O'ROURKE
ENGINEERING & PLANNING

TRAFFIC CALMING AND ENHANCEMENTS

Prepared for: Town of Lake Park

Prepared by: O'Rourke Engineering & Planning

May 8, 2020
Updated August 4, 2020
Updated January 7, 2022

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

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

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

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

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

Neighborhood Enhancement Form

-- SAMPLE --

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

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

Total Points:	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