



## **TRAFFIC CALMING AND ENHANCEMENTS**

Prepared for: Town of Lake Park

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### **Introduction**

The Town of Lake Park has undertaken a speed survey and neighborhood street evaluation to address concerns related to neighborhood travel speeds. The street design should support the desire for lower residential speed limits. This technical memorandum provides a brief description of the Town character followed by the proposed process for evaluation the local/ neighborhood street. The reader is encouraged to review the content of the Neighborhood Mobility Speed Surveys and Roadway Enhancement Report.

### **Street Characteristics**

The Town of Lake Park has a well- connected street system with arterial roadways connected by a grid of local residential streets. All of the streets have residential frontage and most have wide rights of way which include sidewalks and swales. Some but not all have street trees. The geometry is linear in most cases with the exception being those roadways branching out from Seminole Boulevard. That area has some curvature within the roadways. Several roadways have beautiful landscaped medians.

Most of the roadways provide a "clean shot" to travel from one street to another. This design can lead to increases in speed as drivers leave their own neighborhood street and enter another neighborhood street before reaching an arterial where increased speeds are properly assigned.

### **Establishing the Program**

There may be many neighborhoods that desire enhancements to control speed or traffic flow. In order to evaluate the need for enhancements and prioritize the improvements most needed, a program has been recommended.

The steps to establish the program include:

**Step 1** - The Town should select a committee or appoint staff to serve as a review committee to manage the Neighborhood Program. Suggested members include: PBSO, PW, citizen appointee.

**Step 2:** Develop funding mechanisms and budget line items for neighborhood enhancements. An initial budget of \$2,500-3,500 per street is suggested to evaluate and recommend improvements, and \$10,000-30,000 per street to implement improvements. The number of streets to include in the annual budget will be subject to the funding available.

**Step 3:** Provide information on the program and the forms to the public via the website.

**Step 4:** Meet quarterly to review the requests. Request additional support from staff to complete the forms if necessary. Prioritize the requests and present the findings to the Town Public Works Director.

**Step 5:** Retain consultant to develop strategies for Neighborhood enhancements for the top priority rankings.

**Step 6:** Invite affected neighbors to the Neighborhood Enhancement Committee Meeting to review Consultants idea and make recommendations.

**Step 7:** Implement the prioritized projects.

Once the program is in place, community members can submit their requests through the town website.

**Attachment A** provides the Neighborhood Request form and evaluation criteria.

### **Examples of Neighborhood Enhancement**

There are many forms of neighborhood enhancements and traffic control. Standard features include the stop signs, speed bumps, speed tables. Enhancing the street through street trees, lateral bump outs, on-street parking and textured pavement can also have an impact on travel speed. Some drivers just need to -be reminded to slow down within a neighborhood. For others, the effect of narrowing the road (bump outs, on-street parking) or even just the perceived narrowing of the view corridor through the application of street trees can have a measured effect on speed.

Additional strategies that can be implemented include education and enforcement. The Town and Palm Beach Sheriff's Office have tools to include; individual and community meetings, covert and visible speed measuring devices, and ticketing if necessary.

This discussion is not intended to be a complete tutorial on traffic calming nor a complete tool kit. Rather an introduction to some of the options.

The following links provide additional information on traffic calming.

<https://www.ca-ilg.org/sites/main/files/file-attachments/toolkit.pdf?1370017042>

<https://www.lgc.org/wordpress/wp-content/uploads/2013/08/traffic-calming-guidebook.pdf>

**Attachment B** includes examples of features that could be implemented.

### **Enhanced Mobility Options**

The Town of Lake Park has an extensive pedestrian network. The bike connectivity is not as clearly defined. Similarly, the Town has considered the addition of "micro-mobility" options such as scooters. The neighborhood form could have a section added to address other modes of travel and the need to evaluate connectivity of a street/ neighborhood through other means beside the automobile. As a result of that addition, enhancements could include, bike lanes, racks, or other micro-mobility stations and signage.

### **Next Steps**

**The Town of Lake Park can begin the Neighborhood Street Enhancement Program, one street at a time.**

**ATTACHMENT A**  
**NEIGHBORHOOD ENHANCEMENT FORM**  
**AND**  
**SAMPLE USING POPLAR**



# Neighborhood Enhancement Form

<b>Date:</b>		
<b>Neighborhood Name/Street Name:</b>		
<b>Current Speed Limit:</b>		
<b>Request for Traffic Calming:</b>		
<b>Number of Houses on Block:</b>		

Measure	Target	Scoring	Possible Points	Total Points
<b>A. ADT</b>	10x Number of Houses	0.5 x Target =	1	
<div style="border: 1px solid black; width: 100px; height: 15px;"></div>		1.0 to 1.25x Target =	2	
Enter ADT		1.25-1.5 x Target =	3	
		1.5-2.0 x Target =	4	
		>2.0 x Target =	5	
<b>B. Speed</b>	Speed Limit	95-100% =	1	
<div style="border: 1px solid black; width: 100px; height: 15px;"></div>		85-95% =	2	
Enter 85% Speed		75-85% =	3	
		50-75% =	4	
		>50% =	5	
<b>C. School Age Children on Block</b>	N/A	0 children =	1	
<div style="border: 1px solid black; width: 100px; height: 15px;"></div>		1-5 children =	2	
Enter # of children 3-18		5-10 children =	3	
		10-20 children =	4	
		>20 children =	5	
<b>D. Cut Through Route</b>	Less than 10%	No =	1	
(Cut through should be measured but by inspection OK)		Potential	3	
		Yes	5	
<b>E. Presence of Traffic Control</b>	More than 4	0 =	5	
(Include end points)		1 =	4	
(List or attach photos of condition diagram)		2 =	3	
		3/4 =	2	
		>5 =	1	
<b>F. Presence of Enhancements, Lateral Features/ Restrictions, Street Trees, Street Furniture</b>		0 =	5	
(List or attach photos of condition diagram)		1 =	4	
		2 =	3	
		3/4 =	2	
		>5 =	1	
<b>G. Crashes in Previous 12 months</b>		0 =	0	
<div style="border: 1px solid black; width: 100px; height: 15px;"></div>		1 =	2	
Enter # of crashes		2 =	3	
		3 =	4	
		4 =	5	
<b>Total Points:</b>		<b>Total Score:</b>		
17-25	Good Candidate for Enhancements	0		
10 -17	Further Evaluation Needed			
<10	No Enhancements Needed			

**Multimodal Considerations (pedestrian linkages, bike lanes, transit):**

Neighborhood Enhancement Form

-- SAMPLE --

<b>Date:</b>	8/5/2020		
<b>Neighborhood Name/Street Name:</b>	Poplar Drive		
<b>Current Speed Limit:</b>	25		
<b>Person requesting Traffic Calming:</b>	Consultant		
<b>Number of Houses on Block:</b>	30		

Measure	Target	Scoring	Possible Points	Total Points
<b>A. ADT</b>	10x Number of Houses	0.5 x Target =	1	
<div style="border: 1px solid black; width: 100px; height: 15px;"></div>		1.0 to 1.25x Target =	2	2
Enter ADT		1.25-1.5 x Target =	3	
		1.5-2.0 x Target =	4	
		>2.0 x Target =	5	
<b>B. Speed</b>	Speed Limit	95-100% =	1	
<div style="border: 1px solid black; width: 100px; height: 15px;"></div>		85-95% =	2	
Enter 85% Speed		75-85% =	3	3
		50-75% =	4	
		>50% =	5	
<b>C. School Age Children on Block</b>	N/A	0 children =	1	
<div style="border: 1px solid black; width: 100px; height: 15px;"></div>		1-5 children =	2	
Enter # of children 3-18 years old		5-10 children =	3	3
		10-20 children =	4	
		>20 children =	5	
<b>D. Cut Through Route</b>	Less than 10%	No =	1	
(Cut through should be measured, but by inspection 'OK')		Potential	3	3
		Yes	5	
<b>E. Presence of Traffic Control</b>	More than 4	0 =	5	
(Include end points)		1 =	4	
(List or attach photos of condition diagram)		2 =	3	
		3/4 =	2	2
		>5 =	1	
<b>F. Presence of Enhancements, Lateral Features/ Restrictions, Street Trees, Street Furniture</b>		0 =	5	5
(List or attach photos of condition diagram)		1 =	4	
		2 =	3	
		3/4 =	2	
		>5 =	1	
<b>G. Crashes in Previous 12 months</b>		0 =	0	
<div style="border: 1px solid black; width: 100px; height: 15px;"></div>		1 =	2	2
Enter # of crashes		2 =	3	
		3 =	4	
		4 =	5	
<b>Total Score:</b>			20	

<b>Total Points:</b>	17-25	Good Candidate for Enhancements
	10 -17	Further Evaluation Needed
	<10	No Enhancements Needed

**Multimodal Considerations (pedestrian linkages, bike lanes, transit):** Sidewalk both sides. Nearest transit stops 0.2 miles away. (Routes 20, 21 & 33)

## **ATTACHMENT B**

### **EXAMPLES OF STREET ENHANCEMENTS AND TRAFFIC CALMING TOOLS**



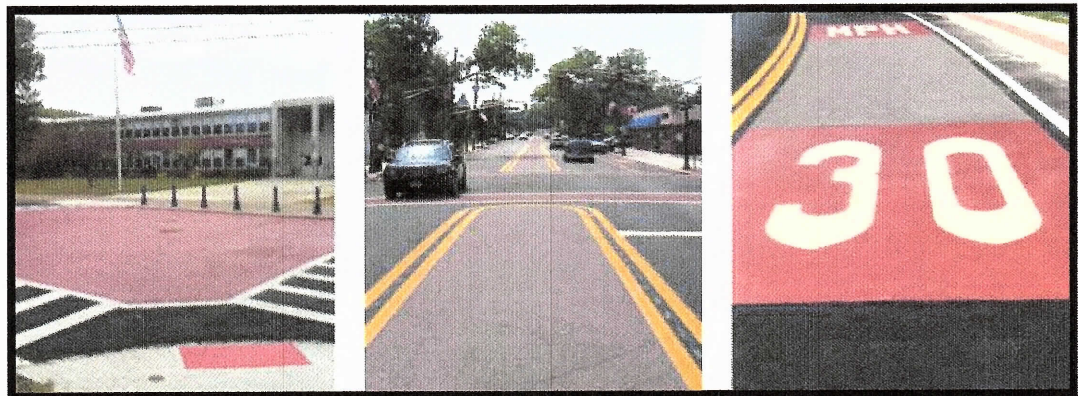


Crosswalk Enhancement

Raised Intersection

Gateway Treatment

Flush Bump Out



Flush Intersection

Flush Median

Warning Patch

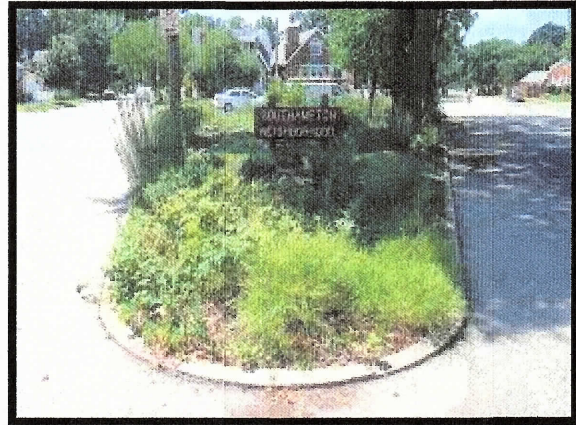


Comprehensive Vision





Bike Lane



Entry Treatment



Street Trees



Traffic Circle



Street Furniture