

RESOLUTION NO. 2011 -26

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VERO BEACH, FLORIDA, ADOPTING A RESIDENTIAL NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM FOR SPEED AND TRAFFIC CONTROL; ESTABLISHING SHARE OF COST; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Vero Beach is committed to promoting the safety and livability of residential neighborhoods; and

WHEREAS, the City has determined that to attain this objective a standardized policy needs to be adopted to help control vehicle speeds and traffic flow; and

WHEREAS, this policy shall provide a process for identifying and addressing problems related to speeding, traffic volumes, and safety on city-maintained residential streets; and

WHEREAS, the City has determined that adoption of such a policy will enhance street environment to create more attractive and safe residential streets and will mitigate the adverse impacts of motor vehicles on the quality of life and value of property in residential neighborhoods;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF VERO BEACH, FLORIDA, THAT:

Section 1 – Adoption of Residential Neighborhood Traffic Management Program for Speed and Traffic Control.

The Residential Neighborhood Traffic Management Program for Speed and Traffic Control attached hereto as Exhibit “A” is hereby adopted and shall be implemented as the policy of the City of Vero Beach.

Section 2 – Effective Date.

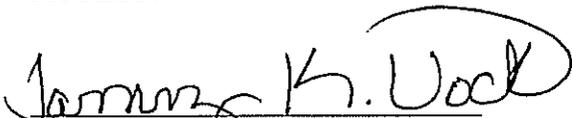
This Resolution shall become effective upon adoption.

This Resolution was read for the first time on the 19th day of July, 2011, and was advertised in the Vero Beach Press Journal on the 6th day of August, 2011, for a public hearing to be held on the 16th day of August, 2011, at which time it was moved for adoption by Councilmember Turner, seconded by Councilmember Carroll, and adopted on the 16th day of August, 2011, by the following vote:

Mayor Jay Kramer	<u>yes</u>
Vice Mayor Pilar E. Turner	<u>yes</u>
Councilmember Brian T. Heady	<u>yes</u>
Councilmember A. Craig Fletcher	<u>yes</u>
Councilmember Tracy M. Carroll	<u>yes</u>

ATTEST:

CITY OF VERO BEACH, FLORIDA

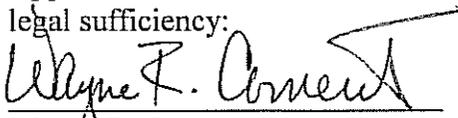


Tammy K. Vock
City Clerk



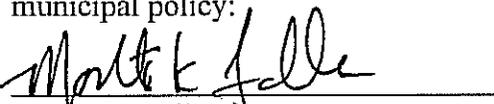
Jay Kramer
Mayor

Approved as to form and
legal sufficiency:



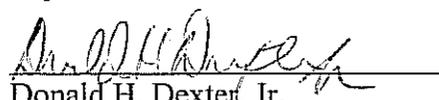
Wayne R. Coment
Acting City Attorney

Approved as conforming to
municipal policy:



Monte K. Falls
Interim City Manager

Approved as to technical
requirements:



Donald H. Dexter, Jr.
Interim Assistant Director

**CITY OF
VERO BEACH, FLORIDA**



**Residential Neighborhood
Traffic Management Program
For
Speed and Traffic Control**

**ADOPTED BY:
CITY OF VERO BEACH CITY COUNCIL
ON August 16, 2011**

Exhibit "A"

INTRODUCTION

The Residential Neighborhood Traffic Management Program represents a commitment by the City of Vero Beach to promote the safety and livability of residential neighborhoods. The Residential Neighborhood Traffic Management Program provides a process for identifying and addressing problems related to speeding, traffic volumes, and safety on City-maintained residential streets. Based on this policy, proper actions can be taken depending on the severity of the problem.

PROGRAM OBJECTIVES

- Reduce vehicle speeds where traffic is operating at excessive speed.
- Maintain neighborhood street use, to the greatest extent possible, within its defined function under the City's street classification system (i.e., minor streets, local streets, subcollector and collector streets).
- Increase safety and the perception of safety for non-motorized users.
- Increase access for all modes of transportation to promote pedestrian, cycle and transit use.
- Reduce the need for police traffic enforcement.
- Enhance street environment to create more attractive and safe residential streets and to mitigate the adverse impacts of motor vehicles on the quality of life and value of property in residential neighborhoods.
- Base expenditure of public resources on need and the demonstrated commitment from affected residents for traffic calming improvements.
- Foster a collaborative working relationship between City staff and neighborhood residents in the development of traffic calming measures.

PROCESS AND REQUIREMENTS

This section describes the process and requirements of the Vero Beach Residential Neighborhood Traffic Management Program.

STEP 1: Report the Problem

If a resident believes there is a speeding or traffic problem on a residential street, the first step is to report the problem to the City of Vero Beach Public Works Department staff at 978-4870, or by e-mail to pweng@covb.org.

City staff will note the concern and in conjunction with the citizen complete a Traffic Calming Request Form. This form is available in Attachment A. When the form is submitted City staff will evaluate the complaint to determine the nature of the problem and make sure that the location meets the first traffic calming criteria in that the street is a city-maintained, residential street.

The City will not implement traffic calming measures or conduct traffic calming studies on arterial streets or on streets that are under the jurisdiction of another governmental agency (e.g., FDOT or Indian River County) or that are privately maintained. Staff can work with you to identify other actions if your street is not a city-maintained, residential street.

STEP 2: Data Collection

After reviewing the complaint City staff will collect traffic volume and speed data over a 1 week period and evaluate other traffic conditions on the street using the following criteria:

Traffic Calming Criteria

Criteria	Application	Points
<i>Traffic Volume</i>	<i>Criteria</i> — 5 points for every 20% of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (350 vpd for local streets, 750 vpd for minor streets, and 1500 vpd for subcollector and collector streets).	
<i>85th Percentile Speed</i>	<i>Criteria</i> — 2 points for every mph that the 85th percentile speed exceeds the legal speed limit.	

<i>Pedestrian Volume</i>	<i>Criteria</i> — 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	
<i>Bicycle Volume</i>	<i>Criteria</i> — 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	
<i>School & IRTA Bus Stops</i>	<i>Criteria</i> —2 points for each bus stop on the street	
<i>Proximity to Pedestrian Generator (Retail, Schools and Parks)</i>	<i>Criteria</i> —5 points if within 0 to 0.2 miles; 3 points if within 0.21 to 0.4 miles; 1 point if within 0.41 to 0.6 miles. Points will be cumulative for multiple generators.	

Additional Consideration: In some situations the residents' concern is for a few drivers greatly exceeding the speed limit. In this case City staff would also review the 95th percentile speed on the street.

STEP 3: City Staff Review

The street will be scored based on the aforementioned criteria. Using this score and reviewing additional considerations City staff will recommend whether the street is eligible for Stage 1 Traffic Calming alone or both Stage 1 and Stage 2 Traffic Calming. The City may conduct neighborhood informational meetings to advise the residents within the neighborhood of the data collection results and recommendations for traffic control.

In general, streets that receive up to 25 points are eligible for Stage 1 traffic calming only. Streets that receive a combined total of at least 12 points in the "Traffic Volume" and "85th Percentile Speed" criteria, and more than 25 points total will be eligible for both Stage 1 and Stage 2 traffic calming. However, streets with less than 350 vpd will not be considered for Stage 2 traffic calming measures.

For streets eligible for both Stage 1 and Stage 2 traffic calming, City staff may recommend that Stage 1 traffic calming measures be implemented prior to implementing Stage 2 measures. Approximately three to six months after Stage 1 traffic calming measures are implemented City staff will collect traffic speed and volume data and evaluate other traffic conditions on the street. The data would then be analyzed

using the Traffic Calming Criteria to determine if the Stage 1 traffic calming measures were successful. If the measures were successful then the traffic calming process will end at this point. Otherwise, City staff will move on to analyze and recommend possible Stage 2 traffic calming methods as follows.

STEP 4: Neighborhood Consensus

After the initial data is reviewed and before proceeding with Stage II Traffic Calming City staff will request a petition from residents in the neighborhood to verify that there is a widespread concern for the speeding or traffic issue. The petition form is available in Attachment B.

City staff will identify an "area of influence" in the neighborhood. The area of influence will include properties abutting the street and properties on intersecting streets within a reasonable distance of the problem street. The Public Works Department will provide a map and addresses for the area of influence.

The petition must be signed by at least 75 percent (75%) of the owners or residents of properties within the "area of influence". Each property is entitled to one signature. Valid signatures include those from (1) a property owner or spouse; (2) an adult head of household; or (3) an adult renting the property. This may require a financial response from the resident or owner. The 75% majority will be based on the number of actual respondents.

After the petition is received it will be reviewed by City staff. The City staff will request that the neighborhood designate someone to serve as the primary contact person between the City and the neighborhood.

STEP 5: Staff Recommendation and City Council Approval

City staff will develop a recommendation of actions to be taken. This recommendation will be forwarded to the primary contact person of the neighborhood. The following information will be included, as appropriate:

- Information on upcoming City Council meetings at which the staff recommendation will be discussed;
- A discussion of proposed Stage 1 education and enforcement measures;
- For Stage 2 traffic calming the number, location, and dimensions of proposed traffic calming devices displayed on a map of the neighborhood;
- A photograph of proposed traffic calming devices and directions to a nearby street with a similar device, if applicable;

- Information about the traffic calming device's effects on speeds and traffic volumes.

The City Council makes the final decision concerning actions to be taken. The City Council will review the residents' petition, the staff analysis and recommendation, and public comments. The Council may choose to hold a public hearing on the recommendation.

STEP 6: Follow-up Evaluation

Following the implementation of traffic calming measures a follow-up evaluation should be performed to ensure that the measures are effective. City staff will wait approximately three to six months then collect traffic speed and volume data and evaluate other traffic conditions on the street.

****This space left intentionally blank.****

Traffic Calming Action Options

Stage 1

Stage 1 Traffic Calming does not involve the use of physical controls or impediments on the roadway system, but are primarily education and enforcement measures. These measures include:

Neighborhood Awareness Campaigns and Education: Many people drive too fast in their own neighborhoods. "Speeders" are not always bad guys from somewhere else. Many are neighbors and friends, responsible people who want safe, peaceful neighborhoods. Several creative methods of reducing traffic problems in neighborhoods can be undertaken by residents to remind their neighbors to pay attention to driving habits:

- Write letters to local newspapers or publish articles in neighborhood newsletters;
- Hold a "slow down" block party to get people to think about their driving habits;
- Walk the neighborhood with door hangers and talk to neighbors about neighborhood traffic safety.

Radar Speed Trailer Deployment: This is a temporary device that is primarily used to remind motorists that they may be exceeding the posted speed limit. The trailer uses radar to monitor speeds and a reader board to show drivers how fast they are going but does not photograph vehicles. The use of trailers is contingent on availability.

Traffic Enforcement Actions: This is traditional enforcement activity on the part of the Police Department's traffic enforcement officers. The intent is to modify behavior to result in a safer situation for all drivers and neighbors.

Traffic Signs and Pavement Marking: City staff will review the traffic signing and pavement markings in the area. If necessary, staff will modify or add traffic signing and pavement markings.

Reduce Speed Limit: Some streets and or neighborhoods may benefit by the reduction of the speed limit to 25 mph. Staff will evaluate the data and may recommend this as an option. If this is recommended, the City will conduct a poll of the neighborhood/area of influence and will require a 55% majority of those responding. The City Council must approve a resolution before implementation.

Alternative Transportation Modes: One of the goals of the City of Vero Beach is to promote and provide facilities for alternative transportation modes (sidewalks for walking, and bike lanes for bicycling)..

Stage 2

Stage 2 traffic calming methods involve physical modifications to the street which are intended to control traffic speeds. Possible Stage 2 modifications might include the following:

- Bulb-outs / Curb Extensions
- Center island medians
- Chicanes
- Landscape Treatments
- Mid-block Chokers
- Neighborhood Traffic Circles
- Pedestrian Refuge Islands
- Raised Crosswalks
- Realigned Intersections
- Roundabouts
- Sidewalks
- Speed Humps
- Speed Tables.

City staff members are available to discuss traffic calming measures with residents. In addition, several publications and websites provide definitions, descriptions, costs and design guidelines for traffic calming measures. Residents who are interested in learning more about traffic calming on their own may make use of resources on the internet. For example, the website for the Institute of Transportation Engineers (ITE) contains excellent information and several links concerning traffic calming at: <http://www.ite.org/traffic/index.html>.

The following criteria apply to Stage 2 traffic calming measures:

1. The construction and installation of some traffic calming devices may be expensive, therefore, when Stage 2 measures are selected the applicant(s) will be responsible for 50% share of all costs to implement the plan. The least costly form of traffic calming should be considered as the primary modification in any specific case. The City Finance Department will establish an escrow account specific for the project so that residents in the project area may make contributions for the required 50% residential cost share. Depending on the scope of the project an assessment process may be required and costs will be shared by properties in the "area of influence". When traffic calming devices are approved the neighborhood may need to wait an extended time for installation based on the availability of City funds for its 50% share in the cost. Once the actual date of installation is determined the primary contact person will be notified in writing.
2. The design of traffic calming devices will follow recommended Institute of Transportation Engineers (ITE) or other national recommended guidelines, if

available.

3. Emergency vehicle access within and through neighborhoods will be carefully considered in the evaluation process and selection of traffic calming devices. Certain traffic calming devices may result in increased emergency response times on some streets and these impacts should be carefully considered.
4. Once installed, traffic calming devices will stay in place for a minimum of three (3) years unless residents pay the full cost of removal. If the City has no concerns with the project but the neighborhood itself decides that the traffic calming measures should be removed or significantly altered, a petition must be signed by at least 75 percent (75%) of the owners or residents of properties within the "area of influence" and funds must be provided by the petitioners to the City to pay for the full cost of removal and restoration of the site. An escrow account will be set up by the City Finance Department into which these traffic calming device removal funds will be deposited. The City Council will review petitions requesting removal or significant alteration and will be provided a staff analysis. However, at any time following construction completion, if it is determined that traffic calming measures should be removed for public health and safety reasons the City Council will be requested to authorize the removal of one or more traffic calming measures upon notification of the neighborhood representatives.

ATTACHMENT A – TRAFFIC CALMING REQUEST FORM

This form is used to report a speeding or traffic problem on a residential street. When this form is submitted, City staff will evaluate the complaint to determine the nature of the problem and make sure that the location is a City-maintained, residential street. After the initial report City staff will explain how residents may put together a petition to verify that there is a widespread concern for the speeding or traffic issue.

1. Contact Information:

Name (please print): _____

Address, City, and Zip: _____

Phone Number: _____

Email: _____

2. Please describe the location of the traffic concern. Attach a map or picture if necessary:

3. Please describe the nature of the neighborhood traffic problem you are concerned with (attach additional sheets if necessary):

4. Please list possible solutions to the problem that you would like the City of Vero Beach to consider:

Please fill out this form and return to:

City of Vero Beach
Public Works Department
1053 20th Place
Vero Beach, FL 32960
(772) 978-4879 FAX

ATTACHMENT B – NEIGHBORHOOD PETITION FORM (PAGE 1)

Please complete this form and return with attached sheets to:

City of Vero Beach
Public Works Department
PO Box 1389
Vero Beach, FL 32961-1389
(772) 978-4879 Fax

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they own property or reside within the following area:

2. All persons signing this petition do hereby agree to the following problem in the defined area:

3. All persons signing this petition do hereby agree that the following contact person(s) represents the neighborhood in matters pertaining to items 1 and 2 above:

Name of key contact person #1 (please print): _____

Address, City, and Zip Code: _____

Telephone (day): _____ Fax: _____ E-mail: _____

Name of key contact person #2 (please print): _____

Address, City, and Zip Code: _____

Telephone (day): _____ Fax: _____ E-mail: _____

Please attach additional pages if necessary to discuss the request.

Date Submitted _____

