

City of Margate, Florida



Neighborhood Traffic Management Manual

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- LANDSCAPED MEDIAN
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I. Introduction

The City of Margate has implemented a Traffic Calming Program to address the traffic related concerns of its residents on local street and residential roadways. Under this program, staff works with residents to identify traffic problems in their neighborhoods and create a neighborhood traffic plan that consists of solutions that are acceptable and appropriate. The Traffic Calming Program is another part of the City's commitment to the safety and livability of residential neighborhoods.

Traffic Management is simply the modification of a roadway to discourage usage by a large number of vehicles which travel at higher than residential area speeds. It is seen as a long term goal to redirect traffic to more efficient thoroughfares and allowing our neighborhoods to maintain their residential character.

As a component of the overall Traffic Management Program, the Traffic Calming Program provides information on the different types of treatments that may be used in a neighborhood traffic plan and the methodology that will be used to evaluate requests for traffic calming applications. Traffic calming treatments such as speed humps, roundabouts, modified intersections, or a combination of two or more treatments can restore a sense of livability to neighborhood streets that are not operating within the intent upon which they were planned.

The Traffic Management Team, which addresses traffic calming issues and creates neighborhood traffic plans, was assembled to develop solutions to traffic related problems in neighborhoods. Team membership includes representative from the Police Department, Fire Department, Public Works Department, City Manager's office and the Department of Environmental and Engineering Services. When a problem is identified, the Neighborhood Traffic Management Manual outlines the policy to be used.

It is important to note that throughout the process, interaction between City staff and the public is essential. It should be noted that requests are also reviewed by the City's Traffic Management Team for other possible solutions. If the preliminary review shows that a hazard to the public exists, the City may choose to address the problem separately from the procedures outlined in the Neighborhood Traffic Management Manual. The Police Chief may request to install traffic devices without requiring a formal traffic calming study request.

This manual contains all the information you need to request traffic calming devices for your neighborhood. Please complete the enclosed application, and submit the application package by mail or e-mail.

By mail: City of Margate
 Department of Environmental & Engineering Services
 Attn: Traffic Management Team
 901 NW 66th Avenue, Suite A
 Margate, FL 33063

By E-mail: DEES@margatefl.com

II. Traffic Calming Request and Processing Procedures

1. Complete and Submit Traffic Calming Study Application

A preliminary traffic calming study can be initiated by a resident complaint, the request of a neighborhood association, or a Commissioner's request. The application in Appendix A of this manual should be completed and submitted to the Department of Environmental and Engineering Services.

2. Evaluate Application

The Traffic Management Team will identify the study area, collect preliminary data and complete evaluation of the traffic calming request. The City of Margate Police Traffic Unit will perform speed and volume studies. The following items may be included in the study:

- A review of accident/crash reports for a three calendar year period
- Location of school, pedestrian oriented facilities or community facilities located on the subject street or within an established walking area
- Driveway density
- Presence/Absence of sidewalks

To assist in evaluating the traffic calming request, staff will use the criteria described below, which is not all inclusive.

3. General Policy/Qualification Guidelines

A. **Volume** - Traffic volume on the proposed street should be more than 300 vehicles per day but less than 4000 vehicles per day.

B. **Classification** - The proposed street should be functionally classified as a local street with adjacent residential land uses.

C. **Vehicular Speed** - The proposed street should have a posted speed limit of 30 miles per hour or less. Traffic studies must find that a speeding problem exists, based on the standard of an 85th percentile speed of 10 mph or faster than the posted speed limit. In these cases, traffic calming review and consideration is warranted. The 85th percentile speed is an excellent indicator of street character.

D. **Property Owner Concurrence** - Speed humps will not be placed in front of any parcel where the owner did not sign the official petition in favor of the project. Proposed speed humps in front of such parcels will either be relocated (if possible) or removed from the project.

E. **Traffic Management Team Review** - After review of the study, the project must be supported by Broward County Traffic and the Traffic Management Team. The neighborhood street would require 2/3 voter approval from residents and is subject to roadway design. Due to the curvature of some roadways, and other design characteristics, some streets may not be suitable for traffic calming.

4. Project Prioritization

Projects are prioritized citywide based on the findings of the Traffic Management Team. The number of projects initiated each year depends on City funding and resources. The City will notify all project requesters of the status of their request after project approval. The City also notifies the appropriate neighborhood of the status of the neighborhood projects within their neighborhood and asks for their comments.

5. Design and Implement Project

City staff will finalize the design and implementation process for the proposed traffic calming devices. Specific techniques may be installed as a "test site", while others will be installed permanently. "Test sites" will be monitored and evaluated for effectiveness. After a period of evaluation, measurable objectives and performance measures will be established on a case by case basis. It is noted that the Manual of Uniform Minimum Standards will be consulted for adherence in relation to any proposed traffic calming measures.

6. Speed Hump Field Installation Guidelines

- A. **Proximity to Curves, Intersections or Stop Signs** - Speed humps should be placed in straight sections of roadway. Where possible, speed humps should be located at least 100 feet back from a horizontal curve, intersection or stop signs. In addition, speed hump warning signs should be placed in such a manner as to be clearly visible by approaching motorists according to the Manual on Uniform Traffic Control Devices for visibility and driver reaction times.
- B. **Pavement Condition** - Existing pavement condition along the project street should be reviewed. Any deficiencies should be noted for discussion. The Public Works Department should be asked to inspect all affected streets prior to any proposed hump construction to determine if any pavement maintenance (resurfacing) is required. If it is determined that improvements or maintenance is required within 12 months, that work should be completed before humps are constructed.
- C. **Curbs** - Speed humps may be installed on streets without curbs. However, in order to avoid potential circumnavigation around humps at locations without curbs, precautions, such as the installation of roadside delineators, and/or street trees may need to be considered.
- D. **Driveways** - Construction of speed humps at a driveway location should be avoided where possible to reduce potential conflict. Clearance of 15 to 20 feet from any driveway is desirable. Equal spacing between driveways is also desirable whenever possible. Speed hump locations at lot lines are preferable.
- E. **Spacing** - Typically, speed humps are spaced between 300 to 500 feet apart for the length of the calming project.

- F. **Street Lighting** - Existing street lights and areas of dense tree cover should be noted during the feasibility study. Placement of the humps in well-lighted sections of roadway is desirable whenever possible. A location in full sun and in proximity to an existing street light is best for visibility.
- G. **Parking** - Although, no special parking removal is required on or near speed humps, evidence of existing parking patterns should be noted and considered when determining a feasible speed hump location.
- H. **Bus Stops** - Where possible, speed humps should not be installed in proximity to designated bus stop or bus shelters.
- I. **Utilities** - Speed humps should be located in such a way as to avoid conflict with underground utility access to boxes, vaults and sewer manholes.
- J. **Travel Lanes** - Speed humps shall not be installed on streets with more than one through travel lane per direction. Speed humps shall not be installed in exclusive left-turn or right-turn lanes. Special care should be exercised when considering speed humps on streets with continuous left-turn lanes. In all cases, speed humps shall be constructed across the entire width of street surface with 12 to 18 inch clearance from curb face for drainage.

7. Project Evaluation

Immediately following the installation of the project, City staff will begin an evaluation of the project's effectiveness. This evaluation includes, but is not limited to, field observations, traffic counts, speed studies and other data collection as needed. If the project has not met the objectives during the evaluation period, staff will notify the community's representatives. City staff and community representatives may then decide to make modifications to the current plan. These modifications may include the implementation of additional or different techniques, or the removal of the traffic calming devices.

Diversion Potential: Adjacent streets identified as having potential for being impacted by vehicle diversion from the street being treated with traffic calming devices should be monitored both before and after speed and volume studies. Follow up studies should be scheduled 90 to 120 days after construction.

APPENDIX A – Request for Traffic Calming Study Application

REQUEST FOR TRAFFIC CALMING STUDY APPLICATION

We, the undersigned neighborhood request that the City of Margate add our neighborhood to the current list of pending neighborhood traffic studies. The street(s) of concern is (are) listed below as is a description of the traffic concerns. The signatures below, representing at least ten (10) households and or businesses on the subject street(s), indicate the neighborhood's commitment to work with the City for a safer traffic environment with the neighborhood. We understand that the traffic calming study involves active participation by our community. The decision making process may require us to set and attend neighborhood meetings and conduct further petition campaigns.

Contact Person for the Neighborhood: (please print)

Address: _____

E-mail Address: _____ Today's Date: _____

Home Phone: Work Phone:

Subject Street(s): _____

Description of Traffic Concern:

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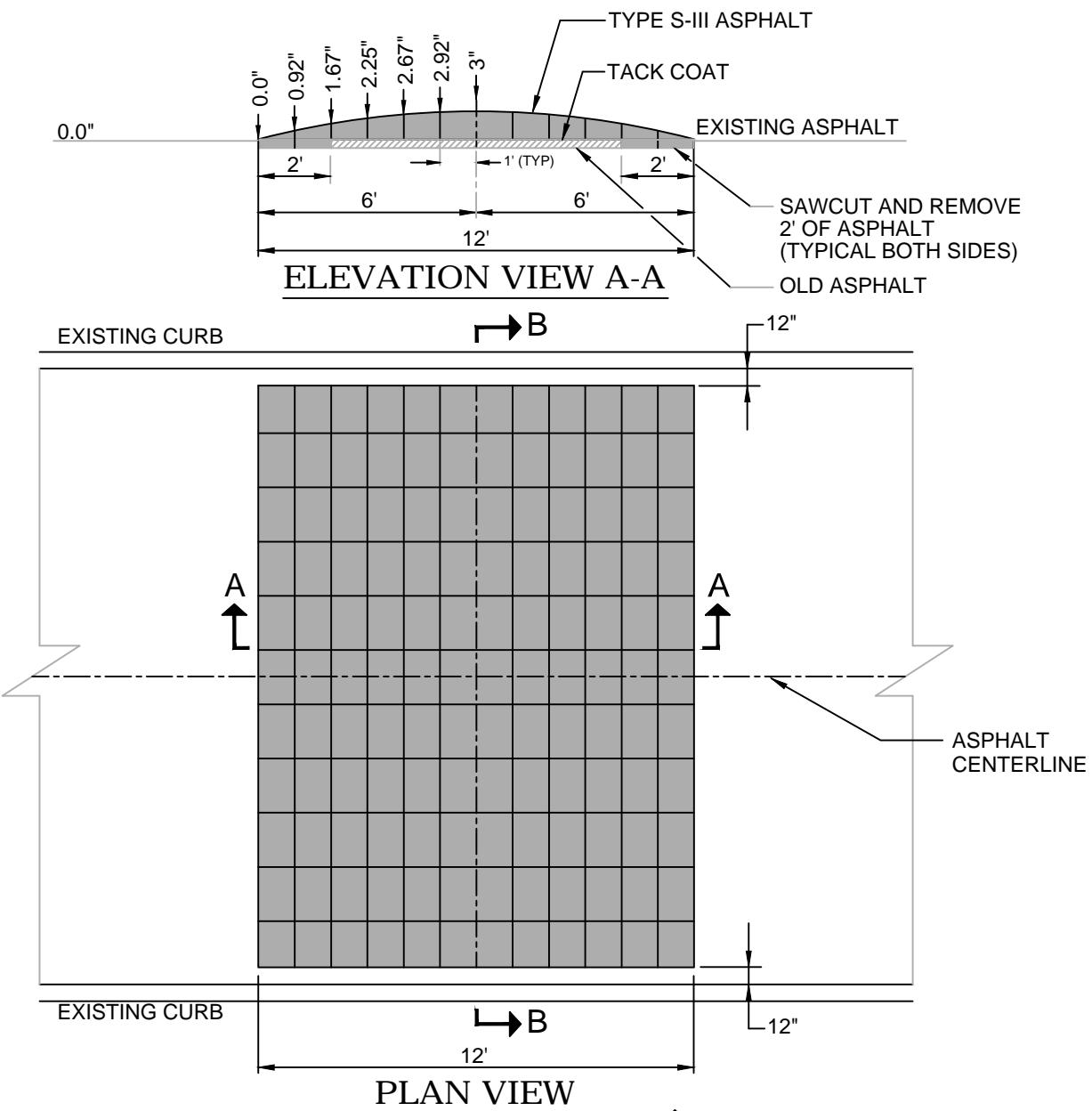
Number of homes/businesses within the affected area: _____

Please note: One signature per household only. Make additional copies as necessary.

Return completed application to:

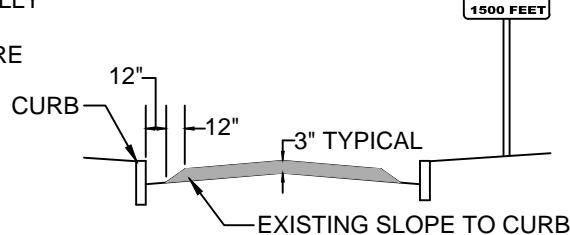
City of Margate
Department of Environmental & Engineering Services
Attn: Traffic Management Team
901 NW 66th Avenue, Suite A
Margate, FL 33063

APPENDIX B - Traffic Calming Treatments



NOTE:
THE SPEED HUMP IS MADE WITH
"STREET PRINT", A COLORED
ASPHALT THAT IS STAMPED FOR
A BRICK APPEARANCE. TYPICALLY
THREE OR FOUR HUMPS ARE
INSTALLED IN A SERIES AND ARE
SPACED 300' TO 400' APART.

ADVANCE WARNING
SIGN PLACED AHEAD
OF FIRST SPEED HUMP
(EACH WAY).



ELEVATION VIEW B-B

DATE: 7-1-15

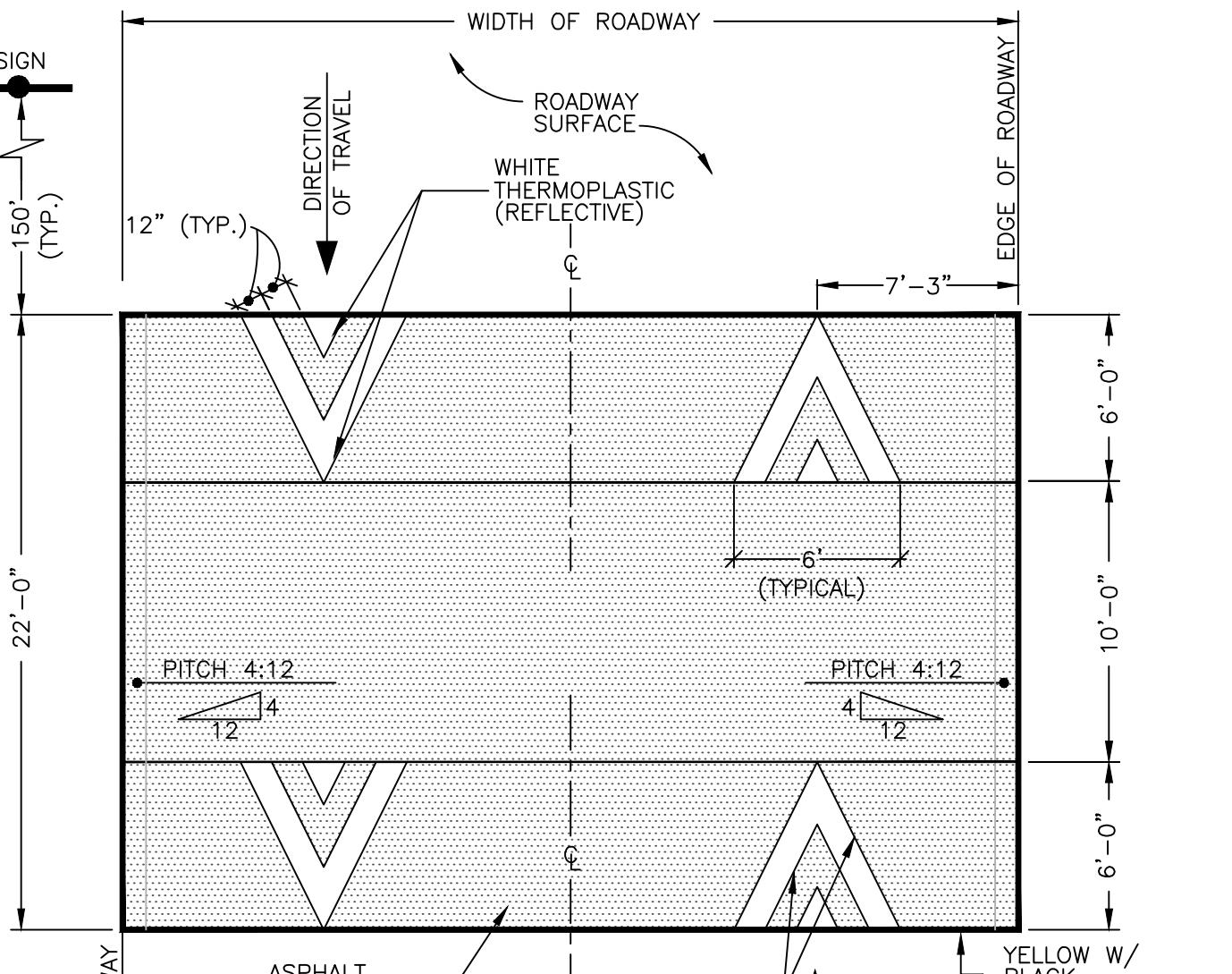
DRAWN: JWEAVER



CITY OF MARGATE, FLORIDA
DEPARTMENT OF ENVIRONMENTAL
AND ENGINEERING SERVICES

**TRAFFIC CALMING TREATMENT
SPEED HUMP**

T-1



PLAN VIEW

EDGE OF ROADWAY

EDGE OF ROADWAY

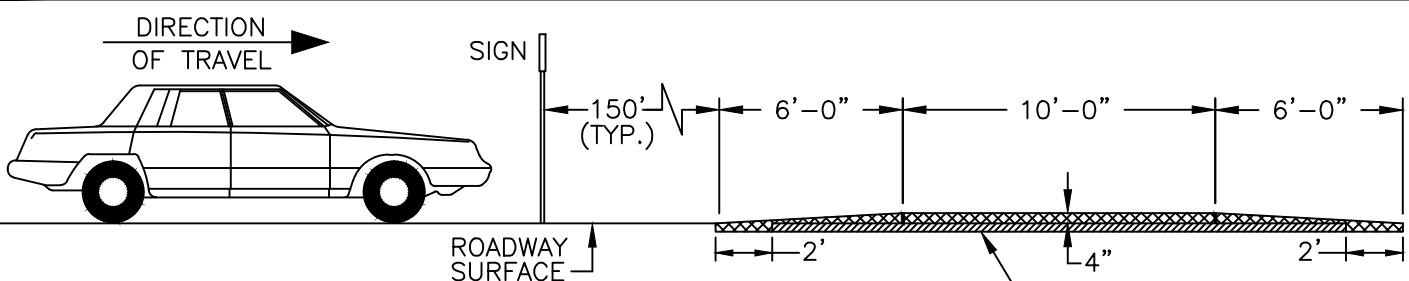
WHITE
THERMOPLASTIC
(REFLECTIVE)

ROADWAY
SURFACE

YELLOW W/
BLACK LETTERING



SIGN



SIDE VIEW

DATE: 7-1-15

DRAWN: JWEAVER

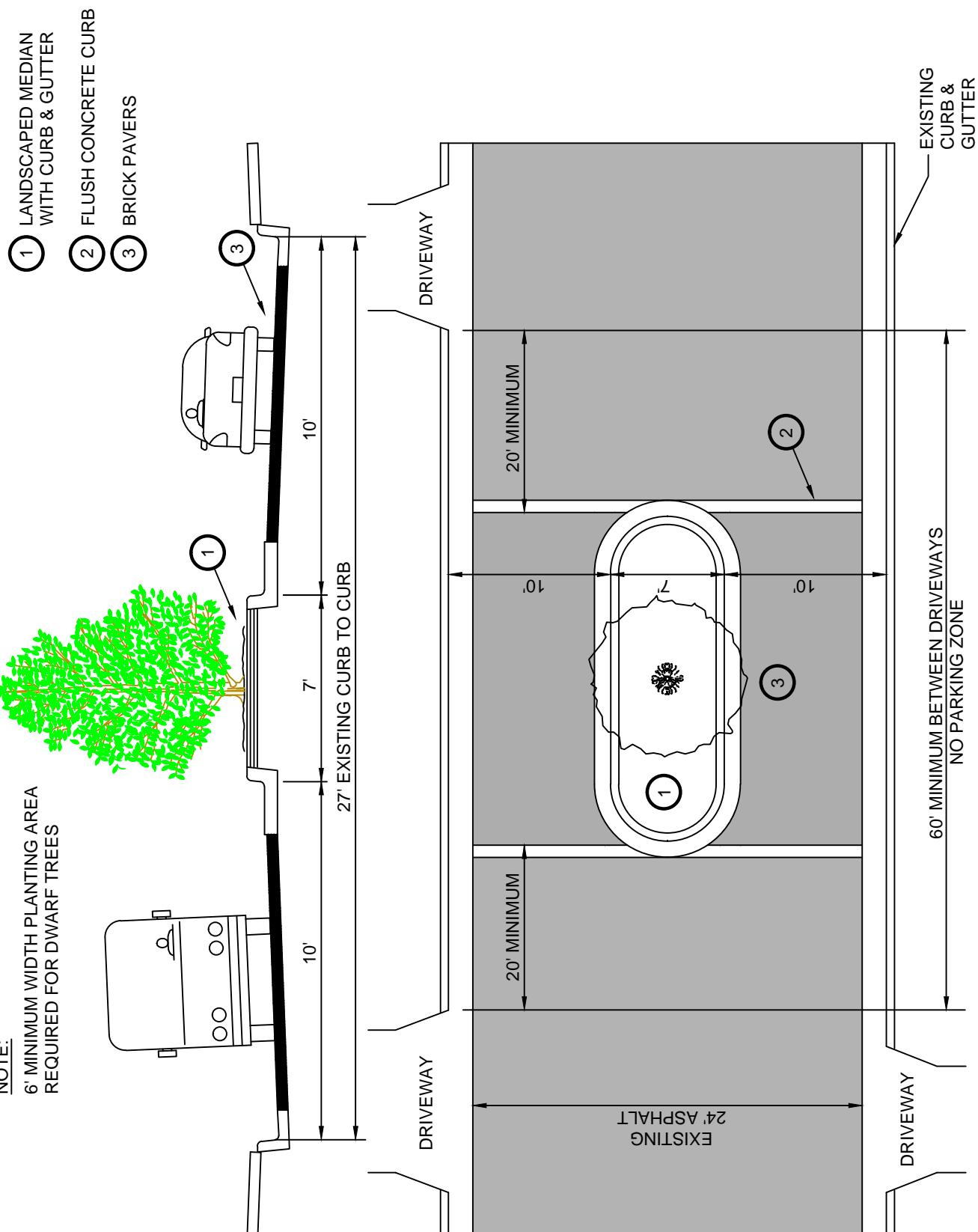


CITY OF MARGATE, FLORIDA
DEPARTMENT OF ENVIRONMENTAL
AND ENGINEERING SERVICES

**TRAFFIC CALMING TREATMENT
FLAT TOP SPEED HUMP**

T-2

NOTE:
6' MINIMUM WIDTH PLANTING AREA
REQUIRED FOR DWARF TREES



DATE: 7-1-15

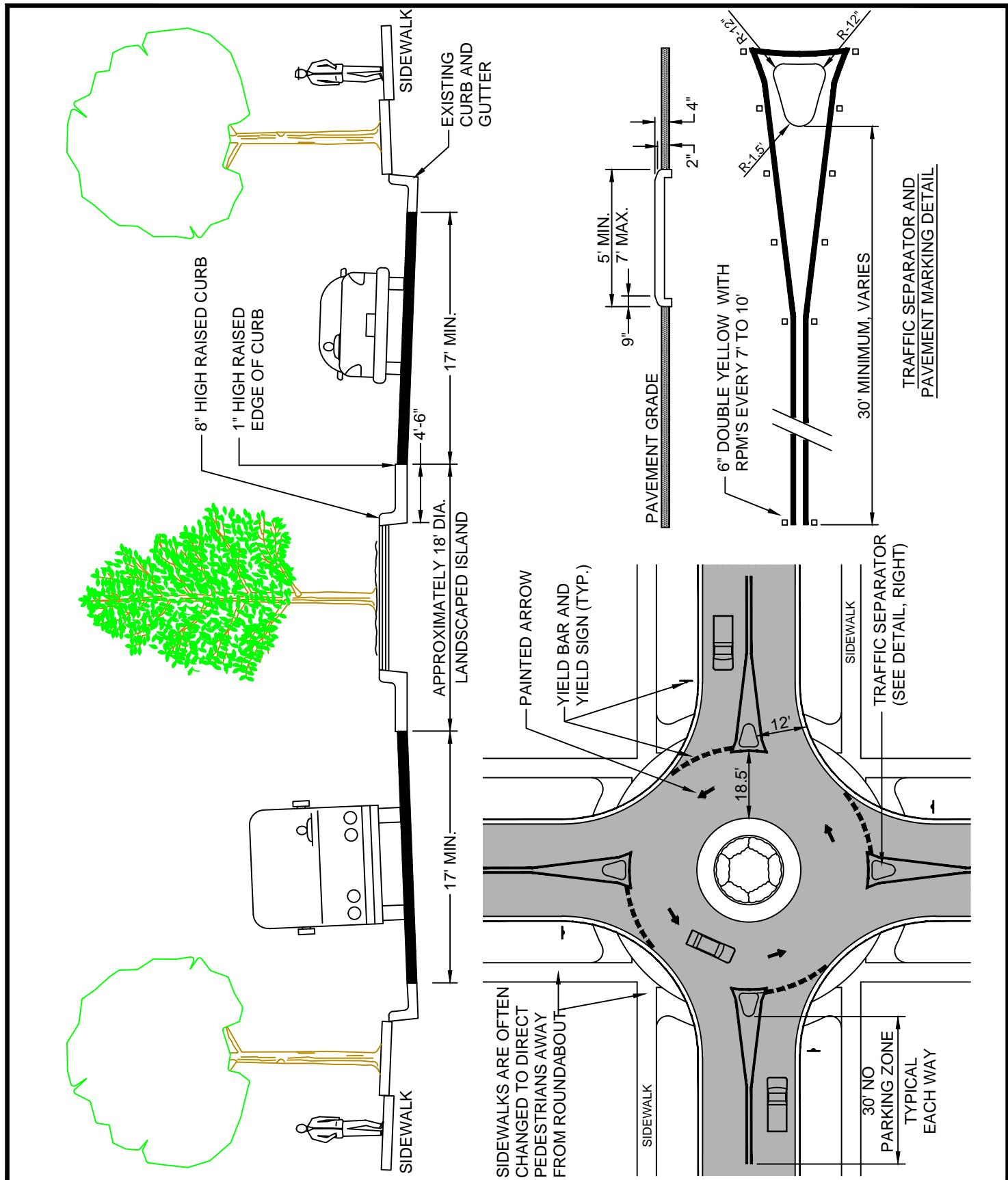
DRAWN: JWEAVER



CITY OF MARGATE, FLORIDA
DEPARTMENT OF ENVIRONMENTAL
AND ENGINEERING SERVICES

TRAFFIC CALMING TREATMENT
LANDSCAPED MEDIAN

T-3



DATE: 7-1-15

DRAWN: JWEAVER

CITY OF MARGATE, FLORIDA
DEPARTMENT OF ENVIRONMENTAL
AND ENGINEERING SERVICES



TRAFFIC CALMING TREATMENT ROUNABOUT

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