and Hibiscus Avenue connections to Commercial Boulevard and SRA1A.

A traffic diverter was constructed at the intersection of Hibiscus Avenue and Bougainvillea Drive in 2004. The traffic diverter eliminated all traffic movements on Bougainvillea Drive south of Hibiscus Avenue, thereby significantly reducing the cut through traffic previously identified.

Approximately a year after construction of the diverter, public opposition from residents in the most southern portion of the Town led to the Town Commission removing the traffic diverter. The Town Commission considered traffic calming improvements on the Sea Grape Drive and Hibiscus Avenue roadways to offset the cut through traffic increases due to the removal of the traffic diverter. Improvement alternatives considered included the addition of several stops signs, speed humps and one-way street designation. Speed humps were identified as the most appropriate improvement and with re-routing of the Pelican Hopper can now be installed.

Traffic Analysis

Two types of traffic calming improvements have been suggested: speed humps at five locations on Sea Grape Drive between Basin Drive and Hibiscus Avenue; and, the addition of roundabouts at several locations on Sea Grape Drive. The Town has a fee proposal to install the five speed humps for approximately \$21,052.

continued.....

Coral Springs Office

1890 University Drive, Suite 304 • P.O. Box 9740 • Coral Springs, Florida 33075
(954) 755-3822 • (800) 286-6692 • FAX (954) 755-3866



Bill Mason, Public Works Director
May 17, 2006
Page Two

While five speed humps will discourage cut through traffic and reduce speeds, two installations are suggested initially to minimize inconvenience to Town residents. It is recommended a speed hump (or speed table) be installed on each side of the intersection of Lake Court. The northern speed table would be 155 feet north of the intersection and the other would be 130 feet south of the intersection. If these two speed humps are not effective, two additional speed humps could be added at a latter date.

Seagrape Drive south of Commercial Boulevard was recently reconstructed by the Town to provide an upgraded streetscape with sidewalk, landscaping, drainage and lighting improvements. The west side of Sea Grape Drive has new catch basins, pavers and curb and gutter improvements. Two drawings were prepared to identify the feasibility of installing a roundabout and to identify needed improvements. Figure 1 depicts the existing conditions at Garden Court and Sea Grape Drive which would be typical for the other intersections on Sea Grape Drive.

A roundabout needs to be designed to accommodate the Town's emergency services and garage trucks. This requires 16 foot travel lanes and offsetting the median circle to fit the "T" intersection that exist on Sea Grape Drive. In order to fit the roundabout in these locations, the recently constructed sidewalks, curbing and catch basins will need to be removed and reconstructed. A conceptual layout of a roundabout (traffic circle) is illustrated in Figure 2. The roundabout may also require additional adjustments to existing pavers, utilities and impact the adjacent backout parking on the east side of Sea Grape Drive. The estimated cost for installing a single roundabout is \$25,000. It is recommended three (3) traffic islands be installed to address traffic calming needs at: Lake Court; Garden Court; and, Shore Court.

The speed humps are more effective at reducing speeds than the roundabouts, although neighborhood residents may find the roundabouts more visually attractive and less inconvenient. The speed humps cost significantly less to install and are more effective in reducing cut through traffic.

Recommendation

It is recommended two speed humps (or speed tables) be installed on each side of Lake Court as discussed above.

continued.....

