

May 2, 2002

CITY OF PALM BEACH GARDENS, FLORIDA

RESOLUTION 175, 2001

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM BEACH GARDENS, FLORIDA, ADOPTING A CITYWIDE TRAFFIC CALMING POLICY FOR EVALUATING TRAFFIC CALMING REQUESTS FOR CITY STREETS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Growth Management Department and the City Engineer are responsible for planning street modifications in the City including, but not limited to, traffic calming measures; and

WHEREAS, the City of Palm Beach Gardens has received requests for the approval of traffic calming measures; and

WHEREAS, traffic calming employs principles of street design which promote self-enforcement, as distinct from "traffic control devices" that regulate, warn or inform, and then rely on drivers to understand or follow them; and

WHEREAS, this traffic calming policy provides residents, property owners, neighborhoods, business owners, business associations, City staff and the City Council the same opportunities for initiating traffic calming within their respective streets, neighborhoods, corridors or districts.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PALM BEACH GARDENS, FLORIDA, AS FOLLOWS:

SECTION 1. The City Council hereby supports traffic calming and its related transportation planning issues within the City of Palm Beach Gardens.

SECTION 2. Traffic calming proposals shall be initiated by petition or City Council directive. At least 66 percent of the residents, property owners or business owners along a street segment, as defined herein, must sign a petition in support of traffic calming in order for a traffic-calming request to be considered by the City. The City staff or City Council may also request an evaluation of traffic calming for particular street segments. Private petitions shall be limited to local streets. Only the City Council may direct staff to evaluate traffic calming for collector streets, as defined in the City's comprehensive plan. All requests for traffic calming should include the location of the problem, a detailed description of the problem (i.e., excessive traffic speed or traffic volume, time of day the problem occurs, etc.) and an indication of the cause of the problem (e.g., cut-through traffic, insufficient traffic controls, etc.). The City, another governmental agency, a property owners association or a homeowners association may fund traffic calming

improvements and maintenance, as approved by the City.

SECTION 3. Traffic calming requests shall be processed and approved by the Growth Management Department or City Council, depending on the magnitude of the request. Staff may administratively approve private traffic calming requests of \$50,000 or less. Requests of more than \$50,000 and all City-initiated requests shall be approved by the City Council. Review and recommendations shall be obtained from the following City departments: City Engineer, Fire, Parks and Recreation, Police, and Public Works. The Growth Management Department, in conjunction with the Citizen Services Division, shall coordinate public workshops, meetings or provide other opportunities for public input and education.

SECTION 4. The scoring system below shall be used to evaluate requests for traffic calming. Each street segment shall be assigned a numerical score based on this scoring system. A minimum of 50 points is needed to warrant the consideration of traffic calming measures for a roadway segment, unless waived by the City Council.

CRITERIA	POINTS	BASIS FOR POINT ASSIGNMENT
Traffic speed	0 to 50	Percentage of vehicles traveling 10 mph over the posted speed (1 point for every 1 percentage)
Traffic volume	0 to 5	Average daily traffic volumes (1 point for every 1,000 cars over 5,000 vehicles per day)
Traffic accidents	0 or 5	5 points if traffic collisions have increased on the subject roadway segment over the past three years
Schools	0 to 10	5 points for each 20-mph school zone on the project street
Pedestrian generators	0 to 15	5 points for each public facility (such as parks and community centers) that generates a significant number of pedestrians on the street
Bicycle routes	0 or 5	5 points if the street is a designated bicycle route
Transit street	0 or 5	5 points if the street is a designated transit route

Pedestrian facilities	0 or 5	5 points if there is no sidewalk on at least one side of the street
TOTAL POSSIBLE POINTS	100	

The scores for each street segment are added together. All street segments are then compared with each other. Those with the most total points are ranked the highest.

Once a request for traffic calming is evaluated, the City staff will send a letter to the person or organization requesting traffic calming describing the outcome of the staff investigation. The letter will describe if a street segment is a candidate for traffic calming, or explain how the determination was made that the segment was not a candidate.

SECTION 5. The City Council hereby approves the following categories of traffic calming measures including, but not limited to, the following:

1. Signs – installation of traffic control signs including speed limit, parking and turn restrictions, and school zone signs;
2. Pavement markings – including lane width changes and the addition of centerlines, edge lines, school crossings and speed limit pavement markings;
3. Lateral changes in the street design (e.g., chicanes, offset intersections and lateral shifts);
4. Constrictions (e.g., narrowings, pinch points and islands);
5. Narrow pavement widths (e.g., medians and edge treatments);
6. Entrance features, traffic circles, and small corner radii and related streetscaping (e.g., surface textures, edge treatments and colors, landscaping, street trees and furniture); and
7. Grade changes, not to exceed two inches in height, if it can be demonstrated that emergency response times are not negatively impacted and if 66 percent of the property owners along that particular street segment supports them.

These traffic-calming categories are intended to remain innovative and capable of being adapted to individual situations.

All proposed traffic-calming measures shall be designed in accordance with design standards approved by the City.

SECTION 6. Several goals must be applied in order to achieve the intended results of traffic calming. The City Council hereby adopts the following traffic calming goals, which include, but are not limited to:

1. Maintain or increase the quality of life;
2. Maintain the residential character of residential neighborhoods;
3. Incorporate preferences and requirements of people using the area (e.g., working, playing or residing) in, on or along streets to be traffic calmed;
4. Create safer and more-attractive streets;
5. Help to reduce negative effects of motor vehicles on the environment (e.g., pollution, sprawl development);
6. Promote pedestrian, bicycle and transit use; and
7. Consider the effects on the delivery of public safety services.

SECTION 7. Traffic calming objectives for achieving the goals in the preceding section include, but are not limited to:

1. Achieve slow speeds for motor vehicles;
2. Reduce vehicle collision frequency and severity;
3. Increase the safety for non-motorized users of the streets;
4. Reduce the need for police enforcement;
5. Enhance the street environment (e.g., streetscaping);
6. Encourage water infiltration into the ground; and
7. Reduce cut-through motor vehicle traffic.

SECTION 8. The following traffic calming principles are hereby adopted to guide all traffic calming projects:

1. Traffic calming must be community-oriented;
2. Through design, traffic calming must incorporate a degree of self-enforcement for

motor vehicle speeds;

3. Driver behavior must be directly affected by the traffic calming measures; and
4. Traffic calming must improve the safety of street users, particularly vulnerable users including children, disabled, elderly, pedestrians and cyclists.

The preceding principles are minimum criteria. All traffic calming projects must meet, as a minimum, all four principles.

SECTION 9. Additional planning concepts related to traffic calming are required to ensure the proper implementation. Therefore, the following planning concepts are hereby adopted:

1. Streets help determine the form and character of neighborhoods, districts and corridors. Street design should be considered a part of their design.
2. Local streets should be designed to carry low volumes of motor vehicles at low speeds and to function safely. The traffic calming measures employed should minimize the need for extensive regulation, traffic control devices and enforcement.
3. The expected driver behavior should be reasonably apparent to the driver through a street's appearance and design in order to: a) reduce non-local through traffic on residential streets; and b) be conducive to customers on commercial streets.
4. The streets should be interconnected to reduce travel distance, promote the use of non-motorized modes, provide for provision of utilities and emergency services, and provide for more even dispersal of motor vehicles. Route modification techniques such as street closures, diverters and turn prohibitions are highly discouraged.

SECTION 10. The following definitions apply to the City's traffic calming policy:

1. Traffic calming: The City hereby accepts the following definition of traffic calming from the Institute of Transportation Engineers: "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." The definition's phrase "mainly physical measures" means physical measures and a supportive environment, which includes such things as policy and legislative support for traffic calming and flexibility of standards, guidelines and practices. A supportive environment is as important as the traffic calming measures because it is what allows traffic calming to occur. The phrase "reduce the negative effects of motor vehicle use" means changing the design and the role of the street to reduce the negative social and environmental effects of motor vehicles on individuals (i.e., speeding, intrusion, etc.) and on society in general (i.e., energy consumption,

pollution, urban sprawl, etc.). The phrase "alter driver behavior" addresses the self-enforcement aspect of traffic calming (i.e., lowering the speeds, the reduction of aggressive driving, and the increase in respect for non-motorized users of the streets). The phrase "improve conditions for non-motorized street users" means to promote walking and cycling, increase safety, create a feeling of safety, improve the aesthetics, etc.

2. Traffic calming measures are designed physical elements in or along the street or intersection that conform to the definition and principles of traffic calming.

3. Traffic control devices are signs, signals and markings designed to regulate, warn, guide and provide information for motorists. Examples of typical traffic control devices include stop signs, speed limit signs and traffic signals, at-grade crossing signs and equipment, warning signs, etc. Although not addressed by this resolution, traffic control devices are used to regulate, warn or inform drivers of traffic calming measures or traffic calmed areas, as appropriate.

4. Streetscaping includes planning and placing distinctive lighting, furniture, art, trees, other landscaping, etc. along streets and at intersections. Streetscaping can occur successfully without traffic calming, but traffic calming is most successful when done in conjunction with streetscaping.

5. Route modification (or motor vehicle traffic management) is the combination of measures that alter the available routes for motor vehicle and their flow. Examples include one-way streets, diverters, closures and turn prohibitions. Route modification is highly discouraged.

6. Street modification plans affect one or more streets and intersections and involve traffic calming, streetscaping, route modification/traffic management, traffic control, provisions for non-automobile modes (sidewalks, contra-flow cycle lanes, etc.) and on-street parking.

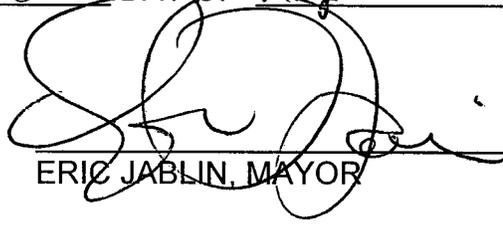
7. Street segment means the portion of a roadway between two intersecting streets or an entire roadway in a planned residential community.

SECTION 11. All resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 12. If any clause, section, other part or application of this Resolution is held by any court of competent jurisdiction to be unconstitutional or invalid, in part or application, it shall not affect the validity of the remaining portions or applications of this Resolution.

SECTION 13. This resolution shall be effective upon adoption.

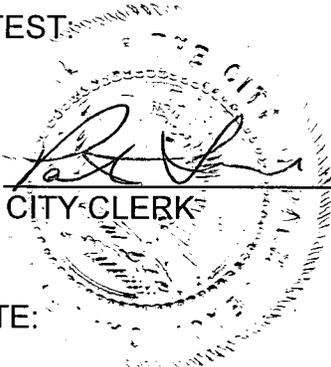
PASSED AND ADOPTED THIS THE 30th DAY OF May 2002.


ERIC JABLIN, MAYOR

ATTEST

APPROVED AS TO LEGAL FORM AND SUFFICIENCY.

BY:


CITY CLERK


CITY ATTORNEY

VOTE:

AYE NAY ABSENT

MAYOR JABLIN
VICE MAYOR SABATELLO
COUNCILMAN CLARK
COUNCILWOMAN DELGADO
COUNCILMAN RUSSO

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