Town of Lake Park
Traffic Calming Administrative Policy

Adopted _____

EXECUTIVE SUMMARY

This policy establishes a structured, transparent, and data-driven process for evaluating and implementing traffic calming measures on local roadways within the Town of Lake Park. It defines eligibility criteria, outlines the community engagement process, and clearly delineates funding responsibilities. Traffic calming measures are limited to Town-owned local streets to preserve the function of collector and arterial roads. All proposed traffic calming actions are subject to public input and final Town Commission approval, in alignment with national best practices and standards established by the Federal Highway Administration (FHWA) and the Institute of Transportation Engineers (ITE).

INTRODUCTION

The Town of Lake Park is committed to ensuring residential neighborhoods' overall safety and livability. One way to meet this commitment is by collaborating with the Town and property owners to manage traffic in residential neighborhoods and address documented traffic concerns. The Town of Lake Park Traffic Calming Policy provides a process for requesting, evaluating, and implementing appropriate traffic calming measures.

CONSIDERATIONS

Traditional transportation improvements have generally focused on capacity, speed, and safety. While these are still concerns, another dimension, traffic calming, is often added to maintain or restore the livability of a residential neighborhood. This is done by incorporating physical elements that prohibit and/or slow vehicular traffic. The Institute of Transportation Engineers (ITE) defines traffic calming as:

> *"…. the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users."*

Unlike traffic control devices such as stop signs and speed limit signs, which require enforcement, traffic calming measures[1] Are self-enforcing. Traffic calming measures generally serve one of the following three functions..[2]:

- Precludes through-traffic and only allows local traffic
- Discourages, but still allows through-traffic
- Allows through and local traffic

[1] Traffic Calming Measure - an element of a traffic calming plan selected from among those devices authorized herein for use within the city.

[2] Federal Highway Administration "*Traffic Calming State of the Practice"* (FHWA-RD-99-135)

Determining the appropriate type of traffic calming for a roadway requires coordination and consideration of how the existing roadway network functions. The majority of the town's existing roadway network has a traditional layout..[3] Which:

- Allows distribution of traffic over a network of streets, thus reducing the need to widen roads;
- Creates a highly interconnected network that provides a choice of routes, thus providing options for detour routes and accessibility for emergency services;
- Provides the ability to choose the most direct route to a destination, thus reducing the travel distance and the associated time and fuel;
- Creates smaller blocks of development that can be highly supportive of pedestrian, bicycle, and transit modes of travel;
- Provides a block structure allowing greater flexibility for evolving land use.

Because of the layout of the town's road network, traffic calming measures that hinder the distribution of traffic may result in the need to widen other roadways, delay emergency response time, or cause drivers to seek routes to bypass the traffic calming. Therefore, consideration of the function and type of roadway is necessary. The streets and roads within the town's roadway network are classified as local or collector, depending on their use and function. All arterial roadways located in the Town of Lake Park are under the jurisdiction of and maintained by the Florida Department of Transportation (FDOT). Local and collector roadways are as described below (See map Exhibit 1):

- Local streets allow direct access to abutting property and characteristically have lower volume, lower speed, shorter trip lengths, and less through-traffic (e.g., 2nd Street, Foresteria Drive, Greenbriar Drive, and 8th Street, etc.).
- Collector streets provide access and traffic movement between local streets and arterial roads. They provide moderate volumes, speeds, trip lengths, and through-traffic (e.g., Park Avenue and Watertower Road).

Due to the functional nature of the roadways, traffic calming measures will only be installed/used on local streets and not on collector roadways.

DEFINITIONS

AADT (Average Annual Daily Traffic): The total volume of vehicle traffic on a segment of roadway for a year divided by 365 days.

Applicant: A resident, property owner, or authorized representative requesting a traffic calming study for a qualifying local roadway.

Collector Roadway: A road that channels traffic from local streets to arterial roadways. These streets allow moderate speeds and traffic volumes and are not eligible for traffic calming under this policy.

[3] "*Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways"*, commonly referred to as "The Florida Greenbook,"

Cut-Through Traffic: Traffic that uses a local street to travel between two higher-order streets, bypassing the intended arterial or collector network.

Emergency Route: A roadway designated by emergency services as critical for response operations, not eligible for traffic calming.

ITE (Institute of Transportation Engineers): A professional organization providing data and standards used in traffic engineering practices.

Local Roadway: A street intended primarily for access to abutting properties with low speeds, lower volumes, and minimal through-traffic.

MSTU (Municipal Service Taxing Unit): A legal mechanism to collect property taxes from a defined area to fund specific services or improvements.

MSBU (Municipal Service Benefit Unit): A funding method used to assess costs for public improvements to benefiting properties within a defined area.

Public Information Meeting: A Town-organized meeting to present and discuss conceptual traffic calming plans with residents and stakeholders in the affected study area.

Study Area: The defined geographic area surrounding the requested traffic calming location, used for evaluating community support and impacts.

Traffic Calming Measures: Self-enforcing physical features designed to slow vehicle speeds or discourage cut-through traffic, as listed in Appendix A.

85th Percentile Speed: The speed at or below which 85% of vehicles are observed to travel under free-flowing conditions.

POLICY AUTHORITY & APPLICABILITY

This policy is authorized under the Town of Lake Park's Home Rule authority and guided by the Transportation Element of the Town's Comprehensive Plan. It applies to all Town-owned local roadways and does not extend to collector or arterial roadways under County or FDOT jurisdiction. Final authority for approval of traffic calming installations rests with the Town Commission.

GOALS AND GUIDELINES

For traffic calming initiatives ***led by the Town***, whether introduced by the Town Commission or the Public Works Department, the Town will assume funding responsibility, depending on available budget and identified priorities. This approach reflects the Town's ongoing commitment to enhancing safety and mobility in our neighborhoods.

When ***residents take the initiative*** to request traffic calming improvements, the associated design, engineering, and construction costs are typically the responsibility of the property owners within

the designated study area. However, funding support may be available through options such as upfront contributions, the establishment of a Municipal Service Benefit Unit (MSBU) or Municipal Service Taxing Unit (MSTU), applicable grants, or public-private partnerships, as outlined in the Project Implementation section. These pathways are designed to empower residents to collaboratively develop solutions that enhance the livability and safety of their communities.

Town's Traffic Calming Policy will be based upon the following goals and guidelines:

Goals

- Provide and maintain a safe traditional roadway network.
- Maintain and/or improve residential neighborhood livability by reducing the impact of vehicular traffic on residential streets.
- Encourage citizen involvement in the residential neighborhood traffic calming process.

Guidelines

- Encourage, but not require, through-traffic to use higher classification roads (i.e., collector and arterial roads).
- Re-route traffic from one street to another of equal classifications if, and only if, the result is a more equal distribution of the traffic volumes. Shifting a traffic problem from one street to another or from one neighborhood to another is not an acceptable alternative.
- Reduce the average speed of motor vehicles within neighborhoods to acceptable levels.
- Implement cost-effective measures for solving identified traffic problems.
- Improve safety for non-motorists in the Town's right-of-way.
- Preserve reasonable emergency vehicle ingress/egress.
- Maintain reasonable vehicular access. Traffic calming measures should encourage and enhance pedestrian and bicycle access to and throughout the neighborhood.
- Town-owned local streets are eligible to be considered for traffic calming measures following this policy, guidelines, and criteria.
- Town-owned collector roads will not be considered for traffic calming measures.
- The Town may employ traffic calming measures, including but not limited to those listed in Appendix A, to achieve the objectives identified.
- The Town shall follow the Traffic Calming Policy to ensure consistency and a collaborative process for the community while maintaining the efficient use of funding.
- The Town shall ensure that all projects receive input from the affected area property owners, which will be defined on a case-by-case basis, along with affected organizations.
- All projects shall receive Town Commission approval before permanent traffic calming devices are installed.
- If approved, all costs associated with implementing the traffic calming measures (i.e., initial research, studies, designs, and construction) will be the responsibility of the property owners who are expected to receive direct benefit from the traffic calming measures.
- An application for traffic calming on a road or street that does not qualify for traffic calming may be resubmitted after three (3) years.

TRAFFIC CALMING PROCESS

The four-step process is as follows:

Step 1 – Neighborhood Applicant[4] Requests Study: The Applicant may request a traffic calming study for a local roadway. To request a study, the Applicant completes and submits a request form and petition to the Public Works Department. The petition must include the signatures of at least 75% of the property owners fronting the street on which the traffic calming study is requested. The requested street must be a continuous section of roadway located between two (2) intersections, not a partial segment, must be under the jurisdiction of the Town, consist of no more than two (2) travel lanes, not be designated as an emergency or evacuation route, and must be at least 1,000 feet in length. A copy of the request form and petition is provided in Appendix B. Please note that only roadways classified as local are eligible to be considered for traffic calming measures under this policy. Traffic calming on collector roadways will not be considered.

Step 2 - Review and Consideration of the Request by Town Staff: Town Staff will review the petition and application to evaluate and determine the request's eligibility. During this process, the Staff will inform the Applicant of the review findings. Staff will review the petition to ensure adequate signatures have been obtained and gather data on site conditions. If both criteria are met, the Staff will conduct a traffic study and research traffic incidents for the subject roadway. Staff will use the data to classify the roadway and determine appropriate traffic calming measures.
The applicant will be notified by the Town (by certified mail) of the results from the staff review, compliance with the proposed Traffic Calming Policy, and the potential availability for new traffic calming measures to be installed.

After determining that traffic calming measures are appropriate, Staff and/or an engineering consultant will prepare a conceptual traffic calming plan and hold a public information meeting. Based on the meeting's results, a traffic calming plan will be prepared. These actions are further described below.

Eligibility: All the following criteria must be met to be eligible for traffic calming. If all requirements are met, including the minimum number of signatures on the petition, the application continues in the review process. If all the requirements are unmet, the application is closed, and the Applicant is notified that the road does not meet the criteria for traffic calming. To be eligible for traffic calming, the roadway shall:

- Be classified as a local roadway
- Not be designated as an emergency or evacuation route.
- Have no more than two (2) travel lanes.
- Be under the jurisdiction of the Town.
- Be at least 1,000 feet in length.
- Not be a partial segment of a contiguous street.

[4] Neighborhood Applicant – a property owner along the requested street who has submitted a request for the Traffic Calming Study and serves as a liaison between the Town and the community.

Data Collection: If the eligibility criteria are met, the following data will be collected to determine roadway conditions.

- Site conditions: A visual survey will confirm that the roadway has proper signage, pavement markings, and sight distance according to the MUTCD Standards. Any irregularities will be corrected and reviewed within three (3) to six (6) months to determine whether the improvements resolved the Applicant's traffic concerns.
- Traffic Study: A traffic count, speed study, and classifications of vehicles using the roadway will be collected and recorded.
- Incident records: The sheriff's crash records, fire rescue (medical and fire-related) calls, and other traffic incident reports (e.g., speeding tickets) will be collected.

Traffic Conditions: The collected data will be reviewed to document traffic conditions and determine if traffic calming measures are appropriate for the requested roadway. The four (4) types of traffic conditions and recommended traffic calming are outlined below:

Type I - Minor Excessive Speed and Volume: This designation is provided for roadways with traffic that meet the following conditions:

- The measured 85th percentile speed[5] is between five (5) and eight (8) miles per hour above the posted speed limit, and;
- Average annual daily trips (AADT) are between 300 and 800 vehicles per day (vpd).

Roadways with minor excessive speed and volume (Type I) will be addressed through Sheriff enforcement and education. The Palm Beach County Sheriff's Department will be notified of the situation and requested to increase enforcement on a random basis during the hours when most speeding violations occur. Additionally, public notice (e.g., neighborhood flyers, social media posts, the Town website, etc.) or other means of informing drivers using this road may be provided to resolve speeding concerns.

Type II - Excessive Speed and Volume: This designation is for roadways with traffic volumes greater than 800 average annual daily trips (AADT) and one of the following:

- The measured 85th percentile speed is nine (9) miles per hour or greater than the posted speed limit, or;
- The hourly volume exceeds 12% of the average daily traffic, or more than ten (10) daily trips per household, per ITE Trip Generation Manual, 10th Edition.

Roadways classified as having excessive speed or volume (Type II) will continue to the conceptual traffic calming plan phase (see below).

Type III – Other: Any roadway that does not meet the minimum criteria to be classified as Type II, but the collected volume and speed data are both within 20% of the minimum criteria required (2 mph and 160 vpd), and any of the following extenuating circumstances are present:

- a large number or high frequency of accidents,

85th Percentile Speed - speed at which 85% of the vehicles are traveling at or below posted speed. For the purposes of this Policy, the 85th Percentile Speed considered will be the average 85th Percentile Speed of both directions. (FHWA ITE Manual of Transportation Engineering Studies, November 2010)

- numerous bus stops,
- numerous residential driveways,
- roadway geometry issues, or
- a lack of sidewalks,

A roadway may be classified as Type III by the Town Commission upon recommendation by the Town Engineer and/or Public Works Director. The Town's contracted Engineer and/or Public Works Director will present these recommendations to the Town Commission.

Roadways classified as Type III will continue to the conceptual traffic calming plan phase (see below).

Type IV – None of the Above: Roadways that do not exhibit Type I, Type II, or Type III conditions are not eligible for traffic calming.

Conceptual Traffic Calming Plan: Roadways that are classified as having excessive speed or volume (Type II) or other (Type III) will be further analyzed to define a Study Area[6] and to create a conceptual traffic calming plan. The plan shall be developed using guidelines established by the Federal Highway Administration (FHWA) and Institute for Transportation Engineers (ITE) documents and utilizing the examples provided in this Policy.

Public Information Meeting: A public information meeting will present the conceptual traffic calming plan to the study area residents and obtain input from the public and affected agencies. Property owners within the study area will be given notice of the public information meeting. Examples of notification may include door hangers, newspapers, Public Service Announcements on Town's Webpage - www.lakeparkflorida.gov – Town social media accounts, mailings, and/or message boards within the study area.

Any property owner unable to attend the meeting may submit comments regarding the proposed plan to the Town's contracted Engineer and the Public Works Department, in writing, for consideration. Additionally, the following governmental agencies will be notified that traffic calming measures are being considered and requested to provide comments regarding the proposed measures:

- Town of Lake Park Public Works Department
- Town of Lake Park Community Development Department
- Palm Beach County's Fire Rescue
- Palm Beach County's Sheriff's Office
- Palm Beach County's School Board

Recommended Traffic Calming Plan: Based on the FHWA standards adopted in this policy, a recommended traffic calming plan for the study area will be developed based on input from the public and various governmental agencies.

[6] Study Area - the defined area which has been determined to be impacted by proposed traffic calming measures. The Study Area may cross traditional neighborhood boundaries.

Step 3 - Applicant Petition for Recommended Traffic Calming Measures: After completion of the recommended plan for traffic calming measures, the Town's contracted Engineer and/or Public Works Director Town will provide the community Applicant with a template petition form and a map outlining the study area, as well as the type and locations of the recommended traffic calming devices. The Applicant is required to obtain signatures of more than 75% of the property owners within the affected study area indicating that they support the construction of the proposed traffic calming measures and understand that all costs related to the proposed project, if approved, would be the responsibility of the residents that directly benefit from the proposed measures.

Town Commission Consideration: The petition with the signatures of at least 75% of the property owners supporting the traffic calming plan, the construction plans, probable cost estimates, construction funding sources, and a construction schedule will be submitted to the Town Commission for review and consideration.

Step 4 - Project Implementation by Town Staff: Town Staff will implement the mechanisms needed to fund, design, obtain Town Commission approval, construct, and evaluate the project after construction, as described below.

Funding: The design and construction of traffic calming measures will not begin until a funding source is identified and secured. Thus, upon approval by the Town Commission to move forward with the design and construction implementation of the project, a funding mechanism would then be identified and approved/secured. Potential funding sources to support the proposed traffic calming project may include, but are not limited to:

1. Upfront payment by the affected property owners
2. Municipal Service Taxing Unit (MSTU)
3. Municipal Service Benefit Unit (MSBU)
4. Private sources
5. Public/private partnerships (Non-Town)
6. Grant opportunities.

Town
Design: The Town will contract with a professional engineer licensed to work in Florida to develop the traffic calming construction plans and an estimate of construction cost based upon the recommended plan.

Construction: The traffic calming measures will be designed and constructed after the town commission approves them and authorizes/implements the funding.

Project Evaluation: Within six (6) months following the completion of the traffic calming project, new traffic data will be collected and compared to the previously collected "before" data. The comparison will evaluate the traffic calming measures to determine if corrective measures or other actions are needed.

REMOVAL OF TRAFFIC CALMING MEASURES

With the approval of the Town Commission, traffic calming measures may be removed or altered at any time for the following reasons:

- Emergency response is significantly impacted (per Palm Beach County Fire Rescue and Sheriff Department Standards)
- The traffic count for the local roadway exceeds 5,000 vehicles per day.
- Determination by the Town's contracted Engineer and/or Public Works Director that it is in the best interest of public safety.

Property owners within the traffic calming area may also request removal of the measures after the measures have been in place for two (2) years by submitting a petition to the Town. The petition shall request removal of the traffic calming measures, acknowledge that the property owners will pay for all costs related to the removal of the devices, and include the signatures of at least 75% of the property owners within the calming area. Upon receipt of the petition by the Town's contracted Engineer and/or the Public Works Department, the Town will assess the property owners within the traffic calming area for all costs associated with removing the traffic calming measures (i.e., Design, Construction, etc.).

TRAFFIC CALMING PROCESS FLOWCHART WITH DECISION POINTS

Step 1: Neighborhood Applicant Request

- Applicant submits completed request form and petition (75% of fronting property owners)
- Is the street a Town-owned local roadway with at least 1,000 ft length, 2 travel lanes, and not an emergency route?
    - Yes: Proceed to Step 2
    - No: Application denied; applicant notified

Step 2: Town Review & Data Collection

- Staff reviews signatures and collects traffic, speed, and safety data
- Does the roadway meet the eligibility criteria?
    - Yes: Proceed to classification (Type I–IV)
    - No: Application closed; applicant notified
- Is the classification Type II or Type III?
    - Yes: Proceed to conceptual plan and public information meeting
    - No (Type I): Refer to Sheriff for enforcement; no further action

Step 3: Petition for Recommended Plan

- Conceptual plan presented to residents and agencies
- Applicant gathers petition with 75% approval from study area residents
- Is the 75% support threshold met?
    - Yes: Proceed to Town Commission review
    - No: Application halted; may be resubmitted after 3 years

Step 4: Implementation & Evaluation

- Town Commission reviews and approves project and funding
- Is funding secured (MSTU, MSBU, grants, etc.)?

  - Yes: Project moves to engineering and construction
  - No: Project deferred until funding is available

- Construction completed
- Within 6 months: Town evaluates post-construction traffic data to assess effectiveness

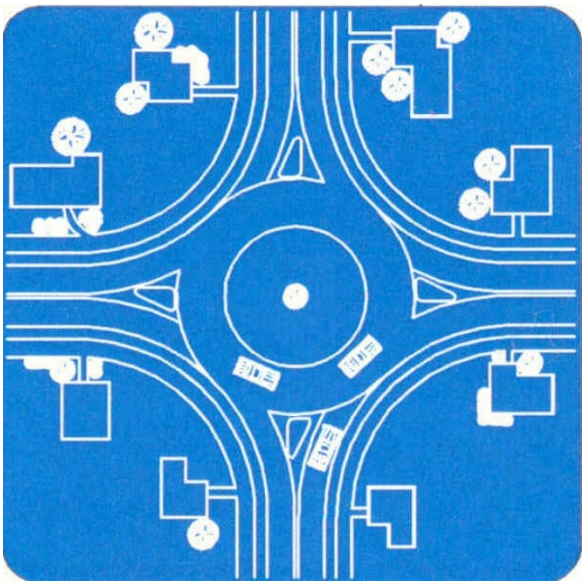
POLICY REVIEW AND UPDATES

This Traffic Calming Policy shall be reviewed every five (5) years by the Public Works Department in coordination with the Town Engineer. Updates may be recommended based on changes in traffic patterns, emerging best practices, regulatory changes, or community needs. Any revisions will be presented to the Town Commission for review and approval.

Appendix A

Examples of Traffic Calming Measures

Roundabouts



A raised circular structure that deflects the flow of traffic in a counter-clockwise direction around the circle. The objectives of roundabouts are to slow traffic and reduce the number and severity of crashes. Roundabouts are designed to accommodate all sizes of vehicles. Unlike traffic circles, roundabouts are used on higher-volume streets.

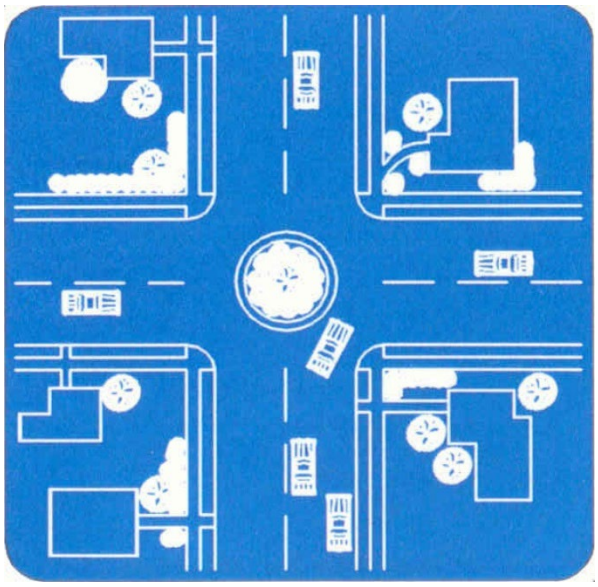
Good for: Locations with a history of accidents, intersections with irregular approaches, or high U-turn volumes.

Advantages:	Disadvantages:
• Moderate traffic speeds • Landscaping and hardscape can make it aesthetically pleasing • Enhanced safety compared to traffic signals • Minimizes queuing at the approaches • Less expensive to operate than traffic signals.	• It may be difficult for large vehicles to circumnavigate • May require the elimination of some on-street parking • Landscaping must be maintained by the property owners or by the municipality. • Requires more right-of-way than signalized intersection

Cost Estimate: $150,000 - $1,250,000

Effectiveness:	Similar Measures:
• Average 29% reduction in accidents, with a reduction from 9.3 to 5.9 accidents per year (from a sample of 11 sites; source: *Roundabouts: An Informational Guide*)	• By constructing a small island in a neighborhood intersection and leaving the existing curbs, you have a Traffic Circle

Traffic Circles – Mini Roundabouts



Traffic circles are raised islands placed in intersections around which traffic circulates. They are not intended for high-volume or large vehicle traffic. Traffic circles sometimes employ stop or signal control or give priority to entering vehicles. Some traffic circles impose control measures within the circulating roadway or are designed with weaving areas to resolve conflicting movements.

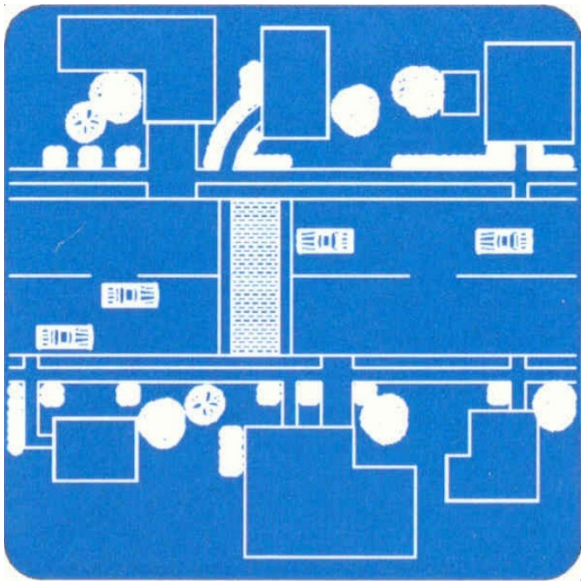
Good for: Calming intersections, especially within neighborhoods, where large vehicle traffic is not a major concern but speeds, volumes, and safety are problems.

Advantages:	Disadvantages:
• Very effective in moderating speeds and improving safety • If designed well, they can have positive aesthetic value • Placed at an intersection, they can calm two streets at once	• Difficult for large vehicles (such as fire trucks) to circumnavigate • May require the elimination of some on-street parking • Landscaping must be maintained by the property owners or by the municipality

Cost Estimate: $25,000 - $150,000

Effectiveness:	Similar Measures:
• Average of 11% decrease in the 85th percentile travel speeds, or from an average of 34.1 to 30.2 miles per hour (from a sample of 45 sites) • Including a large sample from Seattle, an average of 73% decrease in accidents, or from an average of 2.2 to 0.6 accidents per year (from a sample of 130 sites *Roundabouts: An Informational Guide*)	• By placing a raised island in a midblock location, you have a Center Island Narrowing • By enlarging the intersection and the center island, inserting splitter islands at each approach, setting back the crosswalks away from the circulating lane, and implementing yield control at all approaches, you have a Roundabout

Speed Tables



Speed tables are flat-topped speed humps often constructed with brick or other textured materials on the flat section. The tables are generally 3 to 4 inches high, have a six-foot sloped approach, a ten-foot top, and a six-foot sloped departure profile. Speed tables are typically long enough for the entire wheelbase of a passenger car to rest on the flat section. The long flat areas with gently sloped ramps give speed tables higher speeds than speed humps. Brick or other textured materials improve the appearance of speed tables, draw attention to them, and enhance safety and speed reduction.

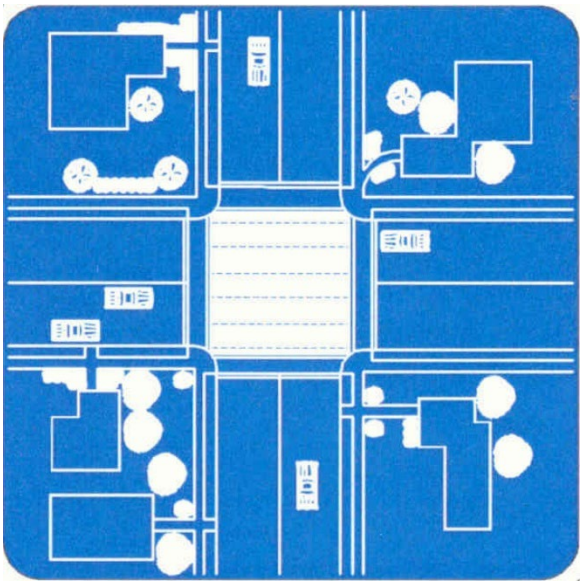
Suitable for: Locations where low speeds are desired but a somewhat smooth ride is needed for larger vehicles.

Advantages:	Disadvantages:
• Smoother on large vehicles (such as fire trucks) than speed humps • Effective in reducing speeds, though not to the extent of speed humps	• Questionable aesthetics if textured materials are not used • Textured materials, if used, can be expensive • May increase noise and air pollution • Possible avoidance • Possibly creates roadway debris

Cost Estimate: $10,000 - $15,000 each

Effectiveness (22' Table):	Similar Measures:
• Average of 18% decrease in the 85th percentile travel speeds, or from an average of 36.7 to 30.1 miles per hour (from a sample of 58 sites) • Average of 45% decrease in accidents, or from an average of 6.7 to 3.7 accidents per year (from a sample of 8 sites)	• By removing the flat section in the middle, you have a Speed Hump • By placing a crosswalk on the flat section, you have a Raised Crosswalk; and • By raising the level of an entire intersection, you have a Raised Intersection

Raised Intersections



Raised intersections are flat raised areas (3 to 4 inches) that cover an entire intersection with ramps on all approaches and often with brick or other textured materials on the flat section. By modifying the level of the intersection, crosswalks are more readily perceived by motorists to be "pedestrian territory". The objectives are to slow traffic and reduce the number and severity of crashes.

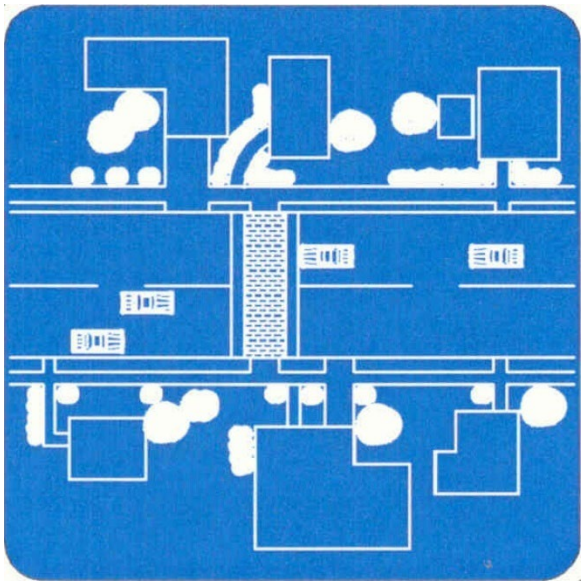
Suitable for: Intersections with substantial pedestrian activity and areas where parking spaces need to be retained

Advantages:	Disadvantages:
• Improves safety for both pedestrians and vehicles • Can have positive aesthetic value • Calms two streets at once	• Expensive, varying by materials used • Impacts on drainage need to be considered • Less effective in reducing speeds than speed humps, speed tables, or raised crosswalks

Cost Estimate: $50,000 - $100,000

Effectiveness:	Similar Measures:
• Average of 1% decrease in the 85th percentile travel speeds, or from an average of 34.6 to 34.3 miles per hour (from a sample of 3 sites)	• By raising only a single crosswalk, you have a Raised Crosswalk • By raising only a short section to a flat level (without a crosswalk), you have a Speed Table; and • By raising an even shorter section and constructing it without a flat top, you have a Speed Hump

Raised Crosswalks



Raised crosswalks are speed tables outfitted with crosswalk markings and signage to channel pedestrian crossings. They provide pedestrians with a level street crossing, and by increasing the level of the crossing, pedestrians are more visible to approaching motorists.

Suitable for: Locations where pedestrian crossings occur at haphazard locations and vehicle speeds are excessive.

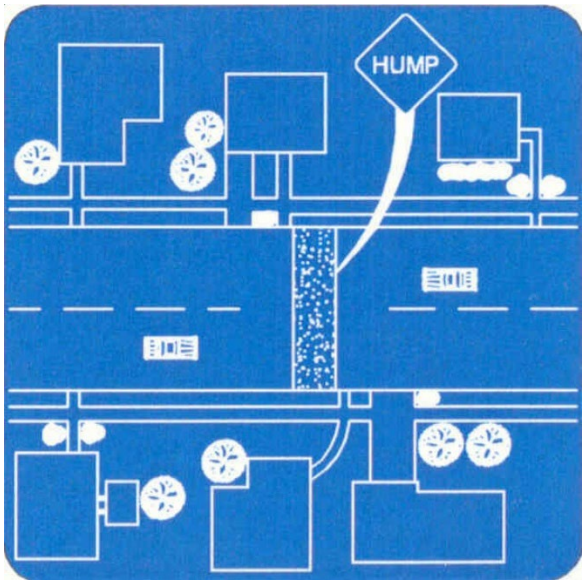
Advantages:	Disadvantages:
• Improve safety for both pedestrians and vehicles • Can have positive aesthetic value • Effective in reducing speeds, though not to the extent of speed humps	• Textured materials, if used, can be expensive • Impacts on drainage need to be considered • May increase noise and air pollution • Possible avoidance

Cost Estimate: $10,000 - $15,000

Effectiveness:	Similar Measures:

• For a 22-foot Speed Table (the most similar device for which data is available):
  ○ Average of 18% decrease in the 85th percentile travel speeds, or from an average of 36.7 to 30.1 miles per hour (from a sample of 58 sites)
  ○ Average of 45% decrease in accidents, or from an average of 6.7 to 3.7 accidents per year (from a sample of 8 sites)
	• By removing the crosswalk markings and signage, you have a Speed Table, and
	• By removing the crosswalk and the flat section in the middle, you have a Speed Hump
	• By raising the level of an entire intersection, you have a Raised Intersection

Speed Humps (Limited Use)



Speed humps are rounded raised areas generally 10 to 14 feet long (in the direction of travel), making them distinct from the shorter "speed bumps" found in many parking lots, and are 3 to 4 inches high. Speed humps shall not be used on primary access routes. The objective is to slow traffic and reduce the number and severity of crashes.

Suitable for: Locations where very low speeds are desired and reasonable, and where noise and exhaust fumes are not a major concern.

The Town Engineer does NOT recommend this option.

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Advantages:	Disadvantages:
• Relatively inexpensive • Relatively easy for bicycles to cross if designed appropriately • Very effective in slowing travel speeds	• Causes a "rough ride" for drivers, and can cause severe pain for people with skeletal disabilities • Forces large vehicles, such as emergency vehicles, to travel at slower speeds • Increases noise and air pollution • Questionable aesthetics • More Roadway Debris • Possible avoidance

Cost Estimate: $5,000 - $12,000 each

Effectiveness (12' Hump):	Similar Measures:
• Average of 22% decrease in the 85th percentile travel speeds, or from an average of 35.0 to 27.4 miles per hour (from a sample of 179 sites) • Average of 11% decrease in accidents, or from an average of 2.7 to 2.4 accidents per year (from a sample of 49 sites)	• By lengthening the hump with a flat section in the middle, you have a Speed Table • By turning an entire crosswalk into a speed hump, you have a Raised Crosswalk; and • By raising the level of an entire intersection, you have a Raised Intersection

Less Common
Traffic Calming Measures

***Semi-Diverter Island**:* Installed on the street's ingress side where entry is prohibited. Vehicles can still exit from the street, but entrance is not permitted. This feature prohibits cut-through traffic.

Mid-Block Island: Constructed mid-block in the center of the roadway, separating travel lanes and may reduce lane widths. Mid-block islands slow traffic. These features address vehicle speeds and may discourage cut-through traffic

Splitter Island: Splitter islands may provide landscaping and channelization to lanes at the entrances to a neighborhood. They slow traffic and discourage cut-through traffic.

Roadway Narrowing reduces the width of pavement while maintaining two-way traffic. Landscaping planted with the narrowing may further enhance the feature and impact driver behavior by reinforcing the impression that the pavement area is limited. Roadway narrowing slows and may discourage cut-through traffic.

Chicanes: This project changes the alignment of the roadway so that the street is not straight. This eliminates driver tendencies to accelerate on a straight street and may add beautification opportunities without significantly impacting emergency services. Two-way traffic and full access for larger vehicles and emergency services are maintained. These features address vehicle speeds and may discourage cut-through traffic.

Appendix B

Traffic Calming Request Form and Petition Form

TOWN OF LAKE PARK
PUBLIC WORKS DEPARTMENT
TRAFFIC CALMING REQUEST FORM

Applicant Information:

Name: _____

Address: _____

Street for Review (From / To): _____

Daytime Phone No.: _____

Email Address: _____

Identify yourself as:

☐ Homeowner ☐ Business Owner ☐ Developer ☐ Town Staff

Are you willing to be the "Point of Contact" regarding this Traffic Calming request for your neighborhood?

☐ Yes ☐ No *(*If no, please provide an alternative contact willing to serve in this role.)*

Traffic Concerns (Check all that apply):

☐ Speeding vehicles
☐ High volume of traffic
☐ Cut-through traffic
☐ Frequent accidents
☐ High pedestrian activity
☐ Lack of pedestrian/bicycle amenities (sidewalks, crosswalks, etc.)

Please describe the specific traffic issues affecting your street or neighborhood:

_____

_____

_____

Supporting Documentation:

To proceed with this request, please **attach a petition** signed by at least **75% of property owners fronting the street** where traffic calming is requested.

Submission Instructions:

Once completed, please submit this request form along with the petition sheet(s) to:

Town of Lake Park Public Works Department
Attn: Public Works Director & Town Engineer
535 Park Avenue, Lake Park, FL 33403
publicworks@lakeparkfl.gov

For additional information, contact the **Public Works Department** at (**561-881-3345**).

TOWN OF LAKE PARK
PUBLIC WORKS DEPARTMENT
TRAFFIC CALMING REQUEST PETITION FORM

The final placement of traffic calming measures will be determined by the Contracted Engineer and/or Public Works Department, taking into account safety, accessibility, and engineering feasibility.

Petition Information

Full Name (Clearly Printed)	Address	Cell/Contact Number	Signature	Date

Notes:

1. One (1) signature per household is permitted.
2. Valid for up to three (3) years from the date of submission.
3. By signing this petition, all signatories acknowledge responsibility for any costs associated with the approved traffic calming measures, including but not limited to design, construction, and maintenance.

Submission Instructions

Once completed, submit this petition along with the Traffic Calming Request Form to:

Town of Lake Park Public Works Department
Attn: Public Works Director
535 Park Avenue, Lake Park, FL 33403
publicworks@lakeparkfl.gov

For further inquiries, contact the Public Works Department at (561-881-3345).

Appendix C

Roadway Classifications – Transportation Element Of The Comprehensive Plan