



Minutes
Town of Lake Park, Florida
Traffic Calming and Safety Measures Workshop
Wednesday, May 26, 2010, 7:00 p.m.
Town Commission Chamber, 535 Park Avenue

The Town Commission met for the purpose of a Traffic Calming and Safety Measures Workshop on Wednesday, May 26, 2010 at 7:00 p.m. Present were Mayor DuBois, Vice-Mayor Osterman, Commissioners Rumsey, Hockman and Longtin, Town Manger Maria Davis, Town Attorney Thomas Baird, and Deputy Town Clerk Jessica Shepherd.

Mayor DuBois led the Invocation and the Pledge of Allegiance.
 Deputy Town Clerk Jessica Shepherd performed the Roll Call.

ADDITIONS/DELETIONS/APPROVAL OF AGENDA

None

**Motion: A motion was made by Commissioner Rumsey to approve the agenda;
 Commissioner Osterman made the second.**

Vote on Motion:

Commission Member	Aye	Nay	Other
Commissioner Hockman	X		
Commissioner Longtin	X		
Commissioner Rumsey	X		
Vice-Mayor Osterman	X		
Mayor DuBois	X		

Motion passed 5-0

PRESENTATION:

Traffic Calming

Town Manager Davis explained the reason for the presentation.

Community Development Director Patrick Sullivan began a PowerPoint presentation titled "Traffic Calming" (see Exhibit "A"). He explained "Traffic Counts" (see pages 2 through 8 of Exhibit "A"). He explained that the counts were the number of cars going in both directions over a 24 hour period. He reviewed and explained the traffic counts on various streets throughout Lake Park. He stated that the "Goal" (see page 9 of Exhibit "A") was to provide safe, livable neighborhoods through traffic calming which meant

reducing the speed of vehicles traveling through those neighborhoods. He reviewed and explained the different traffic calming methods and options (see page 11 of Exhibit "A"). He showed different pictures to give examples of roads in the Town that have already been closed (see pages 12 through 15 of Exhibit "A"). He also showed pictures of different methods of traffic calming (see pages 16 through 20 of Exhibit "A"). He stated that traffic calming "is not just crime prevention" but it is a major component of crime prevention. He reviewed the "Benefits" of traffic calming (see pages 22 through 24 of Exhibit "A"). He reviewed information given by the Palm Beach County Sheriff's Office of crime statistics for the Town. He reviewed "Costs" and "Equity Impact" (see pages 25 through 28 of Exhibit "A"). He explained the different "Options" (see page 30 of Exhibit "A") which were temporary street closures, traffic calming, or do nothing at all. He explained what a temporary closure would be and discussed the cost estimates (see pages 31 through 39 of Exhibit "A"). He reviewed and explained what the "Next Steps" would be (see page 40 of Exhibit "A").

Commissioner Rumsey asked what the purpose of the traffic study was.

Community Development Director Sullivan stated that the purpose was to get the traffic counts on particular roads. He stated that he was directed by the Commission to do the traffic study.

Commissioner Rumsey asked if the Commission took votes to do traffic counts.

Town Manager Davis explained that the Commission did not take votes to have traffic counts done.

Commissioner Rumsey asked when the traffic counts were done.

Community Development Director Sullivan stated that three quarters of the traffic counts were done approximately one and a half years ago and the Federal Highway and Northlake Blvd. counts were done within the last two to three months.

Commissioner Rumsey asked if the street closure on Poplar Dr. was requested by the residents on that street.

Community Development Director Sullivan stated that it was the residents who lived on Poplar Dr. that requested that street closure.

Commissioner Rumsey asked when the Dayton Ohio Survey (see page 22 of Exhibit "A") was taken.

Community Development Director Sullivan stated that the survey was done in 1998.

Commissioner Rumsey asked if there was a time frame for a temporary closure to last or would there have to be a referendum vote to make the permanent closures.

Town Manager Davis explained that it was her understanding that if the Commission chose to put the street closures in for referendum and the voters voted for it that the closure would be temporary until an analysis could be done on the impact.

Commissioner Rumsey stated that it would be approximately two years for a temporary closure to be in place before turning into a permanent closure.

Town Manager Davis stated that the City of West Palm Beach had temporary closures for two years before making them permanent.

Commissioner Rumsey asked that if a storm was imminent could the temporary closures be removed.

Community Development Director Sullivan stated that the temporary closures could be removed in the event of a storm.

Mayor DuBois discussed the problems with speed bumps and expressed her concerns with street closures. She asked what the percentage of the crimes referenced were not related to shoplifting at the big box stores.

Town Manager Davis stated that Lieutenant Palenzuela had the ability to do a more specific breakdown of the crime in the Town.

Lieutenant Palenzuela answered questions from the Commission. He stated that street closures have reduced crime. He explained that street closure was not the only method that could be used to reduce crime. He explained and discussed other methods that could be used for crime prevention in the Town.

Commissioner Rumsey requested a specific breakdown of the residential crime and industrial and business districts in the Town for the last five years, and also a breakdown of residential crime by category. He asked for an overall crime statistic on crime trends for the Town.

Lieutenant Palenzuela stated that the state of the Town was good and it was a very safe community. He stated that the crime was trending down but to not get complacent or comfortable. He stated that the decisions the Commission makes today will impact future residents. He explained that crime trends could not be taken for granted because crime is cyclical and involves many different factors.

Commissioner Rumsey stated that the statistics provided stated that 78% of the crime that takes place in Lake Park were committed by criminals who did not reside in the Town. He requested a breakdown of the communities by percentage of where those criminals come from over the last five years.

Lieutenant Palenzuela stated that he would provide the breakdowns but did not know how long it would take for him to gather the information. He stated that he would let the Commission know what his time limitations would be.

Commissioner Rumsey asked Chief Wells what the standpoint of the Fire Department was regarding street closures.

Chief Wells explained that the response time of the Fire Department would depend on the number of street closures. He stated that the Fire Department was willing to work with the Town in whatever they decide.

PUBLIC AND OTHER COMMENTS:

Dan Liftman, Aide to Congressman Alcee Hastings – expressed his concerns with street closures. He discussed the different perceptions of the public with regards to street closures. He explained and discussed the possible impacts to the Town from street closures. He encouraged the Commission to think long and hard before making any decisions.

Gary Goldsmith 528 Date Palm Dr. – expressed concerns with the traffic study.

Lieutenant Palenzuela responded and addressed Mr. Goldsmith's concerns.

Commissioner Longtin addressed the concerns of the residents and asked them what streets they would like closed.

Town Manager Davis clarified the traffic study counts.

Mary Goldsmith 528 Date Palm Dr. - stated that she was against street closing, but was for traffic calming. She stated that she did not know what the solution was. She stated that there was a problem with cars parking on sidewalks and swales which kept people from being able to walk on the sidewalks.

Herb Lozott 522 Evergreen Dr. – spoke about the possible impacts of street closures and stated that he wanted the “Do Nothing” option.

Roslyn Saunders 211 East Ilex Dr. – stated that the Town was a town of families. She stated that she was concerned about the costs of street closures. She asked if the Town had the right to do street closures. She stated that she wanted “Slow Children at Play” signs placed throughout the Town.

Judy Cook 429 Greenbriar Dr. – stated that she does not want to live in the spirit of fear in the Town. She asked if the PowerPoint presentation could be made available on the Town's website. She requested a flyer to inform residents about the street closures.

Lynn Hanson 131 Date Palm Dr. – asked how the Town was proposing to pay for the proposed street closures.

Town Manager Davis explained that the street closures would be done by referendum question and the first part of that question would be “Do you want street closures?” and the second part of the questions would be “Are you willing to pay for it?” She stated that

it would be the choice of the residents whether or not they wanted to tax themselves to have traffic calming measures implemented.

Commissioner Osterman spoke about the possible costs of street closures.

James Sullivan 348 Flagler Blvd. – expressed concern over the accuracy of traffic counts. He recommended that the Mayor of Riviera Beach and Bishop Matthews come to the Town to discuss how they could keep the “ragamuffins” from their City from coming in to the Town of Lake Park.

Katherine Lampkin 618 Date Palm Dr. – expressed concern over the traffic study and also expressed concerns with security cameras and code enforcement issues.

Glen Townsend 854 Evergreen Dr. – stated that there was not enough information provided regarding the costs of the proposed street closures. He stated that he did not want to live in a gated community.

Public Comment Closed.

Mayor DuBois addressed the derogatory comment that was made earlier during public comment. She stated that the comment did not reflect her views or the Town’s views.

Discussion ensued between the Commissioners regarding the scheduling for the next Public Workshop on Street Closures.

The Commission came to consensus to have the next Street Closure Workshop on June 15, 2010 at 7:00 p.m.

COMMENTS BY COMMISSION, TOWN MANAGER, TOWN ATTORNEY

Mayor DuBois thanked everyone for coming. She stated that she had received many calls from residents but not one that was in favor of street closings. She stated that she would not be able to attend the Volunteer Appreciation Dinner.

Commissioner Rumsey stated that he was not in favor of closing off U.S. Highway One. He stated that the voters would decide on the street closure issue.

Commissioner Hockman stated that he was concerned over residents’ comments. He expressed his concerns about the possible costs of the proposed street closures.

Vice-Mayor Osterman thanked everyone for coming and those who called or e-mailed her. She requested a better breakdown of the costs of the proposed street closures. She stated that she wanted to know the procedures for other traffic calming options. She stated that traffic direction was not discussed.

Commissioner Longtin stated that she wanted to hear more from the public and she referenced the Palm Beach Post article regarding the proposed street closures in the Town.

Town Attorney Baird
None

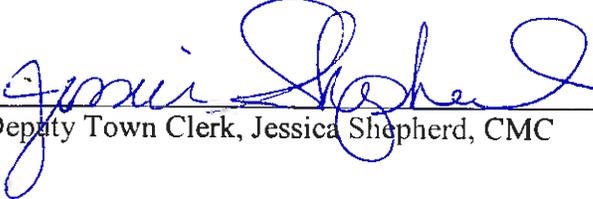
Town Manager Davis
None

ADJOURNMENT

There being no further business to come before the Commission and after a motion to adjourn by Vice-Mayor Osterman and seconded by Commissioner Hockman, and by unanimous vote, the meeting adjourned at 8:52 p.m.



Mayor Desca DuBois



Deputy Town Clerk, Jessica Shepherd, CMC



FLORIDA
Approved on this 16th of June, 2010

Exhibit "A"

TRAFFIC CALMING

Town of Lake Park

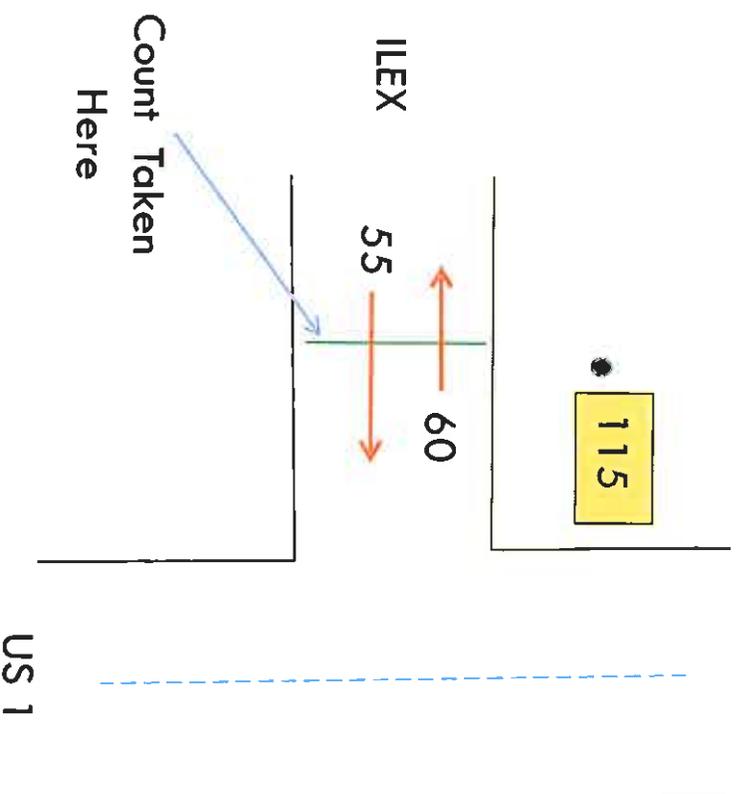
May 26, 2010

Traffic Calming

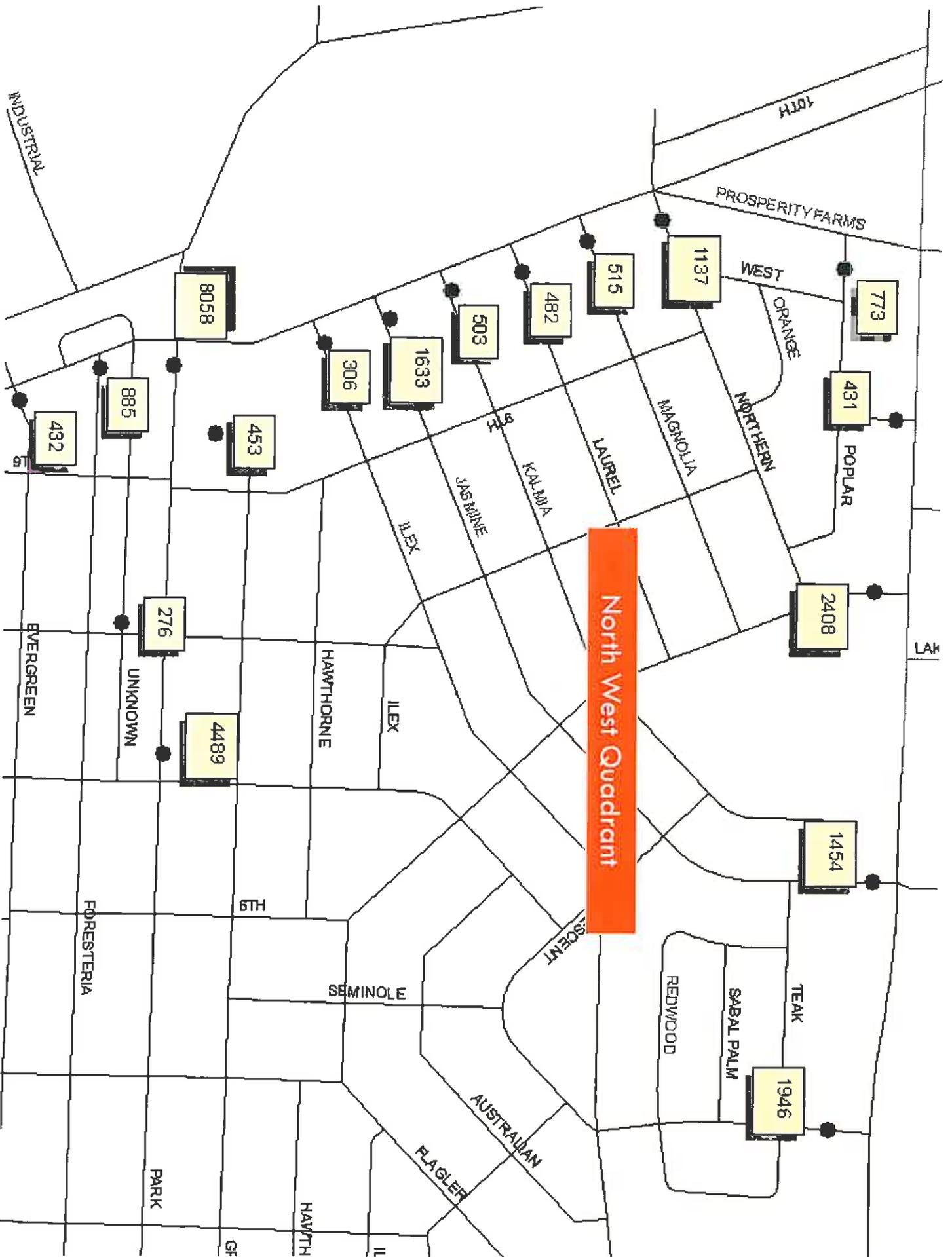


- ❑ Traffic Counts
- ❑ Traffic Calming Methods Including Street Closures
- ❑ Traffic Calming & Street Closure Examples
- ❑ Cost Benefit Analysis of Traffic Calming
- ❑ Temporary Closure Costs
- ❑ Next Steps

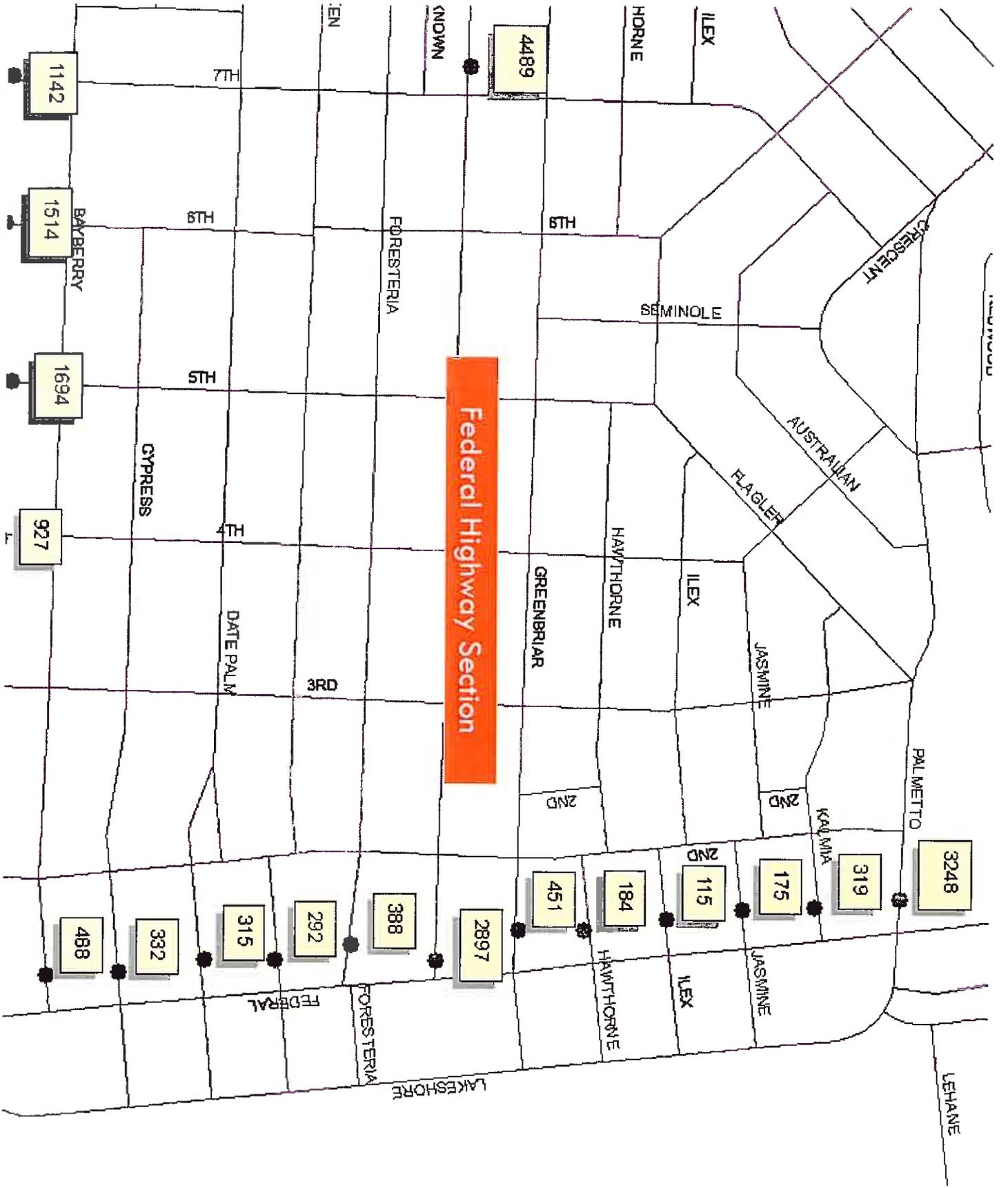
TRAFFIC COUNTS



Count = number of cars going in both directions over a 24 hour period



60



Goal



**To provide safe, livable
neighborhoods through
traffic calming**



Traffic Calming

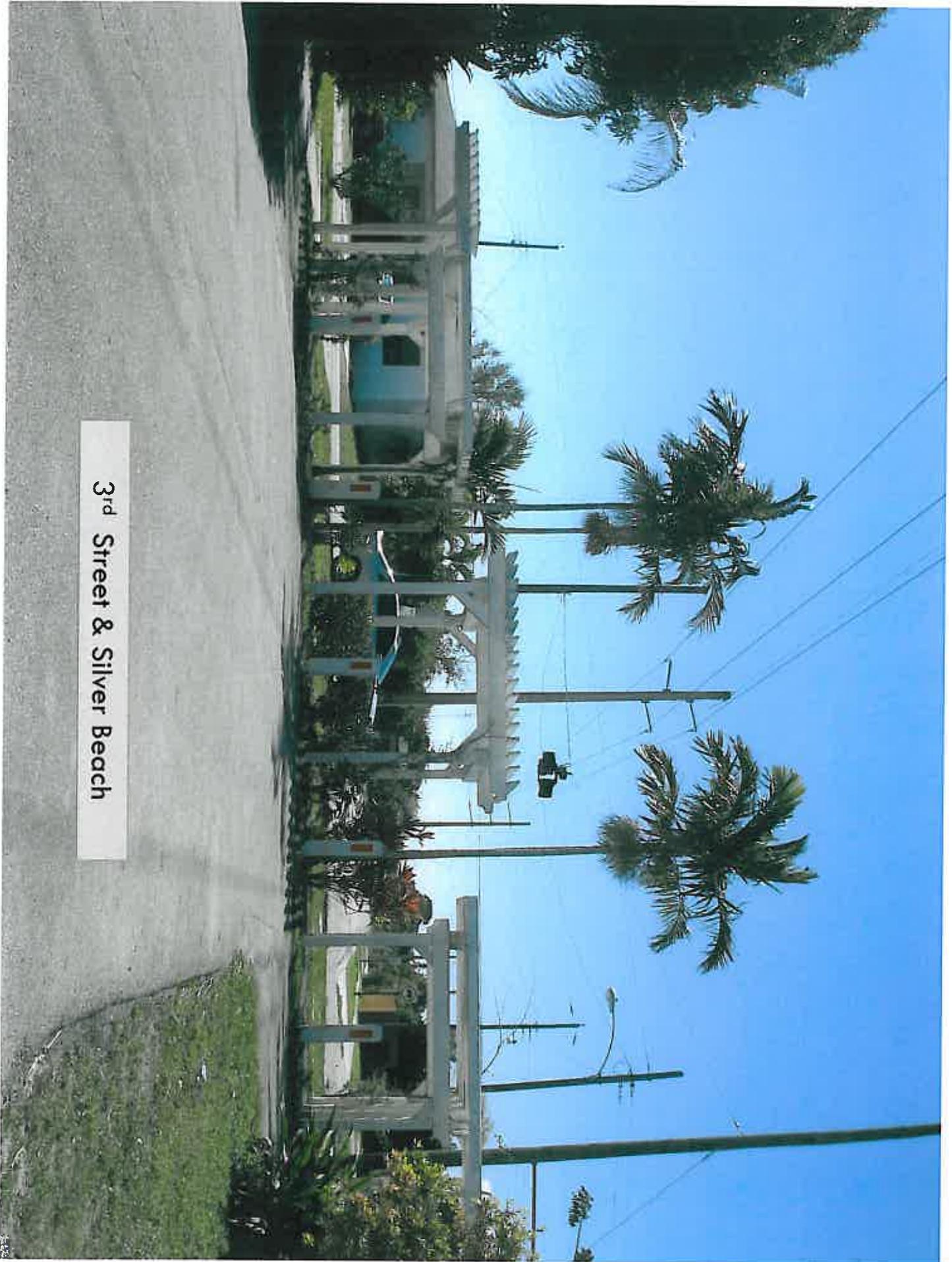
Traffic Calming is the name for road design strategies to reduce vehicle speeds and volumes/trips

Traffic Calming

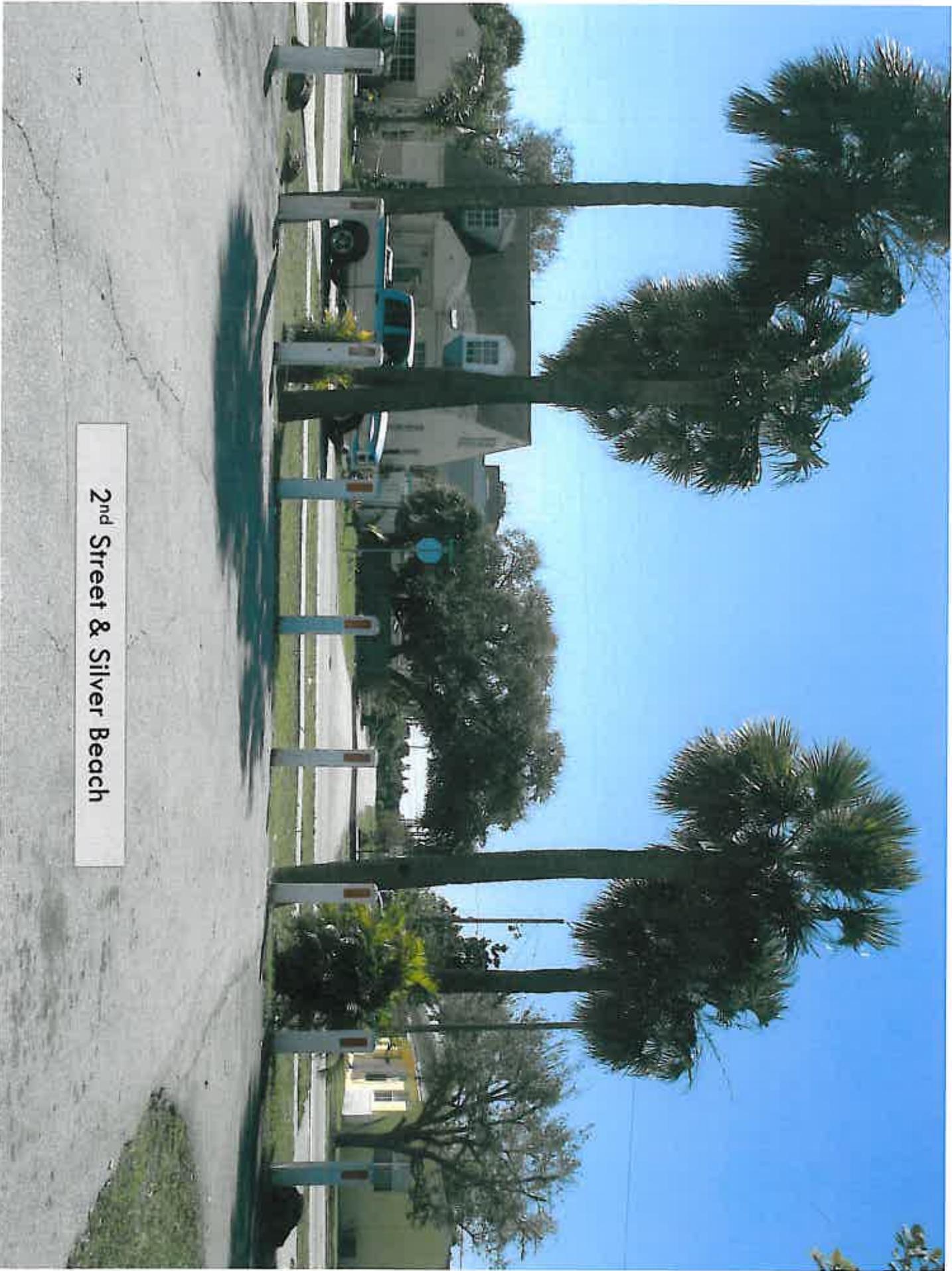
- ❑ Speed limits
- ❑ Enforcement
- ❑ Speed tables
- ❑ Rumble strips
- ❑ Roundabouts
- ❑ Curb extensions
- ❑ Lane narrowing
- ❑ Street closures
- ❑ Partial street closures
- ❑ Chicanes
- ❑ Stop signs
- ❑ Semi-diverter
- ❑ Median island
- ❑ Street Lighting

EXAMPLES

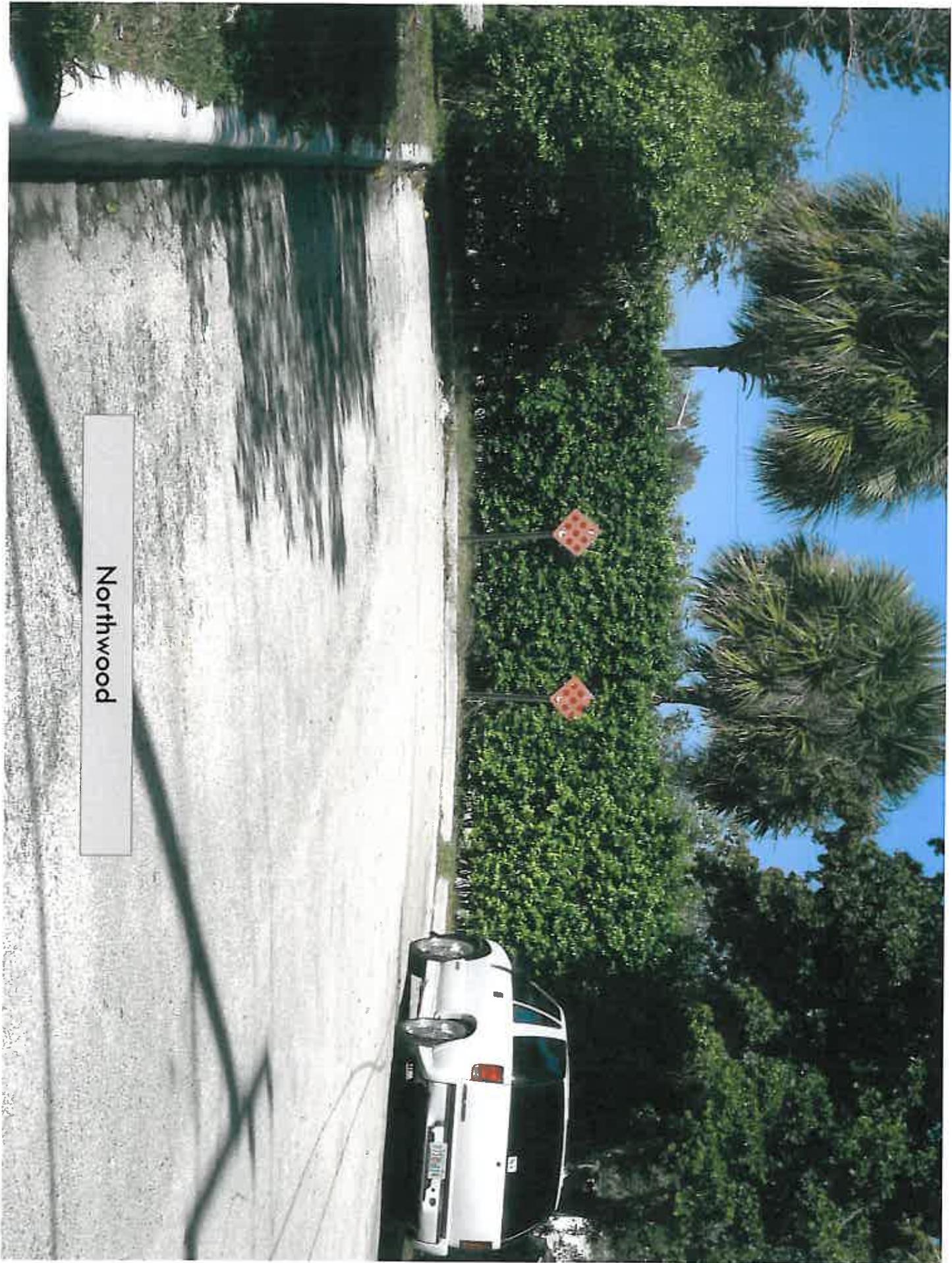




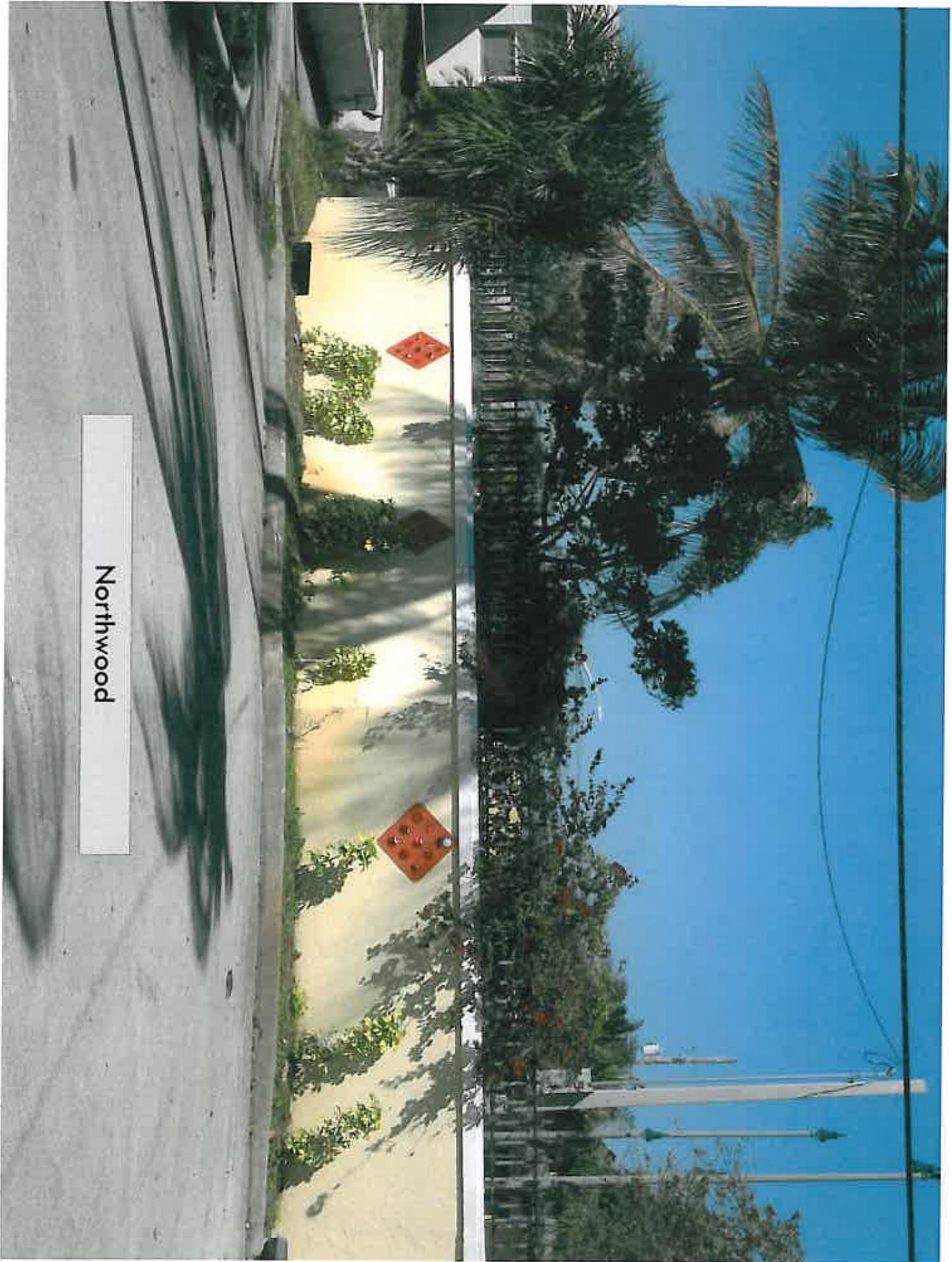
3rd Street & Silver Beach



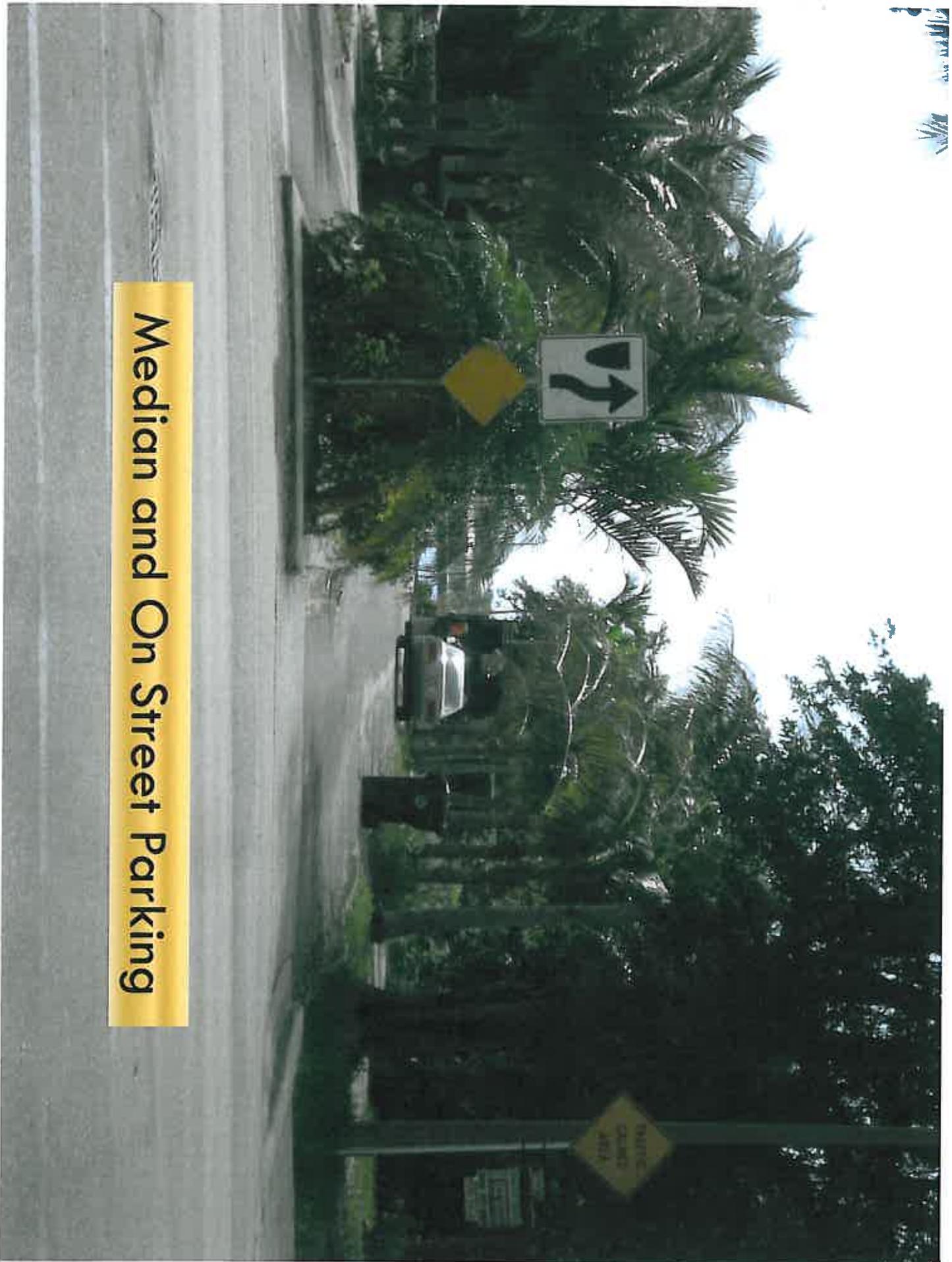
2nd Street & Silver Beach



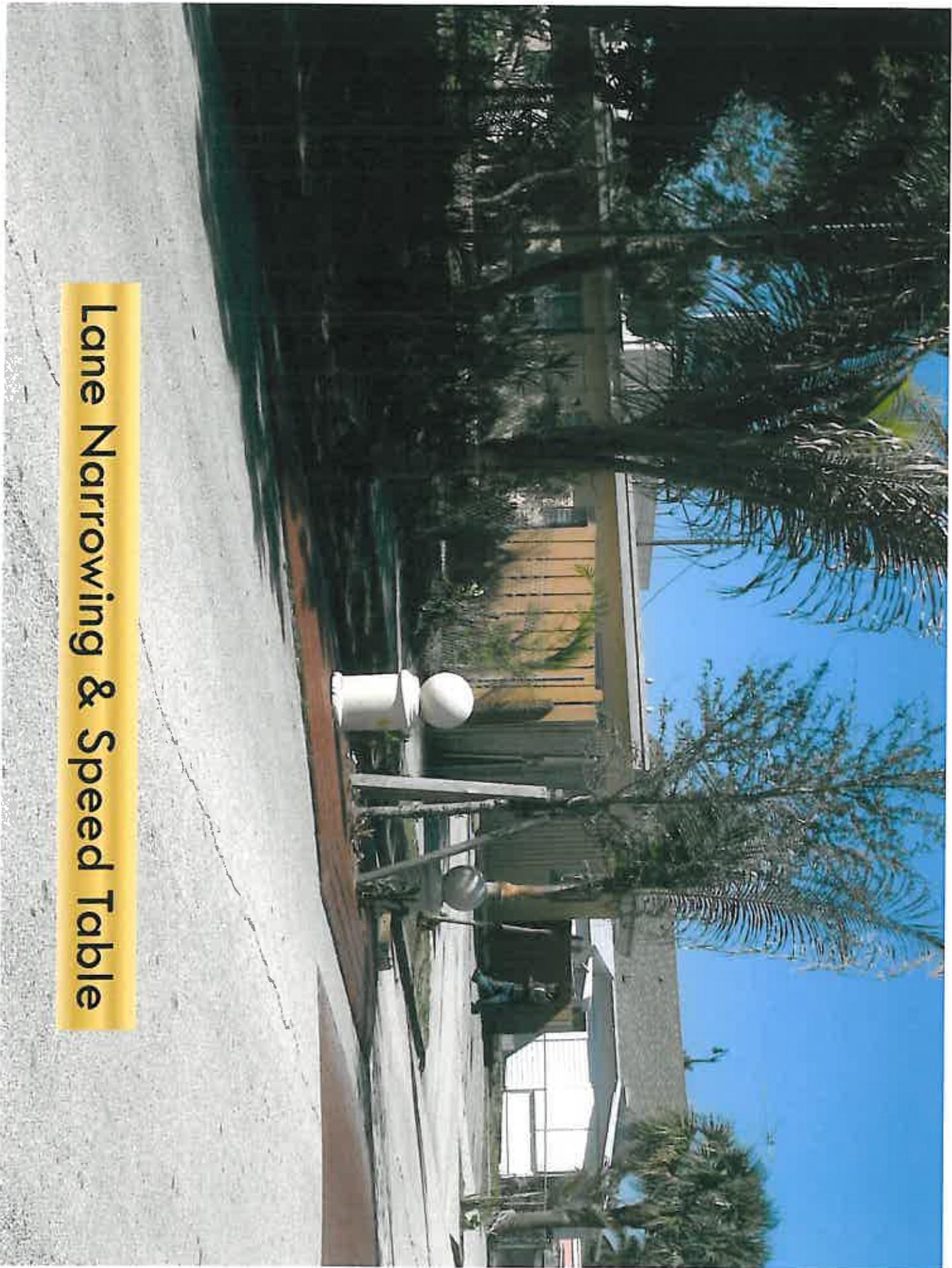
Northwood



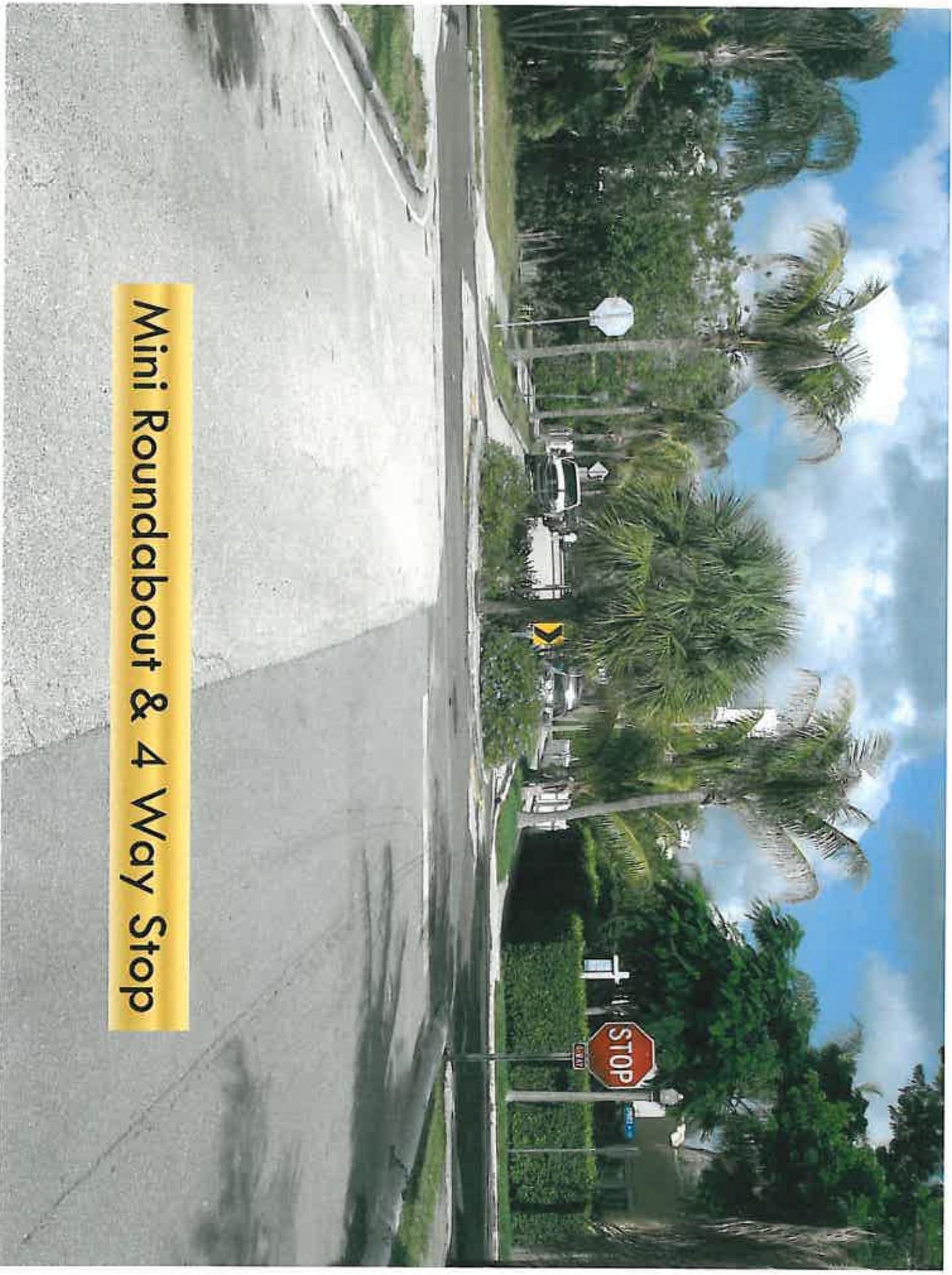
Northwood



Median and On Street Parking



Lane Narrowing & Speed Table





Lane Narrowing & Pavement Change



Speed Table



Cost Benefit Analysis

Evaluating Traffic Calming Methods

“It’s not just crime prevention”

The following information is excerpted from the Victoria Transport Policy Institute

Benefits



□ Increased Neighborhood Interaction and Crime Prevention

After closing off streets researchers found that without heavy traffic the streets could be taken back and used for play and other forms of interaction. In a Dayton Ohio¹ case study, this type of traffic calming reduced neighborhood crime by 25-50%.

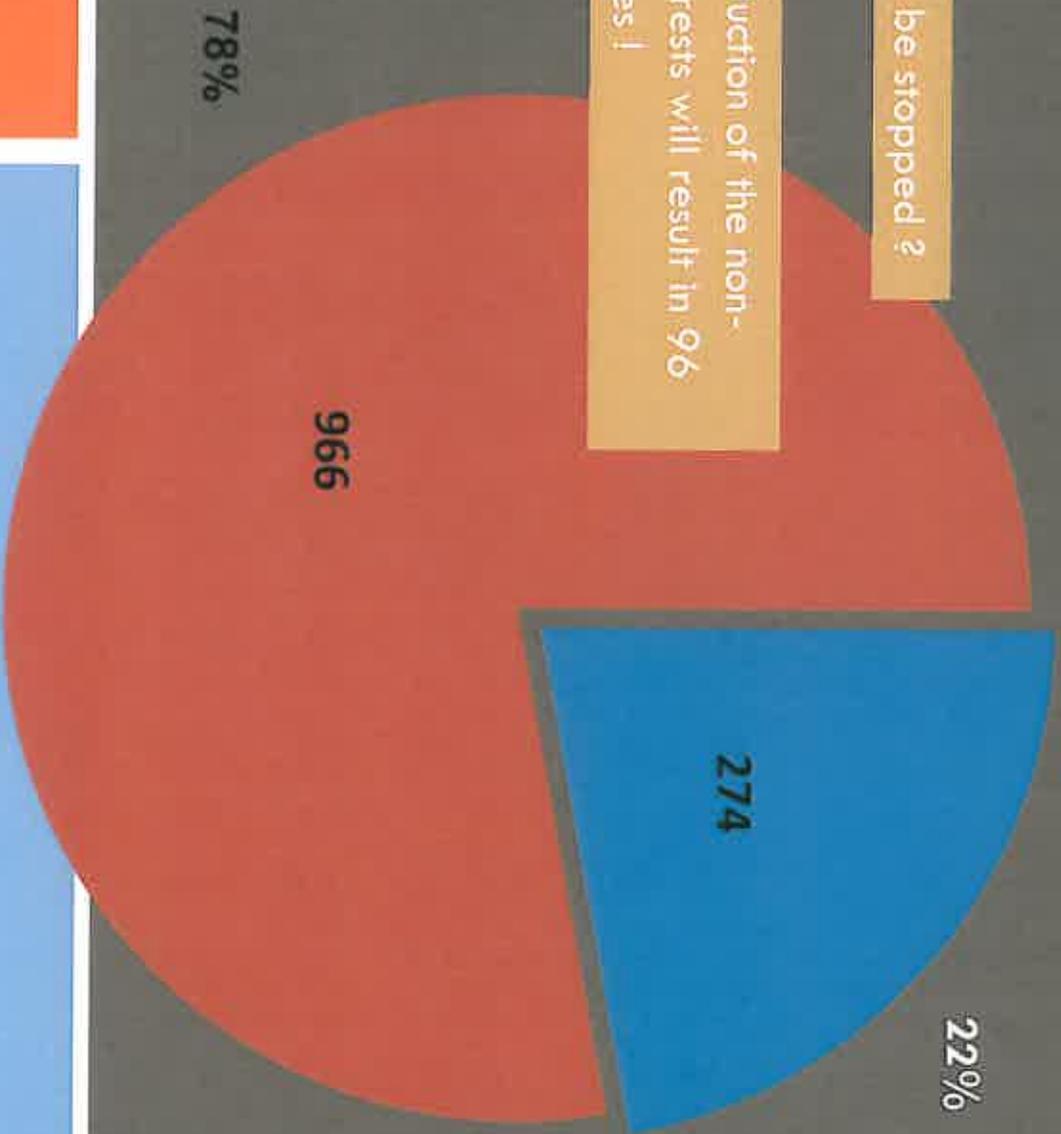
¹ Stephen Burrington & Bennet Heart, *City Routes, City Rights, Conservation Law Foundation* (Boston, www.clf.org), 1998.

District 10 Arrests between 1/1/09 and 12/31/09

- Offenders/Residents From Lake Park
- Offenders Outside of Lake Park

Will crime be stopped ?

A 10% reduction of the non-resident arrests will result in 96 fewer crimes !



Benefits

- **Increased Neighborhood Interaction and Crime Prevention**
After closing off streets researchers found that without heavy traffic the streets could be taken back and used for play and other forms of interaction. In a Dayton Ohio case study, this type of traffic calming reduced neighborhood crime by 25-50%.
- **Increased Property Values**
Most home buyers prefer homes on streets with lower traffic volumes and speeds. A case study in the *Journal of Regional Science*, found that traffic volume reductions by several hundred vehicles per day increased house values by an average of 18%².
- **Decreased Noise and Air Pollution**
Less traffic = less noise and less CO2 emissions
- **Increased Road Safety**
Fewer cars = fewer accidents

² Gordon Bagby, "Effects of Traffic Flow on Residential Property Values," *Journal of the American Planning Association*, Vol. 46, No. 1, January 1980, pp. 88-94.

Costs

□ Project Expenses

Cost of street blockage and other traffic calming methods. Can be offset somewhat by increased housing values, less maintenance, increased safety (i.e. fewer accidents)

□ Vehicle Delays

Street closures and other traffic calming methods will increase the distance required to drive to a destination. This will potentially add 2-3 minutes of additional travel time to the average trip. Over the long term motorists will respond by changing travel and land use patterns to account for increased time to destination. Thus gaining a new travel pattern equilibrium.

□ **Traffic Spillover Onto Other Roads** Street closures will shift vehicle trips to other roads. The impact will depend on the road. Park Avenue at both ends will see an increase of trips at the lighted intersections. Silver Beach will most likely see an increase in trips at the lighted intersections.

□ **Problems for Emergency and Service Vehicles**
Fire and Rescue and the PBSD have indicated that this will not interfere with their operations

Equity Impact



- ❑ Fair Distribution of Benefits and Costs
- ❑ Who Should or Will Benefit from these Traffic Calming Methods

Equity Impacts

- P**ublic expenditures can be evaluated in terms of whether different groups receive fair value for their tax payments.
- G**roups we are concerned with here include Motorists, residents, pedestrians, cyclists
- M**any believe that motor vehicles should have first priority in roadway use. But the facts are that all the groups are paying equally. Residents, pedestrians, and cyclists have a claim equal to motorists to have streets that meet their needs.
- I**f everyone is considered to have equal rights to safety, mobility, comfort and property then traffic calming can increase this equity or fairness by better balancing the different uses of the streets. When you employ traffic calming methods they help reduce accident risks on pedestrians and cyclists, give residents a safer environment, and increase property values.

Equity Impacts



- ❑ People who are economically, physically and socially disadvantaged tend to drive less than average, walk and bicycle more than average, and live in urban neighborhoods that are most impacted by through traffic.

Equity Conclusion



- It can be argued that local residents' interests should take precedence over the interests of non-resident motor vehicle users, since non-resident vehicle users impose impacts on residents that are not returned in kind, because residents pay most of the costs of local streets through local taxes

Options

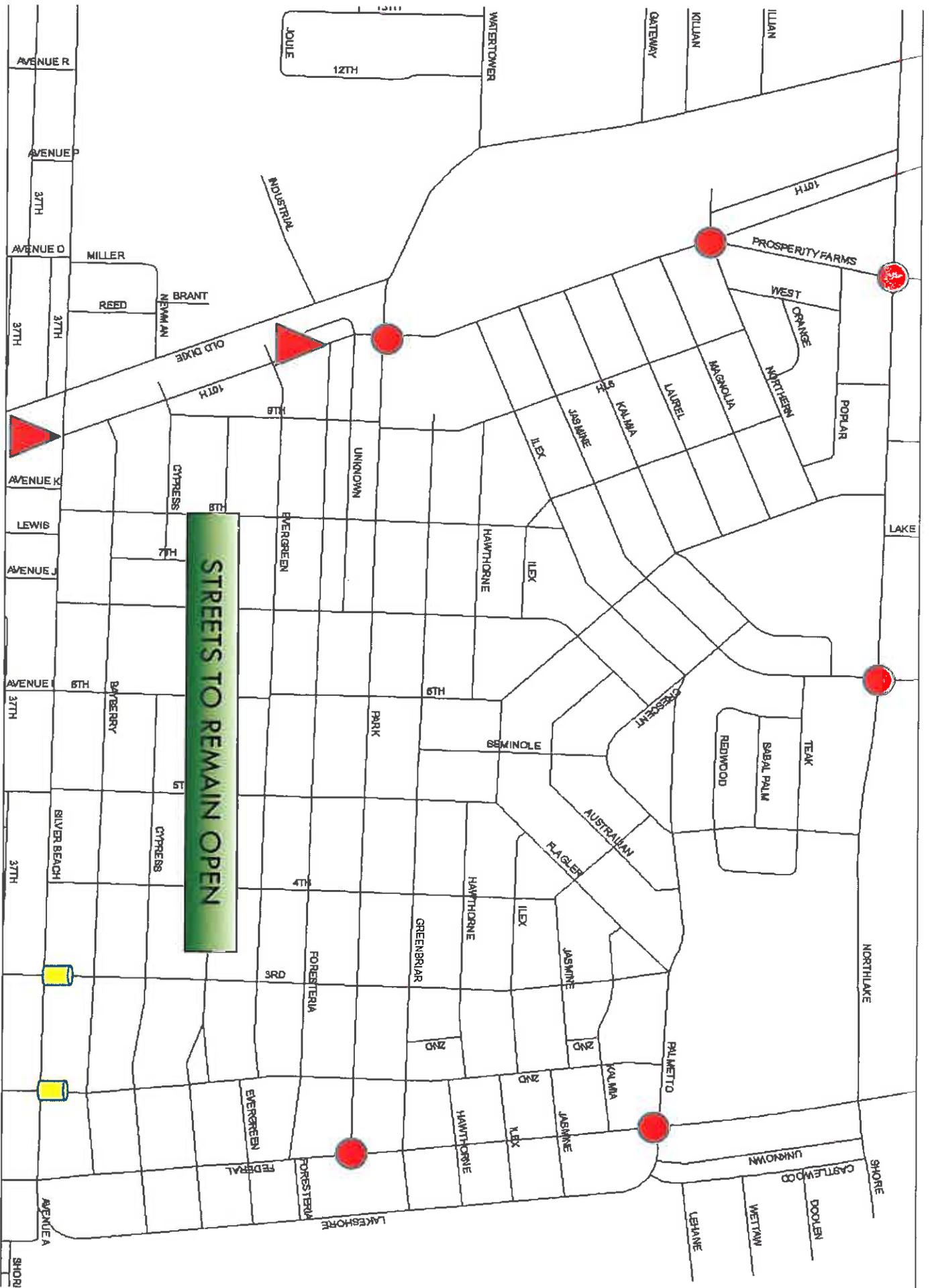


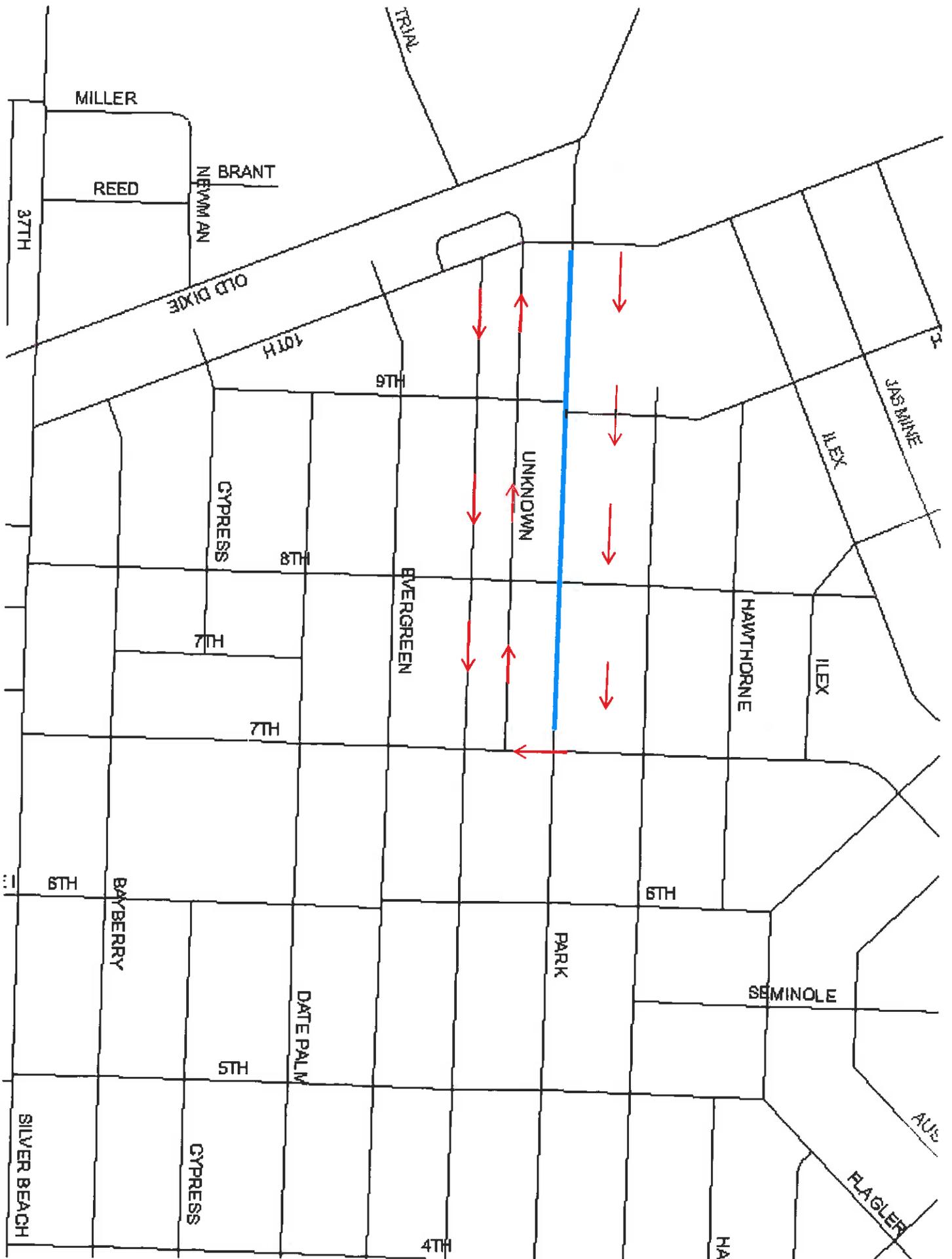
- Temporary Street Closures
- A Mixture of Traffic Calming Projects
- Do Nothing

Street Closure



**TEMPORARY
CLOSURE**







TEMPORARY CLOSURE



Street Closure Cost Estimate



Temporary Water Filled Structures

\$450 Each Barrier

\$500 Signage



Barriers can be resold following their use

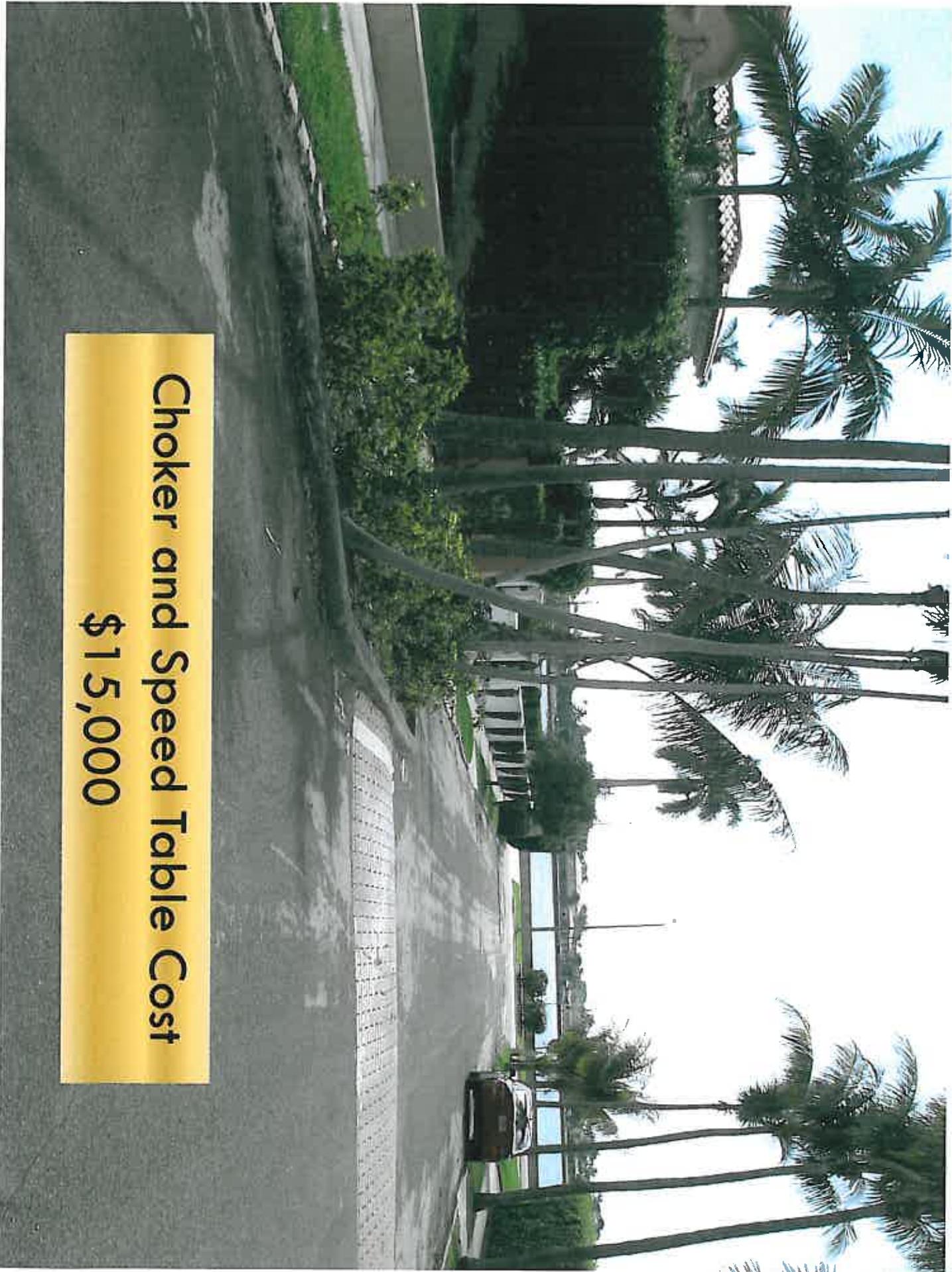
A photograph of a street construction site. The scene shows a paved road with several white rectangular signs on poles. Between the signs are orange diamond-shaped warning signs with black dots. In the background, there are palm trees, a multi-story building, and a blue sky with white clouds. A blue text box is overlaid on the bottom left of the image.

Per Street Cost
Using Town Labor
\$2,500 to \$3,000

Traffic Calming Mixed Method Costs

- ❑ Research
- ❑ Study
- ❑ Technical expertise (traffic engineers)
- ❑ \$\$\$\$
- ❑ Time
- ❑ Individual projects are generally much costlier

Each traffic calming project is unique



Choker and Speed Table Cost
\$15,000

Next Steps



- ❑ Street lighting analysis in the works
- ❑ Road closures?
 - ❑ How many ?
- ❑ Other traffic calming projects?
- ❑ Should we expend the funds for a traffic consultant?
- ❑ Additional data?
- ❑ Public workshops?