


Memorandum

From the Town of Juno Beach Planning and Zoning Department

To: Town Council; Joseph F. Lo Bello, CPA, Town Manager
From: Frank Davila, Director of Planning & Zoning 
Date: February 14, 2020
Subject: Goal Setting Workshop Item #1 – MARS WAY

Background

At the May 8, 2019 Goal Setting Workshop, Town Council requested “staff to conduct a study of residents on Mars Way as to their preference in dealing with the issues and to contact traffic engineers to get their input as to options to deal with the issue”. At the Goal Setting Workshop, Council expressed their concerns of Mars Way and the speed and number of vehicles traveling through.

At the November 13, 2019 Town Council Meeting, staff informed Council that the Traffic Engineer recommended staff to conduct a volume and speed data study on Mars Way and to include Olympus Drive during the peak of the season.

A volume and speed data study was conducted at Mars Way and Olympus Drive by the Town’s Engineer on January 31st, February 1st and February 2nd (*See attachment #1*). The Town Engineer’s findings are attached for Council’s review (*See attachment #2*).

Discussion

At this time, staff would like to conduct a meeting/workshop with the residents of Mars Way, where the Town Engineer would present the positives and negatives of multiple traffic calming devices. At the same meeting/workshop, staff will conduct a survey with each resident attendee of Mars Way to see if they are interested in proceeding with installing such devices. Staff will then report to Town Council with the results of the survey and for Council to direct staff on how to move forward.

Staff Recommendation

Staff recommends Town Council approve of the Town Manager and Staff to start the process of conducting a meeting/workshop with the residents of Mars Way and the Town Engineer.



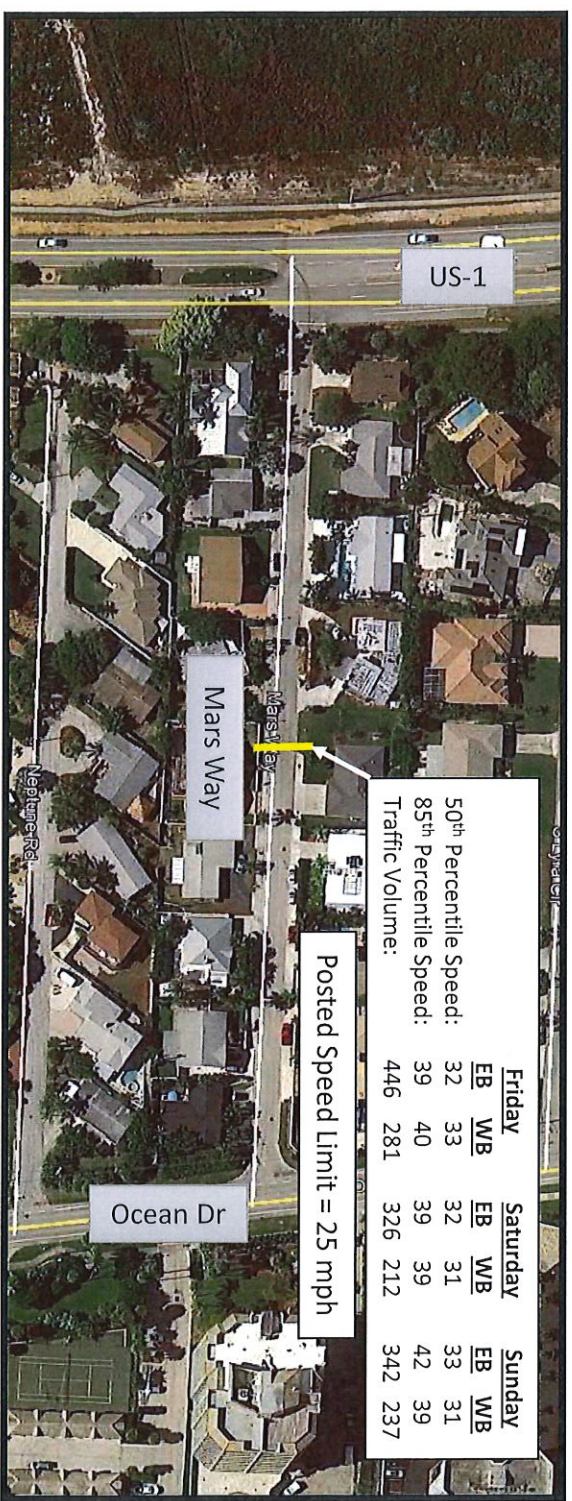


Figure 1 – Traffic Data
Town of Juno Beach

Frank Davila

From: Bryan Kelley <bryan@simmonsandwhite.com> on behalf of Bryan Kelley
Sent: Wednesday, February 12, 2020 4:20 PM
To: Frank Davila
Cc: Paul Buri
Subject: Mars Way traffic calming
Attachments: Traffic Data.pdf

Frank,

I am attaching a quick exhibit that documents the data we collected for both Mars and Olympus. The key data that we typically use to evaluate speed is the 85th percentile. This speed is on the upper end of the spectrum with only 15% of vehicles traveling faster than this speed. The 85th percentile speed ranged from 39-42 mph for Mars Way and 33-37 mph for Olympus Dr. The posted speed limit on Mars is 25 mph whereas Olympus does not have a posted speed limit at least that I could find on google street view. Note that by State Law, the posted speed limit is 30 mph if no speed limit is posted.

So what do the numbers mean? It is important to note that with traffic calming, it's not black and white as to when calming should be implemented. With that said, most jurisdictions that have a traffic calming policy consider implementing calming once the 85th percentile speeds exceed 10 mph over the speed limit, which is what is occurring on Mars. I agree with this general approach of 10 mph or greater as a rule of thumb. Therefore, I would recommend traffic calming on Mars with a big caveat. There are negatives to traffic calming and the property owners should want it. Most jurisdictions requires between 51-70% of impacted residents (those along Mars Way in this case) to agree to the traffic calming.

As for what type of calming, I am working on some exhibits for you guys but my preliminary recommendations will be either a speed table or hump. A speed table is longer (22 feet) and allows vehicles to drive a little faster over it. A speed hump is a little shorter (12 feet) and requires a slower vehicle speed. I am going to show 2 options for each – just one in the middle of Mars Way or two tables/humps along Mars. Studies have shown that they should be spaces between 250-500 feet to be effective. Also, they should not be placed too close to the intersection. Speed humps are effective. However, the down sides include driver discomfort, noise, not aesthetically pleasing, and potentially slow down emergency rescue times.

Another option I am going to present is a solar powered speed flasher that alerts motorists of their speed if speeding. These don't carry the same negatives as speed humps but also aren't quite as effective. They tend to be most effective when periodically enforced with police.

I considered other options such as chicanes but the problem is two-fold. One the road is already narrow at around 20 feet wide. Second, I don't feel comfortable having the road narrow to one lane with the large elevation change on the road.

As for Olympus Drive, at this point my recommendation would be to simply post a speed limit sign. 25mph would certainly be appropriate at this location.

Please review and when you get a chance, feel free to give me a call and I can give you more info.

Thanks,

Bryan G. Kelley, P.E.
Senior Traffic Engineer



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