09-17-10A11:54 RCVD

Item No. 2f

TOWN OF LAUDERDALE-BY-THE-SEA

ROUNDTABLE ITEM REQUEST FORM

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**

Exhibit 1

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 Clottey, 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. Salintino 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 Clottey) 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 Clottey 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 chokering 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.

2

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 Clottey. He was concerned as to whether the Commission was locked in to what was previously selected.

Commissioner Clottey 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 Clottey 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.

3

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
110 E Broward Boulevard, Suite 2410, Fort Lauderdale, FL 33301 954.828.1730 954.828.1787

Exhibit 2

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 is 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 addition 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 is what 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 temped 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)

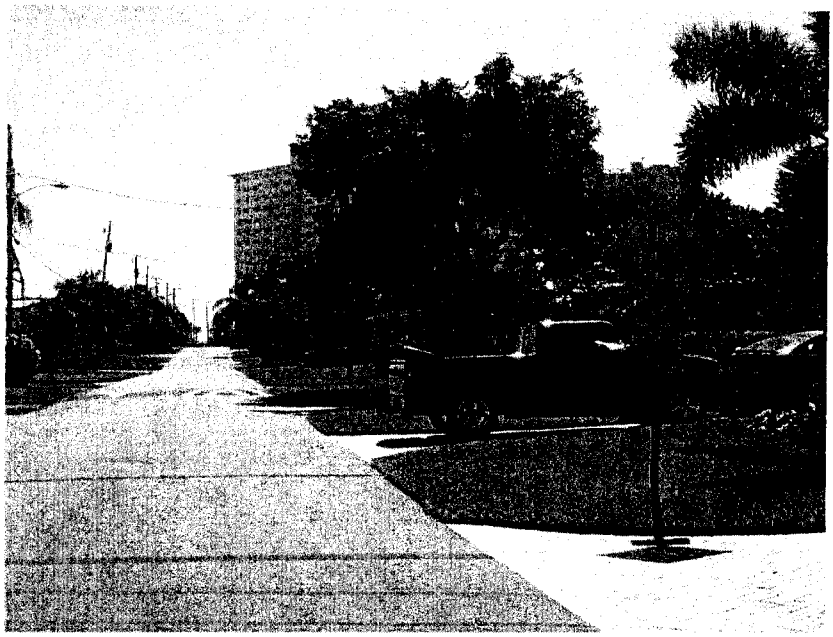

Photo 3: looking east, from west of speed hump (sign located in front of Residence 260 Imperial Lane)

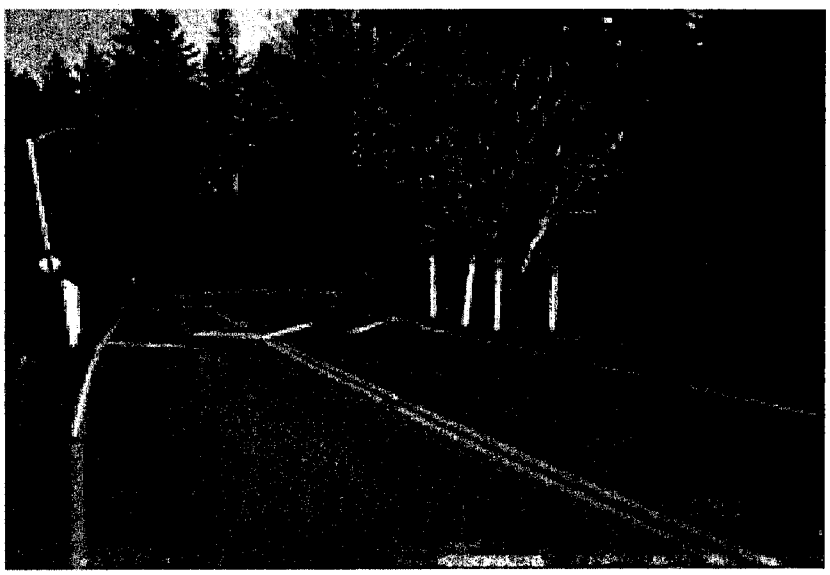

Photo 4: Sample use of delineator

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