

AGENDA NO. 16-10

**TOWN OF INDIALANTIC
REGULAR MEETING OF THE TOWN COUNCIL
July 13, 2016**

A regular meeting of the Indialantic Town Council will be held at 7:00 p.m. on Wednesday, July 13, 2016, in Indialantic Town Hall, 216 Fifth Avenue, Indialantic, Florida.

I. CALL TO ORDER:

Honorable Dave Berkman, Mayor
Honorable Stuart Glass, Deputy Mayor
Honorable Dick Dunn, Councilmember
Honorable Randy Greer, Councilmember
Honorable Jill Hoffman, Councilmember

II. PLEDGE OF ALLEGIANCE:

III. PUBLIC:

In accordance with the Town Council's public participation policy, persons wishing to address the Town Council on a matter not listed on the agenda may speak under the public portion of the meeting agenda. A person must be recognized by the Mayor prior to arriving at the podium to speak.

Speakers must provide their name and address and must direct comments to the Mayor and not to the members of the audience. Please observe the time limit of **three (3) minutes** while speaking under the public portion of the meeting agenda.

IV. PUBLIC ANNOUNCEMENTS:

- A. There are currently openings, including reappointments, on the Board of Adjustment; Code Enforcement Board; and Parks, Recreation and Beautification Committee.
- B. There will be openings and reappointments on the Board of Adjustment; Civil Service Board; Code Enforcement Board; Heritage Committee; and Parks, Recreation and Beautification Committee in August.
- C. Council qualifying dates for the November election will be August 12 through August 26, 2016. Seats to be filled are the Mayor's seat, currently held by David Berkman, Council Seat 4, currently held by Stuart Glass, and Council Seat 2, currently held by Jill Hoffman.

V. CONSENT AGENDA:

- A. Minutes No. 16-09 – Regular Meeting of June 8, 2016
- B. Appointments
 - a. Board of Adjustment – 1 opening. Safvat Kalaghchy would like to be reappointed. Reappoint Mr. Kalaghchy.
- C. Resolution No. 16-08: Adopting Budget Amendment #3 for FY-16.

VI. ORDINANCES AND RESOLUTIONS:

- A. Ordinance No. 16-13/Second Reading and Public Hearing: Relating to Facility Naming: Amending Chapter 2 of the Indialantic Town Code by creating a new Article XI to establish a uniform method and procedure in naming Town facilities.
- B. Ordinance No. 16-14/Second Reading: Relating to swimming pools; amending Chapter 17-105(1), Indialantic Town Code to decrease the minimum required height of a fence or wall surrounding outdoor private or public swimming pools from six (6) to four (4) feet.

VII. UNFINISHED BUSINESS:

- A. Prisoner Holding Area Security – Authorize engaging MAI Design Build of Melbourne to provide design services to improve security in the Town Hall prisoner holding area.

VIII. NEW BUSINESS:

- A. Set the proposed millage rate for FY-17 at 6.2653; set date for the first public hearing on the millage rate and budget for 7:00 p.m. on September 7, 2016; set date for the second public hearing for 5:30 p.m. on September 21, 2016; and set a date for Council’s budget workshop for 6:00 p.m. on August 10, 2016.
- B. Authorize the Art Show for March 18 and 19, 2017, in Nance Park and indicate whether conditions with regard to food and drink vendors should be relaxed.
- C. Traffic Calming Options – Third Avenue.

IX. ADMINISTRATIVE MATTERS:

- A. Report from Town Manager
- B. Report from Town Attorney

X. REPORTS:

- A. Mayor Berkman
- B. Deputy Mayor Glass
- C. Councilmember Dunn
- D. Councilmember Greer
- E. Councilmember Hoffman

XII. ADJOURNMENT.

NOTICE TO THE PUBLIC: PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, THE TOWN HEREBY ADVISES THE PUBLIC THAT: IF A PERSON DECIDES TO APPEAL ANY DECISION MADE BY THIS BOARD, AGENCY, OR COUNCIL WITH RESPECT TO ANY MATTER CONSIDERED AT ITS MEETING OR HEARING, HE WILL NEED A RECORD OF THE PROCEEDINGS, AND THAT FOR SUCH PURPOSE, AFFECTED PERSONS MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. THIS NOTICE DOES NOT CONSTITUTE CONSENT BY THE TOWN FOR THE INTRODUCTION OR ADMISSION INTO EVIDENCE OF OTHERWISE INADMISSIBLE OR IRRELEVANT EVIDENCE, NOR DOES IT AUTHORIZE CHALLENGES OR APPEALS NOT OTHERWISE ALLOWED BY LAW.

MINUTES

Agenda Item V. A

TOWN OF INDIALANTIC REGULAR MEETING OF THE TOWN COUNCIL June 8, 2016

A regular meeting of the Indialantic Town Council was held on Wednesday, June 8, 2016, in Indialantic Town Hall, 216 Fifth Avenue, Indialantic, Florida, as publicly noticed.

I. CALL TO ORDER:

Mayor Berkman called the meeting to order at 7:00 p.m.

PRESENT:	Honorable Dave Berkman	Mayor
	Honorable Stuart Glass	Deputy Mayor
	Honorable Dick Dunn	Councilmember
	Honorable Randy Greer	Councilmember
	Paul Gougelman	Town Attorney
	Christopher Chinault	Town Manager
	Joan Clark	Town Clerk

ABSENT:	Honorable Jill Hoffman	Councilmember
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II. PLEDGE OF ALLEGIANCE:

Mayor Berkman led the assembly in the Pledge of Allegiance to the Flag of the United States of America.

III. PUBLIC:

Ms. Chris Maiden, 436 Third Avenue, questioned as to the results of the traffic analysis of Third Avenue by the Indialantic Police Department.

Mr. Chinault advised that the results from the Police Department and the Town Engineer would be rolled together and should be available for the July meeting.

Mr. Keith Whitehead, 436 Third Avenue, thanked Mr. Glass, Mr. Dunn, and Sergeant Baker for coming forward with regard to the traffic issue on Third Avenue. He stated he wanted to continue the message that some kind of traffic calming was needed, and residents were here to help in solving the problem.

Mayor Berkman, speaking with regard to the ABC Liquor Store under construction on A1A between Second and Third Avenues, stated that the Town could not stop a store/business from coming in.

Mr. Whitehead stated he didn't have a problem with ABC. He spoke of cut-through traffic from A1A, and noted that family pets on Third Avenue had been lost to that traffic. He questioned as to what mechanism was used to see how the business would affect traffic on Second and Third Avenues.

Mr. Chinault explained that if the business could not get access to A1A from FDOT, it had to get access to Second and Third Avenues.

Discussion was held with regard to the Comprehensive Plan, cars traveling in excess of the posted speed limit, and failure of traffic to adhere to stop signs and traffic lights.

Mayor Berkman advised that the Town Manager had asked the Town Engineer to look at this issue, and they were waiting to hear back from him.

Ms. Kitty Lowe, 411 Third Avenue, questioned as to how the building (ABC Liquor Store) got so close to the street. Mr. Chinault advised that the building was set back 52 feet from the center line of A1A as permitted by Code.

Mr. Rick Bertel, 136 Third Avenue and Chairman of the Zoning & Planning Board, stated that the building would have been placed further back if access to A1A had been granted. He encouraged the continued presence of residents at meetings.

Ms. Julie Carver, 440 Third Avenue, stated she lost her cat and she couldn't allow her son to play out front due to traffic. She didn't believe the traffic study would be accurate because school was out; Third Avenue was used to avoid the crossing guard.

Mayor Berkman clarified that the Town's Engineer was not conducting a study; he was looking at traffic calming measures.

Ms. Carver believed it would help if the Police were giving out tickets instead of warnings. She noted that people slowed down when Police vehicles were visible.

Sergeant Connor advised that, when available, officers were out on Third Avenue. He stated that he had seen some of the surveys conducted by the Police Department but he wasn't prepared to give out the results.

Ms. Sarah Horshel, 220 Third Avenue, stated that the residents were just trying to be proactive and keep the Town safe.

IV. PUBLIC ANNOUNCEMENTS:

Mayor Berkman read the following public announcements:

- A. There are currently openings, including reappointments, on the Code Enforcement Board; Parks, Recreation and Beautification Committee; and Police/Fire Pension Board.
- B. There will be openings and reappointments on the Board of Adjustment; Code Enforcement Board; and Parks, Recreation and Beautification Committee in July.
- C. Town Hall will be closed on Monday, July 4, 2016 – Independence Day

V. CONSENT AGENDA:

- A. Minutes No. 16-08 – Regular Meeting of May 16, 2016
- B. Appointments
 - a. Police/Fire Pension Board – 1 opening. Yvette Campbell would like to be appointed. Appoint Ms. Campbell.
- C. Melbourne Beach Fire Dispatch Services – Approval of Second Amendment to Fire-Rescue Dispatch Services Interlocal Agreement.

* **MOTION By Deputy Mayor Glass; Seconded by Council Member Dunn, to approve the Consent Agenda.**

AYES: Berkman, Glass, Dunn, and Greer

THE MOTION CARRIED UNANIMOUSLY. (4 TO 0)

VI. ORDINANCES AND RESOLUTIONS:

- A. Ordinance No. 16-12/Second Reading and Public Hearing: Amending Chapter 11 relating to planning and the Town’s adopted comprehensive plan to reflect the updated provisions of the Comprehensive Plan and Florida Law.

Mr. Gougelman read the ordinance into the record by title only, as follows:

ORDINANCE NO. 16-12

AN ORDINANCE OF THE TOWN OF INDIALANTIC, BREVARD COUNTY, FLORIDA, AMENDING CHAPTER 11 RELATING TO PLANNING AND THE TOWN’S ADOPTED COMPREHENSIVE PLAN, PROVIDING FOR A CONFLICTS CLAUSE AND SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

- * **MOTION By Council Member Dunn; Seconded by Council Member Greer, to adopt Ordinance No. 16-12.**

Mayor Berkman opened the hearing to the public. There was no response from those in the assembly.

AYES: Berkman, Glass, Dunn, and Greer

THE MOTION CARRIED UNANIMOUSLY. (4 TO 0)

- B. Ordinance No. 16-13/First Reading: Relating to Facility Naming: Amending Chapter 2 of the Indialantic Town Code by creating a new Article XI to establish a uniform method and procedure in naming Town facilities.

Mr. Gougelman read the ordinance into the record by title only, as follows:

ORDINANCE NO. 16-13

AN ORDINANCE OF THE TOWN OF INDIALANTIC, BREVARD COUNTY, FLORIDA, RELATING TO FACILITY NAMING; AMENDING CHAPTER 2, INDIALANTIC TOWN CODE TO CREATE A NEW ARTICLE XI, ENTITLED “FACILITIES”; PROVIDING A TITLE, PURPOSE, NAMING GUIDELINES, AND NAMING DETERMINATION; PROVIDING A SEVERABILITY/INTERPRETATION CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

- * **MOTION By Deputy Mayor Glass; Seconded by Council Member Dunn, to approve Ordinance No. 16-13 on first reading.**

Mayor Berkman questioned as to the use of the term “facilities.” Mr. Chinault explained that “facilities” covered everything, not just parks.

Mayor Berkman opened the hearing to the public. There was no response from those in the assembly.

AYES: Berkman, Glass, Dunn, and Greer

THE MOTION CARRIED UNANIMOUSLY. (4 TO 0)

- C. Ordinance No. 16-14/First Reading: Relating to swimming pools; amending Chapter 17-105(1), Indialantic Town Code to decrease the height of a fence or wall surrounding outdoor private or public swimming pools from six (6) to four (4) feet.

Mr. Gougelman read the ordinance into the record by title only, as follows:

ORDINANCE NO. 16-14

AN ORDINANCE OF THE TOWN OF INDIALANTIC, BREVARD COUNTY, FLORIDA, RELATING TO SWIMMING POOLS; AMENDING CHAPTER 17-105(1), INDIALANTIC TOWN CODE TO DECREASE THE HEIGHT OF A FENCE OR WALL SURROUNDING OUTDOOR PRIVATE OR PUBLIC SWIMMING POOLS; PROVIDING A SEVERABILITY/ INTERPRETATION CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

* **MOTION By Council Member Greer; Seconded by Council Member Dunn, to approve Ordinance No. 16-14 on first reading.**

In response to a question posed by Mayor Berkman, Mr. Chinault explained that most other jurisdictions have the four foot (4') requirement. Ordinance 16-14 is saying the fence can't be less than four feet nor higher than six feet. He noted that State law requires four feet.

Mayor Berkman questioned as to whether staff was sure about the State's requirement. Mr. Chinault advised he would verify the information before the next reading.

Mayor Berkman opened the hearing to the public.

Ms. Kitty Lowe, 411 Third Avenue, asked if she could have an eight foot fence. Mr. Chinault advised she could apply for a variance, but approval for an eight foot fence wasn't likely.

Mayor Berkman stated that a hardship or practical difficulty was required for a variance.

Mr. Gougelman advised that a variance was possible; however, he had seen variance requests for higher walls turned down.

AYES: Berkman, Glass, Dunn, and Greer

THE MOTION CARRIED UNANIMOUSLY. (4 TO 0)

VII. UNFINISHED BUSINESS:

- A. Prisoner Holding Area Security – Authorize engaging MAI Design Build of Melbourne to provide design services to improve security in the Town Hall prisoner holding area.

This item was tabled until the July meeting.

VIII. NEW BUSINESS:

- A. Street Resurfacing – Approve the proposed resurfacing schedule for Fiscal Year 2017: 100 block of Eighth Avenue, 200 block of Cocoa Avenue, 300 block of Cocoa and Oakland Avenues, and S. Shannon Avenue south of Orlando Boulevard.

- * **MOTION By Deputy Mayor Glass; Seconded by Council Member Dunn, to approve resurfacing the 100 block of Eighth Avenue, the 200 block of Cocoa Avenue, the 300 block of Cocoa and Oakland Avenues, and S. Shannon Avenue south of Orlando Boulevard.**

AYES: Berkman, Glass, Dunn, and Greer

THE MOTION CARRIED UNANIMOUSLY. (4 TO 0)

- B. Ratify Agreement with Local 1951, Melbourne Fire Fighters Association, International Association of Fire Fighters.

- * **MOTION By Deputy Mayor Glass; Seconded by Council Member Dunn, to ratify the agreement between the Town and Local 1951, Melbourne Fire Fighters Association, International Association of Fire Fighters.**

Mr. Roger Van Kramer, IAFF Union President, thanked Mr. Chinault and Chief Flamm for months of hard work, and the Indialantic Fire Fighters who ratified the contract.

AYES: Berkman, Glass, Dunn, and Greer

THE MOTION CARRIED UNANIMOUSLY. (4 TO 0)

IX. ADMINISTRATIVE MATTERS:

- A. Report from Town Manager – No report.
B. Report from Town Attorney – No report.

X. REPORTS:

Council Member Greer recalled an article in the paper about coyotes moving south and cautioned residents to keep pets safe. He noted that a coyote was seen by the FPL substation.

Mayor Berkman asked if shooting a coyote on one's own front lawn was an illegal discharge of a firearm. Sergeant Connor didn't recommend this be done.

Deputy Mayor Glass advised that an “*Indian River Summit*” would be held on Saturday, June 11, 2016, from 9:30 a.m. to 12:30 p.m. at the Florida Institute of Technology.

He asked citizens to get involved and volunteer to serve on a board or committee.

XII. ADJOURNMENT.

The meeting adjourned at 8:00 p.m.

David Berkman, Mayor

ATTEST:

Joan Clark, MMC, Town Clerk



TOWN OF INDIALANTIC
216 Fifth Avenue, Indialantic, Florida 32903
321-723-2242 Fax 321-984-3867

MAYOR
David Berkman
DEPUTY MAYOR
Stuart Glass
COUNCIL MEMBERS
Dick Dunn
Randall Greer
Jill Hoffman
Christopher W. Chinault, Town Manager
Joan Clark, MMC, Town Clerk

May 17, 2016

Safvat Kalaghchy
715 North Riverside Drive
Indialantic, Florida 32903

Agenda Item V. B(a)

Dear Mr. Kalaghchy:

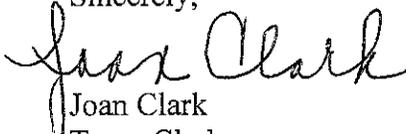
On behalf of the Indialantic Town Council, we would like to thank you for your service on the *Board of Adjustment*.

Your term will expire on July 08, 2016, but we hope you are willing to be reappointed to this very important Board.

If you would like to continue serving, please sign below and return to Town Hall. Your reappointment will go before the Town Council on July 13, 2016.

Again, thank you for your past service.

Sincerely,


Joan Clark
Town Clerk

I would like to be reappointed to the *Board of Adjustment*.


Signature

June 1, 2016
Date

JC/vmtm

Rec'd 6/6

Agenda Item V. C

SUBJECT: Resolution No. 16-08 – Budget Adjustment #3 – FY-16

Staff Report – Town of Indialantic

Meeting Date: July 13, 2016

Summary:

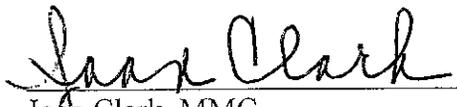
Council is being requested to approve Resolution No. 16-08 adopting Budget Adjustment #3 for FY-16. Adjustments are needed to reflect increased costs for Labor Attorney fees, OPEB, liability insurance valuation, failing storm sewer pipe, dump truck and damaged tree in Vince Benevente Sunset Park.

Recommendation:

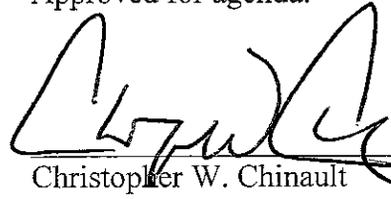
Approve Resolution No. 16-08 adopting Budget Adjustment #3 for FY-16.

MOTION: Approve Resolution No. 16-08 adopting Budget Adjustment #3 for FY-16.

Submitted by:


Joan Clark, MMC
Town Clerk

Approved for agenda:


Christopher W. Chinault
Town Manager

TOWN OF INDIALANTIC

Brevard County, Florida 32903

RESOLUTION 16-08

A RESOLUTION AMENDING THE BUDGET FOR THE TOWN OF INDIALANTIC FOR FISCAL YEAR 2015-2016

WHEREAS, it is necessary to adjust certain line items of the FY 2015-2016 budget;

NOW, THEREFORE, BE IT ENACTED BY THE TOWN COUNCIL OF THE TOWN OF INDIALANTIC, FLORIDA, AS FOLLOWS:

Section 1. That the revised budget for the General Fund in the amount of \$3,625,667 be amended to increase the General Fund portion by \$38,629 for a total General Fund budget of \$3,664,296.

Section 2. That the revenue budget line items are adjusted as listed in Attachment A.

Section 3. That the expense budget line items are adjusted as listed in Attachment B.

THIS RESOLUTION WILL BECOME EFFECTIVE IMMEDIATELY UPON ITS ADOPTION.

PASSED AND ADOPTED on the 13th day of July, 2016.

TOWN OF INDIALANTIC

David Berkman
Mayor

ATTEST: _____
Joan Clark, MMC
Town Clerk

FY 15/16 BUDGET ADJUSTMENT #3

GENERAL FUND REVENUE ADJUSTMENTS

Acct. No.	Name	Increase/ (Decrease)
312-4000	Local Option Gas Tax	10,000
322-1000	Building Permits	25,000
335-1800	Local Government Half-Cent Sales Tax	3,629
	Total revenue adjustments	38,629

GENERAL FUND EXPENSE ADJUSTMENTS

Acct. No.	Name	Increase/ (Decrease)
511-1200	Council Compensation	(1,200)
511-4000	Functions/Travel	1,200
513-3200	Audit	1,250
514-3110	Labor Attorney	10,000
519-4500	Insurance	15,176
541-4640	Street drainage maintenance	(7,000)
541-5201	Gas & Diesel Fuel	(3,000)
541-6300	Street Improvements	(7,400)
541-6310	Street Drainage	22,120
541-6400	Capital -dump truck & mower	4,268
541-7570	Sunset Park	3,215
	Total expense adjustments	38,629

Agenda Item VI. A

**SUBJECT: Ordinance No. 16-13/Second reading and public hearing:
Relating to Facility Naming; Amending Chapter 2 of the
Indialantic Town Code by Creating a New Article XI to
Establish a Uniform Method and Procedure in Naming Town
Facilities.**

Staff Report – Town of Indialantic

Meeting Date: July 13, 2016

Summary:

Council requested that the Town's Heritage Committee develop a standard for the naming of Town parks and other Town facilities. The committee's report is provided as item "A."

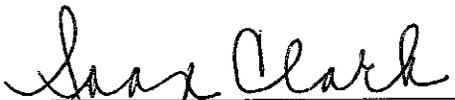
Council accepted the report at its meeting of May 16, 2016, and approved Ordinance No. 16-13 on first reading at its meeting of June 8, 2016.

Recommendation:

Adopt Ordinance No. 16-13 on second reading.

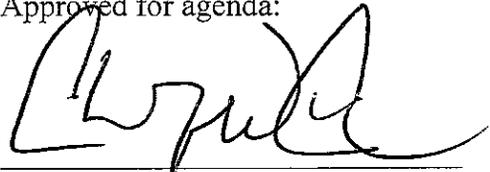
MOTION: Adopt Ordinance No. 16-13 on second reading.

Submitted by:



Joan Clark
Town Clerk

Approved for agenda:



Christopher W. Chinault
Town Manager

Indialantic Code of Ordinance or Indialantic Town Resolution

To: Indialantic Town Council

From: Indialantic Heritage Committee

Subject: Criteria for the Naming/Renaming of Indialantic Facilities

Date:

On September 9, 2015 the Indialantic Town Council charged the Indialantic Heritage Committee with developing a set of standards for naming or re-naming Indialantic parks and other town facilities including but not limited to, benches, boardwalk, streets, cross-overs, walkways, pavilions, monuments, government building and future construction.

After researching the subject the members of the Heritage Committee concur in the following guidelines. It is our recommendation that, if the criteria listed below are found to be agreeable, the Town Council craft an ordinance governing the naming/re-naming of town facilities.

A proposal for naming/re-naming a town facility may be presented to the Town Council by any Indialantic resident, group or descendent living outside of the area. Such a request shall be in writing and shall include the current name and location of the facility.

The proposal shall also include a documented description of reasons for name designation or change. If proposing to name a facility for a person the submission shall include a brief, but detailed account of the person's contributions and worthiness and how long a person was a resident of Indialantic. The name should strengthen the neighborhood and enhance Indialantic.

Park property and other town facilities may be named in honor of a deceased person after a waiting period of no less than twelve months from the death of such person.

An exception may be made in the case to honor a living person whose contribution or gift is of the most extraordinary nature.

We recommend that no street names be changed because of the financial impact and hardship it would cause to businesses and residents.

There should be a public notice of the Town Council Meeting at which the name change will be presented and voted on by the Town Council. Residents should be encouraged to attend to voice their opinions at that meeting.

A

accepted 5-16-16

42 (b) Naming Guidelines:

43
44 1. A resident of the Town of Indialantic, a non-resident descendent of a former
45 resident who contributed to the Town who desires that a descendent be recognized, or
46 a group or organization may file a request with the Town Clerk to name/rename a Town
47 facility.

48
49 2. Facilities to be considered for naming or renaming may include parks, dune
50 crossovers, beach accesses, pavilions, piers, shelters, and walkways. Streets shall not
51 be considered for naming/renaming.

52
53 3. Names under consideration shall not include any names that promote alcohol
54 or tobacco products or a political organization.

55
56 4. Anyone for whom a facility is named should be a person who has been
57 deceased for a minimum of twelve (12) months. However, Council may consider naming
58 a facility for a person who is not deceased, or has not been deceased for a minimum of
59 twelve (12) months, provided the person has made a contribution or gift of an
60 extraordinary nature.

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62 5. The request shall include a detailed account of the relationship of the proposed
63 name to the subject facility, the contribution made by the individual to the Town, an
64 indication as to the worthiness of the individual as to why this request is being made, an
65 indication as to the length of time that the person was a resident of the Town, the current
66 name of the facility (if previously named), and the physical location of the facility.

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68 (c) Naming Determination: Council shall consider the request at a noticed public
69 hearing.

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71 SECTION 4. Severability Clause/Interpretation.

72
73 (a) In the event that any term, provision, clause, sentence or section of this
74 Ordinance shall be held by a court of competent jurisdiction to be partially or wholly
75 unenforceable or invalid for any reason whatsoever, any such invalidity, illegality, or
76 unenforceability shall not affect any of the other or remaining terms, provisions, clauses,
77 sentences, or sections of this Ordinance, and this Ordinance shall be read and/or applied
78 as if the invalid, illegal, or unenforceable term, provision, clause, sentence, or section did
79 not exist.

80
81 (b) That in interpreting this Ordinance, underlined words indicate additions to
82 existing text, and ~~stricken through~~ words include deletions from existing text. Asterisks (*
83 * * *) indicate a deletion from the Ordinance of text, which exists in the Code of
84 Ordinances. It is intended that the text in the Code of Ordinances denoted by the
85 asterisks and not set forth in this Ordinance shall remain unchanged from the language

86 existing prior to adoption of this Ordinance.

87

88 SECTION 5. Effective Date. This Ordinance shall become effective upon
89 adoption of this Ordinance.

90

91 PASSED by the Town Council of the Town of Indialantic on first reading on the 8th
92 day of June, 2016, and ADOPTED by the Town Council of the Town of Indialantic, Florida,
93 on final reading on the 13th day of July, 2016.

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TOWN OF INDIALANTIC

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David Berkman

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Mayor

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102 ATTEST: _____

Joan Clark

Town Clerk

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107 1st reading: June 8, 2016

108 2nd reading: July 13, 2016

109 Effective Date: July 13, 2016

Agenda Item VI. B

SUBJECT: Ordinance No. 16-14/Second reading and public hearing: Relating to swimming pools; amending Chapter 17-105(1), Indialantic Town Code to decrease the height of a fence or wall surrounding outdoor private or public swimming pools from six (6) to four (4) feet.

Staff Report – Town of Indialantic

Meeting Date: July 13, 2016

Summary:

Ordinance No. 16-14 amends Section 17-105(1) of the Town’s Code to decrease the height of swimming pool fences from six (6) to (4) feet, which is consistent with requirements set forth by the State of Florida, Brevard County, and other Brevard County municipalities. The Building Official has indicated that some individuals installing swimming pools with required fences appear confused as to the Town’s requirement for a six (6) foot fence.

The Indialantic Zoning and Planning Board discussed the issue at its meeting of May 24, 2016, and recommended the reduction in swimming pool fence height to not less than four (4) feet nor more than six (6) feet to be consistent with other jurisdictions. The Board reviewed Ordinance No. 16-14 at its meeting of June 28, 2016, and found it to be consistent with the Town’s Comprehensive Plan.

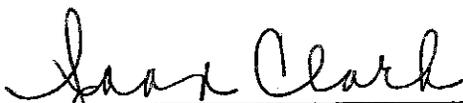
Attached is *F.S. 515.29* requiring a residential swimming pool barrier be at least four (4) feet high on the outside.

Recommendation:

Adopt Ordinance No. 16-14 on second reading.

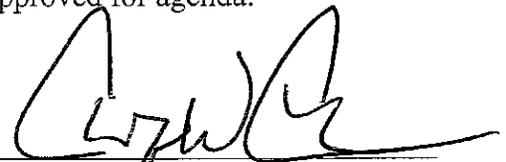
MOTION: Adopt Ordinance No. 16-14 on second reading.

Submitted by:



Joan Clark
Town Clerk

Approved for agenda:



Christopher W. Chinault
Town Manager

(d) All doors providing direct access from the home to the pool must be equipped with a self-closing, self-latching device with a release mechanism placed no lower than 54 inches above the floor.

(2) A person who fails to equip a new residential swimming pool with at least one pool safety feature as required in subsection (1) commits a misdemeanor of the second degree, punishable as provided in s. 775.082 or s. 775.083, except that no penalty shall be imposed if the person, within 45 days after arrest or issuance of a summons or a notice to appear, has equipped the pool with at least one safety feature as required in subsection (1) and has attended a drowning prevention education program established by s. 515.31. However, the requirement of attending a drowning prevention education program is waived if such program is not offered within 45 days after issuance of the citation.

History.—s. 1, ch. 2000-143.

515.29 Residential swimming pool barrier requirements.—

(1) A residential swimming pool barrier must have all of the following characteristics:

(a) The barrier must be at least 4 feet high on the outside.

(b) The barrier may not have any gaps, openings, indentations, protrusions, or structural components that could allow a young child to crawl under, squeeze through, or climb over the barrier.

(c) The barrier must be placed around the perimeter of the pool and must be separate from any fence, wall, or other enclosure surrounding the yard unless the fence, wall, or other enclosure or portion thereof is situated on the perimeter of the pool, is being used as part of the barrier, and meets the barrier requirements of this section.

(d) The barrier must be placed sufficiently away from the water's edge to prevent a young child or medically frail elderly person who may have managed to penetrate the barrier from immediately falling into the water.

(2) The structure of an aboveground swimming pool may be used as its barrier or the barrier for such a pool may be mounted on top of its structure; however, such structure or separately mounted barrier must meet all barrier requirements of this section. In addition, any ladder or steps that are the means of access to an aboveground pool must be capable of being secured, locked, or removed to prevent access or must be surrounded by a barrier that meets the requirements of this section.

(3) Gates that provide access to swimming pools must open outward away from the pool and be self-closing and equipped with a self-latching locking device, the release mechanism of which must be located on the pool side of the gate and so placed that it cannot be reached by a young child over the top or through any opening or gap.

(4) A wall of a dwelling may serve as part of the barrier if it does not contain any door or window that opens to provide access to the swimming pool.

(5) A barrier may not be located in a way that allows any permanent structure, equipment, or similar object to be used for climbing the barrier.

History.—s. 1, ch. 2000-143.

515.31 Drowning prevention education program; public information publication.—

(1) The department shall develop a drowning prevention education program, which shall be made available to the public at the state and local levels and which shall be required as set forth in s. 515.27(2) for persons in violation of the pool safety requirements of this chapter. The department may charge a fee, not to exceed \$100, for attendance at such a program. The drowning prevention education program shall be funded using fee proceeds, state funds appropriated for such purpose, and grants. The department, in lieu of developing its own program, may adopt a nationally recognized drowning prevention education program to be approved for use in local safety education programs, as provided in rule of the department.

(2) The department shall also produce, for distribution to the public at no charge, a publication that provides information on drowning prevention and the responsibilities of pool ownership. The department, in lieu of developing its own publication, may adopt a nationally recognized drowning prevention and responsibilities of pool ownership publication, as provided in rule of the department.

History.—s. 1, ch. 2000-143.

515.33 Information required to be furnished to buyers.—

A licensed pool contractor, on entering into an agreement with a buyer to build a residential swimming pool, or a licensed home builder or developer, on entering into an agreement with a buyer to build a house that includes a residential swimming pool, must give the buyer a document containing the requirements of this chapter and a copy of the publication produced by the department under s. 515.31 that provides information on drowning prevention and the responsibilities of pool ownership.

History.—s. 1, ch. 2000-143.

515.35 Rulemaking authority.—The department shall adopt rules pursuant to the Administrative Procedure Act establishing the fees required to attend drowning prevention education programs and setting forth the information required under this chapter to be provided by licensed pool contractors and licensed home builders or developers.

History.—s. 1, ch. 2000-143.

515.37 Exemptions.—This chapter does not apply to:

(1) Any system of sumps, irrigation canals, or irrigation flood control or drainage works constructed or operated for the purpose of storing, delivering, distributing, or conveying water.

(2) Stock ponds, storage tanks, livestock operations, livestock watering troughs, or other structures used in normal agricultural practices.

(3) Public swimming pools.

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ORDINANCE NO. 16-14

AN ORDINANCE OF THE TOWN OF INDIALANTIC, BREVARD COUNTY, FLORIDA, RELATING TO SWIMMING POOLS; AMENDING CHAPTER 17-105(1), INDIALANTIC TOWN CODE TO DECREASE THE HEIGHT OF A FENCE OR WALL SURROUNDING OUTDOOR PRIVATE OR PUBLIC SWIMMING POOLS; PROVIDING A SEVERABILITY/INTERPRETATION CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

10 WHEREAS, the Town Council desires to establish swimming pool fence heights
11 consistent with those required by the State of Florida, Brevard County, and other Brevard County
12 municipalities, and;

13
14 WHEREAS, the Town's current height requirement is six (6) feet, which is two (2) feet
15 higher than that required by other jurisdictions, and;

16
17 WHEREAS, this discrepancy has caused confusion by some individuals installing
18 swimming pools with required fences, and

19
20 WHEREAS, the Indialantic Zoning and Planning Board, at its meeting of May 24, 2016,
21 recommended a reduction in swimming pool fence height from six (6) feet to not less than four (4)
22 feet nor more than six (6) feet to be consistent with other jurisdictional requirements; and

23
24 WHEREAS, the Indialantic Zoning and Planning Board, at its meeting of June 28, 2016,
25 found the recommended reduction to be consistent with the Town's adopted Comprehensive Plan,
26 and in particular, Policy 1.1, Objective 1, Future Land Use Element of the Plan; and

27
28 WHEREAS, the Town Council of the Town of Indialantic, Florida, hereby finds this
29 Ordinance to be in the best interests of the public health, safety, and welfare of the citizens of
30 Indialantic.

31
32 NOW, THEREFORE, BE IT ENACTED BY THE TOWN OF INDIALANTIC, FLORIDA:

33
34 SECTION 1. Recitals. The foregoing recitals are hereby fully incorporated herein by this
35 reference.

36
37 SECTION 2. That Section 17-015(1) of the Code of Indialantic, Florida, is hereby
38 amended as follows:

39
40 **Sec. 17-105. Swimming pools.**

41
42 (1) Every outdoor private or public swimming pool shall be completely surrounded by a
43 fence or wall ~~six (6)~~ not less than four (4) feet ~~nor more than six (6) feet~~, or by an enclosure which
44 must be eight (8) feet in height. Said fence, wall, or enclosure shall be so constructed as to not
45 have openings, holes, or gaps larger than four (4) inches in any dimension, except for doors and
46 gates. If a picket fence is erected or maintained, the vertical and/or horizontal gap between the

47 pickets shall not be more than four (4) inches. A dwelling house or accessory building may be
48 used as part of such enclosure provided it meets the requirements in subsection (3)(a) below.

49
50

* * *

51

52 SECTION 3. Severability Clause/Interpretation.

53

54 (a) In the event that any term, provision, clause, sentence or section of this Ordinance
55 shall be held by a court of competent jurisdiction to be partially or wholly unenforceable or invalid
56 for any reason whatsoever, any such invalidity, illegality, or unenforceability shall not affect any
57 of the other or remaining terms, provisions, clauses, sentences, or sections of this Ordinance,
58 and this Ordinance shall be read and/or applied as if the invalid, illegal, or unenforceable term,
59 provision, clause, sentence, or section did not exist.

60

61 (b) That in interpreting this Ordinance, underlined words indicate additions to existing text,
62 and ~~stricken through~~ words include deletions from existing text. Asterisks (* * *) indicate a
63 deletion from the Ordinance of text, which exists in the Code of Ordinances. It is intended that the
64 text in the Code of Ordinances denoted by the asterisks and not set forth in this Ordinance shall
65 remain unchanged from the language existing prior to adoption of this Ordinance.

66

67 SECTION 4. Effective Date. This Ordinance shall become effective upon adoption of this
68 Ordinance.

69

70 PASSED by the Town Council of the Town of Indialantic on first reading on the 8th day of
71 June, 2016, and ADOPTED by the Town Council of the Town of Indialantic, Florida, on final
72 reading on the 13th day of July, 2016.

73

TOWN OF INDIALANTIC

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David Berkman
Mayor

78

79

ATTEST: _____

80

Joan Clark
Town Clerk

81

82

83

1st reading: June 8, 2016

84

2nd reading: July 13, 2016

85

Effective Date: July 13, 2016

Agenda Item VII. A

SUBJECT: Prisoner Holding Area Security – Authorize engaging MAI Design Build of Melbourne to provide design services to improve security in the Town Hall prisoner holding area.

Staff Report – Town of Indialantic

Meeting Date: July 13, 2016

Summary:

MAI Design Build has provided a cost estimate of \$2,500 to provide design services for increased security to the prisoner holding area in the police portion of Town Hall. The improvements consist of constructing a wall with clear visibility and a door, a grab bar by the cell toilet, and relocating and adding a door to the 2nd floor access area. Estimated construction cost is projected to not exceed \$25,000.

Council indicated on August 12, 2015 (agenda item VII.B) for staff to explore facility site improvements.

Funds for the design are included in the FY-16 Budget in account 552.3100.

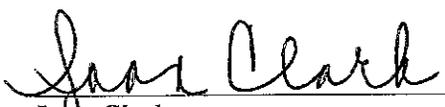
Council tabled this item at its regular meeting of June 8, 2016,

Recommendation:

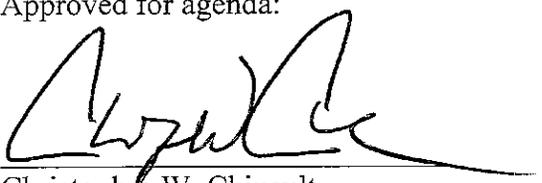
Authorize engaging MAI Design Build of Melbourne to provide design services to improve security in the Town Hall prisoner holding area.

MOTION: Authorize engaging MAI Design Build of Melbourne to provide design services to improve security in the Town Hall prisoner holding area.

Submitted by:


Joan Clark
Town Clerk

Approved for agenda:


Christopher W. Chinault
Town Manager

SUBJECT: Proposed millage and budget hearings for FY-17

Staff Report – Town of Indialantic

Meeting Date: July 13, 2016

Summary:

Council is being requested to set the proposed millage for FY-17 at a recommended rate of 6.2653, which is a 3.373% increase over the rolled back rate of 6.0609; set the first public hearing on the FY-17 budget for the regular meeting on Wednesday, September 7, 2016, at 7:00 p.m.; set the second public hearing for a special meeting on Wednesday, September 21, 2016, at 5:30 p.m.; and establish a 6:00 p.m. meeting time for the Council's budget workshop, which is set for Wednesday, August 10, 2016. The FY-16 millage rate is 6.4695.

These meeting dates are consistent with the requirements set forth in the Budget Preparation and adoption schedule.

Please note that once the proposed millage is set, it cannot be increased; however, it may be reduced at either public hearing.

Recommendation:

Set the proposed millage rate at 6.2653; set the first public hearing on the FY-17 budget for the regular meeting on Wednesday, September 7, 2016, at 7:00 p.m.; set the second public hearing for a special meeting on Wednesday, September 21, 2016, at 5:30 p.m.; and establish a 6:00 p.m. meeting time for the Council's budget workshop, which is set for Wednesday, August 10, 2016.

MOTION: Set the proposed millage rate at 6.2653; set the first public hearing on the FY-17 budget for the regular meeting on Wednesday, September 7, 2016, at 7:00 p.m.; set the second public hearing for a special meeting on Wednesday, September 21, 2016, at 5:30 p.m.; and establish a 6:00 p.m. meeting time for Council's budget workshop, which is set for Wednesday, August 10, 2016.

Submitted by:


Joan Clark
Town Clerk

Approved for agenda:


Christopher W. Chinault
Town Manager

INDIALANTIC

FY-17
PROPOSED BUDGET

JULY 5, 2016



TOWN OF INDIALANTIC

216 Fifth Avenue, Indialantic, Florida 32903
321-723-2242 Fax 321-984-3867

MAYOR
David Berkman
DEPUTY MAYOR
Stuart Glass
COUNCIL MEMBERS
Dick Dunn
Randall Greer
Jill Hoffman
Christopher W. Chinault, Town Manager
Joan Clark, Town Clerk

MEMORANDUM

TO: Mayor and Council

FROM: Christopher W. Chinault
Town Manager

RE: FY-17 Budget Message

DATE: July 6, 2016

Attached is the tentative budget for FY-17 for the Town of Indialantic. The total recommended is \$5,047,361 with the General Fund budget is recommended at \$4,112,189. The millage rate recommended to Council is 6.2653 mills. The FY-17 rolled-back millage rate is 6.0609. One mill equals one dollar for every one thousand dollars of taxable value.

The FY-16 total budget was approved at \$4,784,894 with the General Fund portion set at \$3,562,762. The FY-16 millage rate is 6.4695 mills.

This budget provides for the normal and routine operations of the police, fire/rescue, public works, protective inspections, and administration departments of the Town. No cost-of-living salary adjustment has been included although the performance merit evaluation system is operational.

The following points are identified for particular note:

1. The cash balance forward for FY-17 is proposed at \$379,846 which represents the \$39,500 TIFT sidewalk money, \$7,346 unexpended Park Project money, and \$73,000 local match Lily drainage project money from the FY-16 budget which is added to \$260,000 brought forward from the reserves for the purchase of P-25 radios.
2. Non-local funds are included in the revenue portion of the budget to reflect \$82,454 (338.1400) requested for the purchase of P-25 radios for fire/rescue; \$46,740 (338.1410) requested for the purchase of an air compressor to fill fire/rescue air bottles; and \$65,500 (338.1510) to address Lily drainage efforts. On the expense side these project are included as follows: P-25 radios for fire/rescue at \$86,794 (522.6400); air compressor for fire/rescue at \$49,200 (522.6400); and Lily drainage project at \$157,000 (541.6315).

3. A contingency amount of \$83,031 is included (519.5500) which is comprised of monies from reserves. It is available should the grant being requested for P-25 radios for fire/rescue not be approved.
4. Fifty thousand dollars is included in an account (519.9000) to commit this money to reserves toward the eventual purchase of a new fire truck, which is tentatively projected for FY-23 as reflected in Resolution No. 16-06.
5. Proposed expenses for the Police Department includes in the capital outlay account (521.6400) \$12,000 to replace the 2007 server which FDLE will not support for security reasons (i.e. it is too old); \$68,840 for two police vehicles; \$5,895 to replace an in-car camera; and \$176,969 to purchase P-25 compatible radios. Additionally \$25,000 (521.6200) is being requested to provide greater protection at the secure holding area for those detained in the Police Department.
6. Parking improvements are projected with \$2,000 (541.6300) budgeted to resurface the Ernest Kouwen-Hoven Riverside Park parking area and \$7,000 (545.6300) to increase the number of spaces in the Sixth Avenue parking lot.
7. The Protective Inspections portion of the budget includes replacing the existing pick-up truck at \$18,000 (524.6400).
8. The existing asphaltic portion of the walking path in Vincent Benevente Sunset Park is proposed to be replaced and extended in the amount of \$9,400 (541.7570).
9. Fifteen thousand dollars has been included in the budget to paint the mast arm signals (541.4600) at the Town's two major intersections.
10. Various other adjustments reflect the need to work toward replacing six sets of bunker gear at a cost of \$2,400 each (522.6400) with one set scheduled to be replaced this year. It is requested to replace the single-lined fuel tank at the Public Works garage with a double-lined tank at a cost of \$1,610 (541.6400) to avoid the need for a catchment area. Additional money in the amount of \$2,000 is included (541.4640) to address increased swale work.

Staff is available to provide clarification regarding any questions or concerns as they might relate to this document.

Attachment

TOWN OF INDIALANTIC

PROPOSED BUDGET

OCTOBER 1, 2016 - SEPTEMBER 30, 2017

INDIALANTIC TOWN COUNCIL

Dave Berkman, Mayor
Stuart Glass, Deputy Mayor
Dick Dunn, Councilmember
Randy Greer, Councilmember
Jill Hoffman, Councilmember

BUDGET AND FINANCE COMMITTEE

Karen Turja, Chairperson
Vince Benevente, Member
Bruce Bogert, Member
Mike Melhado, Member
Lorraine Schulte, Member

Christopher W. Chinault, Town Manager
Jennifer Small, Finance Director

**2016/2017 BUDGET
Personnel Schedule**

Department	Position Classification	15/16 Current	New	16/17 Total
Administrative	Town Manager	1	0	1
	Town Clerk	1	0	1
	Finance Director	1	0	1
Police	Police Chief	1	0	1
	Office Manager	1	0	1
	Police Sergeant	3	0	3
	Police Officer	6	0	6
	Police Detective	1	0	1
	Administrative Assistant (Records Clerk)	0	0	0
	Senior Communications Officer	1	0	1
	Communications Officer	3	0	3
	Communications Officer (PT)	4	0	4
	School Crossing Guard (PT)	1	0	1
	Fire	Fire Chief	1	0
Fire Fighter/Paramedic		3	0	3
Fire Fighter/EMT		3	0	3
Fire Fighter (Volunteer)		18	0	18
Protective Inspection	Building Official/Code Enforcement	1	0	1
Public Works	Public Works Director	1	0	1
	Maintenance Worker II	1	0	1
	Maintenance Worker I	3	0	3
	Maintenance Worker (PT)	1	0	1
	Administrative Assistant	1	0	1
	Parking Enforcement (PT)	4	0	4
Total Full Time		33	0	33
Total Part Time		10	0	10
Total Volunteer		<u>18</u>	<u>0</u>	<u>18</u>
Total		61	0	61

TOWN OF INDIALANTIC
BUDGET PREPARATION AND ADOPTION SCHEDULE
FISCAL YEAR 2016/2017

MAY

- 31 Proposed budgets submitted by Department Heads

JUNE

- 2 Budget and Finance Committee meeting
- 30 Certification of taxable value by Property Appraiser (form 420)

JULY

- 12 Budget and Finance Committee meeting
- 13 Town Council meeting - set proposed millage rate
- 14 Notification to Property Appraiser of the proposed millage rate, rolled-back rate, and date, time and place of the tentative budget hearing (DR 420)

AUGUST

- 10 Town Council budget workshop – 6:00 p.m.
- NLT 24 Property Appraiser mails notice of proposed property taxes (DR 474 trim notice)

SEPTEMBER

- 7 First tentative budget and millage rate public hearing (7:00 p.m.)
- 16 Advertise the tentative budget and millage rate
- 21 Second public hearing - adopt final millage and budget (5:30 p.m.)
- 22 Mail copy of millage resolution to Property Appraiser

After the value adjustment board Property Appraiser delivers form DR 422 (final adjusted tax roll)

Within 3 days of the above Complete and certify form DR 422 and deliver to Property Appraiser

OCTOBER

- 21 Complete and submit form DR 487 with TRIM compliance package within 30 days following the final budget hearing

FUNDS

The Town's operating budget is divided into different funds. Each fund is considered a separate accounting entity with resources allocated based on the purposes for which they are to be used. In effect, the Town has several distinct budgets which must be balanced separately within the one operating budget. The Town's funds are:

General Fund - This fund is the general operating fund of the Town. All general tax revenues and other revenues that are not allocated by law or contractual agreement to another fund are received into the general fund. General operating expenditures, fixed charges and capital improvement costs that are not paid through other funds are paid from the general fund.

Debt Service Fund - This fund is used to account for the accumulation of resources for, and the payment of, principal and interest on general long-term debt, other than bonds payable from the operations of enterprise funds.

Enterprise Fund - This fund is used to account for operations that provide service to citizens, financed primarily by a user charge. The net income is measured on a periodic basis and deemed appropriate for capital maintenance, public policy, management control, accountability or other purposes.

Trust and Agency Funds - These funds are used to account for assets held by the Town as trustee or agent for individuals, private organizations, other governmental units and/or other funds.

Special Investigative Trust Fund - Monies seized by law enforcement officers in connection with drug activities pursuant to Florida statutes.

REVENUE SOURCES

The Town's municipal revenues are utilized to pay for the services provided to its citizens.

Revenues collected by the Town are ad valorem taxes, municipal utility taxes, franchise fees, user fees, intergovernmental revenues, local option taxes, occupational license taxes, fines and forfeitures, investment income, contributions and donations, miscellaneous revenue, assessments and grants. A general description of each follows:

Ad Valorem Property Taxes - The property tax is the only local tax source authorized by the Constitution of the State of Florida and it is capped at 10 mills. The property tax is based on the value of real and personal property. The value of residential property represents only the value of the real estate, which includes buildings and improvement; while commercial property includes these values in addition to all relevant personal property. Example: If the single family median taxable value is \$132,000 the number should be multiplied by 6.5835 mills, then divided by 1,000 to reach the Town ad valorem tax amount - \$869.02.

Municipal Utility Taxes - The municipal utility tax is levied by the municipality on specific utility services and collected by the utility provider through the utility bill, even if the provider is the municipality itself. The Communications Services Tax (also referred to as Telecommunications Tax) has replaced utility taxes on telephone service and cable providers.

Franchise Fees - The franchise fee is levied on a company or utility for the privilege of doing business within the municipality's jurisdiction and/or for utilizing municipal rights-of-way to do business. The Communications Services Tax (also referred to as Telecommunications Tax) has replaced franchise fees from telephone and cable television service providers.

User Fees - User fees are voluntary payments based on direct, measurable consumption of publicly provided goods and services.

Intergovernmental Revenues - These revenues are collected by one government, typically the State, and shared with other governmental units. State-shared revenue programs require the local government to meet specific conditions in order to receive such monies and to spend the monies for specific purposes.

Local Option Taxes - These taxes may only be levied in those municipalities where statutory requirements for their imposition have been met. The Town receives local option gasoline taxes and infrastructure sales tax under this option.

Business Tax Receipts - The business tax is levied for the privilege of engaging in or managing any business, profession or occupation within the jurisdiction of the Town.

Fines and Forfeitures - These receipts are collected from fines and penalties imposed for the commission of statutory offenses, violation of lawful administrative rules and regulations, and for neglect of official duty.

Investment Income - Investment income is derived from the investment of cash receipts and idle funds through cash management.

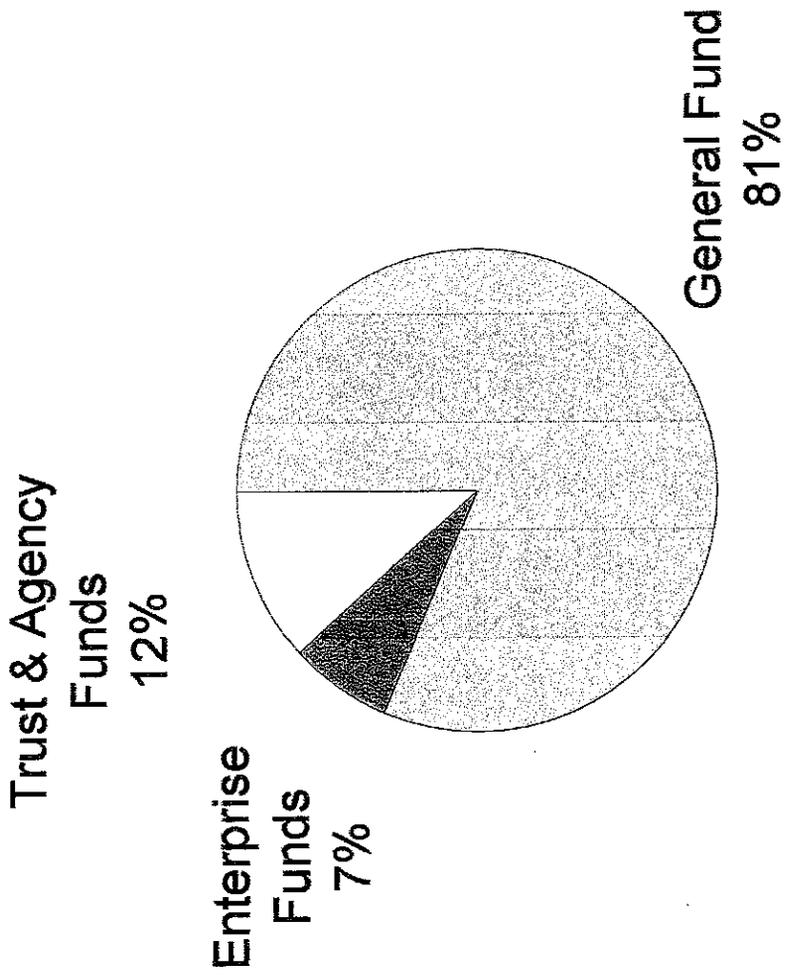
Contributions and Donations - Monies received from various sources such as gifts, pledges, requests or grants from non-governmental entities.

Assessment - Revenue generated for certain public improvements authorized by Section 170.01, Florida Statutes which is levied on individual property based on benefit.

Grant - Revenues received by various entities to fund in full or in part certain projects.

Miscellaneous Revenue - Miscellaneous revenues may be received from a variety of other non-designated sources that do not fit any of the aforementioned categories.

16/17 BUDGET SUMMARY

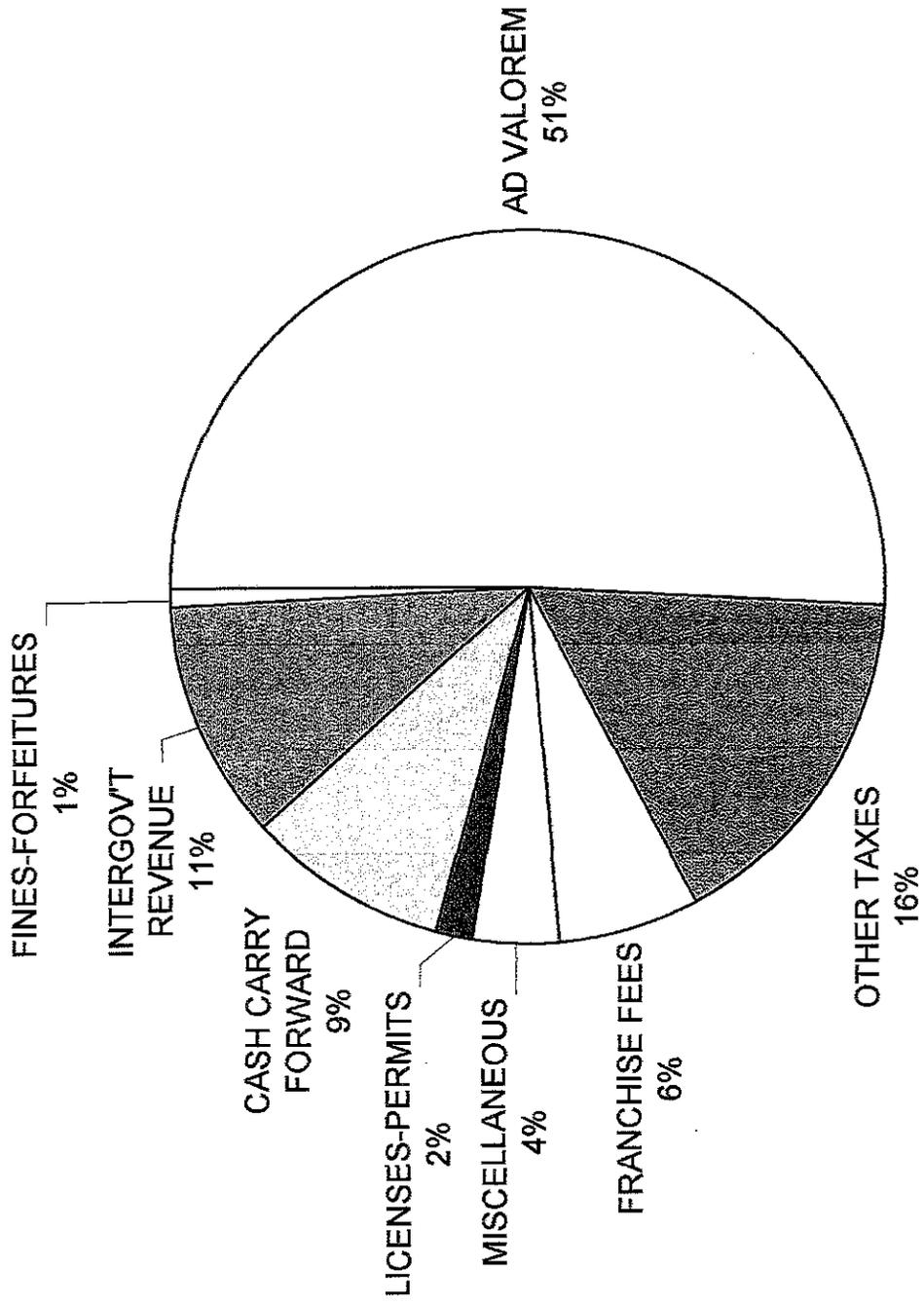


2016/2017 BUDGET BY DEPARTMENT

GENERAL FUND					
Department	Personnel	Operating	Capital	Transfer/Reserve	Total
Town Council	12,918	1,610	-	-	14,528
Administration	258,364	12,020	-	-	270,384
Professional Services	-	81,874	-	-	81,874
Other General Services	1,000	234,458	-	50,000	285,458
Law Enforcement	1,235,192	107,517	290,704	-	1,633,413
Fire Control	651,039	63,125	138,394	-	852,558
Protective Inspection	121,595	5,705	18,000	-	145,300
Roads, Streets, Parks	254,753	204,865	308,610	-	768,228
Recreation/Beautification	-	35,446	-	-	35,446
Capital Improvement	-	-	25,000	-	25,000
TOTAL GENERAL FUND	2,534,861	746,620	780,708	50,000	4,112,189
ENTERPRISE FUND					
Department	Personnel	Operating	Capital	Transfer	Total
Enterprise 1	75,260	182,793	7,000	5,289	270,342
Enterprise 2	18,814	61,946	-	-	80,760
TOTAL	94,074	244,739	7,000	5,289	351,102
TRUST AND AGENCY FUNDS					
Department	Personnel	Operating	Capital	Transfer	Total
Pension Trust Funds	-	583,070	-	-	583,070
Special Investigative Trust	-	1,000	-	-	1,000
TOTAL	-	584,070	-	-	584,070
TOTAL ALL FUNDS					
	2,628,935	1,575,429	787,708	55,289	5,047,361

GENERAL FUND

2016-2017
REVENUES



REVENUES

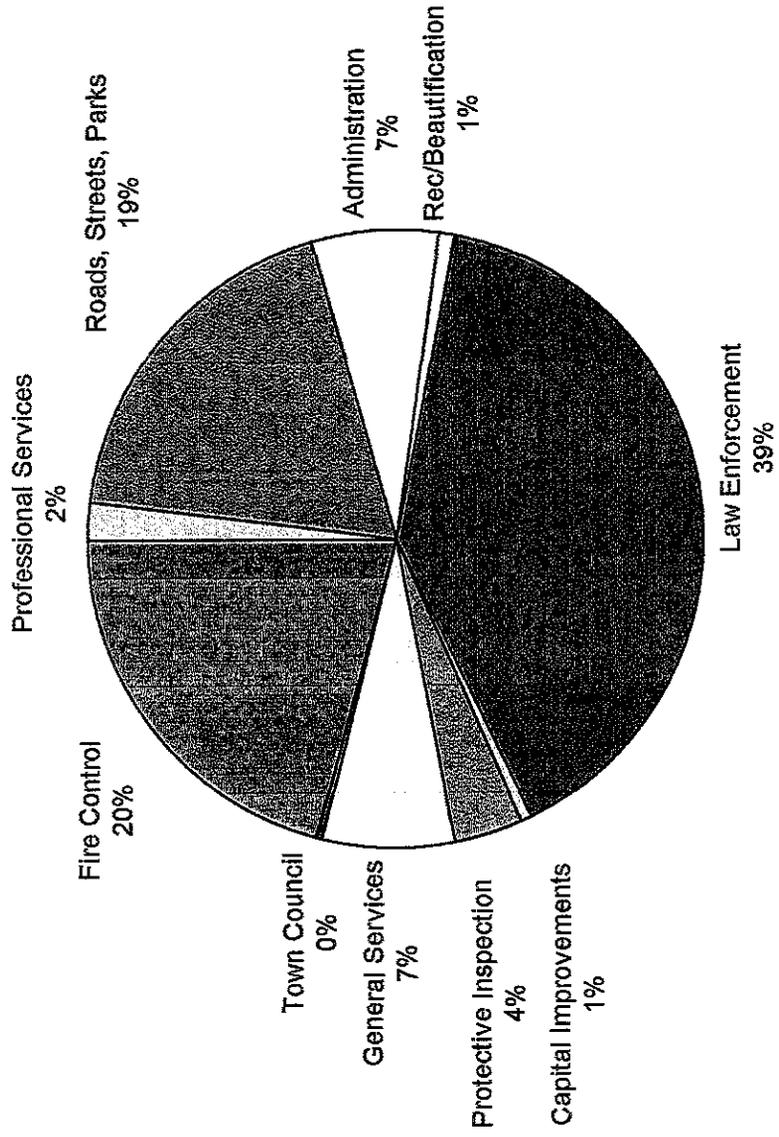
GENERAL FUND		15-16	16-17
ACCT	TAXES	ADOPTED	PROPOSED
311.1000	Ad Valorem Taxes	2,013,918	2,088,880
312.4000	Local Option Gas Tax	84,000	99,000
312.5100	Fire Insurance Premium Tax (Pension)	42,000	43,538
312.5200	Casualty Insurance Premium Tax (Pension)	38,000	37,734
323.1000	Electric Franchise Fee	188,000	207,500
323.7000	Solid Waste Franchise Fee	47,000	50,000
314.1000	Electric Utility Tax	243,000	260,000
314.3000	Water Utility Tax	53,000	59,000
314.4000	Gas Utility Tax	10,000	10,000
323.3200	Telecommunications Tax	168,000	165,000
	Total Taxes	2,886,918	3,020,652
	LICENSES-PERMITS		
316.0000	Business Tax	30,070	30,070
322.1000	Building Permits	33,000	35,000
	Total Licenses & Permits	63,070	65,070
	INTERGOVERNMENTAL REVENUE		
335.1200	State Revenue Sharing Proceeds	77,000	78,000
335.1500	Alcoholic Beverage Licenses	4,000	3,800
335.1800	Local Government Half-Cent Sales Tax	134,000	154,000
338.1100	County Business Tax	500	1,000
338.1300	Local Law Enforcement Grant	1,000	1,000
338.1400	FEMA Firefighter Assistance grant-radios	82,454	82,454
338-1410	Firefighter Assistanance grant-breathing apparatus	-	46,740
338.1510	Lily Park Drainage Grant	48,000	65,500
338.1600	FDOT Maintenance	6,772	6,772
338.1610	FDOT Signal Maintenance	6,688	6,688
	Total Intergovernmental	360,414	445,954

REVENUES

ACCT	GENERAL FUND	15-16 ADOPTED	16-17 PROPOSED
	SERVICE CHARGES		
341.2000	Variance Fees	675	675
341.4000	Copying	300	400
	Total Charges for Services	975	1,075
	FINES-FORFEITURES		
351.1000	Judgments and Fines	28,000	26,000
351.2000	Surplus Property	1,000	1,000
351.3000	Police Education Fund	3,000	2,500
	Total Fines & Forfeitures	32,000	29,500
	MISCELLANEOUS		
366.1000	Miscellaneous Income	24,771	26,388
369.2000	Harris Recycling	3,500	3,500
382.1000	Contributions - Enterprise Operations	120,745	124,204
382.4000	Witch Way 5k	15,000	15,000
382.5000	Pavers	1,000	1,000
382.6000	Holiday lights	1,700	-
387.0035	Cash Carry Forward	52,669	379,846
	Total Miscellaneous	219,385	549,938
	TOTAL GENERAL FUND	3,562,762	4,112,189

GENERAL FUND EXPENDITURES 2016/2017

BY DEPARTMENT



EXPENDITURES

SUMMARY			
ACCT	NAME	15-16	16-17
		ADOPTED	PROPOSED
514	Professional Services	64,486	81,874
541	Roads, Streets, Parks	689,596	768,228
513	Administration	295,321	270,384
572	Rec/Beautification	41,617	35,446
521	Law Enforcement	1,316,310	1,633,413
590	Capital Improvements	30,100	25,000
524	Protective Inspection	122,741	145,300
519	General Services	193,810	285,458
511	Town Council	14,528	14,528
522	Fire Control	794,253	852,558
	TOTAL	3,562,762	4,112,189

EXPENDITURES

GENERAL FUND			
TOWN COUNCIL		15-16	16-17
ACCT.	NAME	ADOPTED	PROPOSED
511.1200	Council Compensation	12,000	12,000
511.2100	Fica	918	918
	Subtotal	12,918	12,918
511.4000	Functions/Travel	1,510	1,510
511.5100	Photos/Plaques	100	100
	Subtotal	1,610	1,610
	TOTAL	14,528	14,528

ADMINISTRATION

This Department is responsible for the day-to-day operation of the Town and provides a central point of contact for the public. Administration coordinates the financial operation of the Town, administers the merit pay system, processes payroll and benefits, administers the Town's Personnel/Civil Service Manual, supervises municipal elections, updates the Code of Ordinances and is custodian of the Town's official records.

Administration also issues business tax receipts, publishes the quarterly newsletter and provides current information for the Town's website. In addition, the Department provides administrative support for the Town Council, Boards and Committees and other departments.

Personnel consist of the Town Manager, Town Clerk and Finance Director.

FY-17 Personnel Related	\$ <u>258,364</u>
Operating	\$ <u>12,020</u>
Capital	\$ _____
TOTAL	\$ <u>270,384</u>

EXPENDITURES

GENERAL FUND			
		ADMINISTRATION	
ACCT.	NAME	15-16 ADOPTED	16-17 PROPOSED
513.1200	Salaries	211,400	194,547
513.1400	Overtime	500	500
513.2100	Fica	16,210	14,883
513.2200	Retirement	21,298	21,919
513.2300	Life/Health Insurance	35,240	25,646
513.2400	Workers' Comp	529	869
	Subtotal	285,177	258,364
513.4000	Functions/Travel	2,100	2,100
513.4100	Telephone	2,300	2,628
513.4600	Equipment Maintenance	400	400
513.4650	Computer Maintenance	800	800
513.4700	Printing	500	500
513.5100	Office Supplies	2,500	3,746
513.5400	Dues/Memberships	1,544	1,846
	Subtotal	10,144	12,020
	TOTAL	295,321	270,384

EXPENDITURES

GENERAL FUND			
	PROFESSIONAL SERVICES		
ACCT.	NAME	15-16 ADOPTED	16-17 PROPOSED
	LEGAL SERVICES		
514.3100	Legal Fees	22,861	40,000
514.3110	Labor Attorney	7,500	2,500
	Subtotal	30,361	42,500
	ENGINEERING SERVICES		
552.3100	Professional Services	5,300	3,549
	Subtotal	5,300	3,549
	FINANCIAL MANAGEMENT		
513.3200	Audit	14,625	19,125
513.3210	Professional Services	900	3,000
513.3220	Bookkeeping	8,600	9,000
516-3110	Web maintenance	1,200	1,200
	Subtotal	25,325	32,325
	PLANNING SERVICES		
515.3100	Professional Services	1,000	1,000
515.3110	Comprehensive Plan	2,500	2,500
	Subtotal	3,500	3,500
	TOTAL	64,486	81,874

EXPENDITURES

GENERAL FUND			
OTHER GENERAL GOVERNMENT SERVICES			
ACCT.	NAME	15-16 ADOPTED	16-17 PROPOSED
519.1200	Personnel Related Expenses	-	-
519.2500	Unemployment	1,000	1,000
	Subtotal	1,000	1,000
519.4100	Postage	3,500	3,500
519.4110	United Parcel Service	1,600	1,700
519.4310	Electricity	5,700	5,700
519.4315	Water/Sewer	610	843
519.4500	Insurance	84,000	116,685
519.4610	Safety Committee - repairs/mainten	200	200
519.4620	Building cleaning/maintenance	2,600	2,400
519.4650	Computer maintenance	800	1,000
519.4700	Newsletter	3,200	3,350
519.4710	Codification	200	400
519.5500	Training/Education	1,400	4,499
519.4930	Election Expense	4,050	400
519.4950	Legal Notices	6,000	5,000
519.5200	Copier Expense	2,700	2,500
519.5210	Maintenance Supplies	650	650
519.5220	Computer Supplies	1,200	1,200
519.5400	Books/Subscriptions/Dues	1,400	1,400
	Subtotal	119,810	151,427
519.5500	Contingency	-	83,031
	Subtotal		83,031
519.9000	Reserve	73,000	50,000
	fire truck - 50,000		
	Subtotal		50,000
	TOTAL	193,810	285,458

POLICE DEPARTMENT

The Indialantic Police Department is a full time operation, providing police and dispatch services 24 hours a day, 365 days a year. In calendar year 2015 the Department recorded 3,713 calls for service.

The Department consists of 16 full time employees and 5 part-time employees. Sworn law enforcement personnel include the Chief of Police, 3 Sergeants, 1 Detective and 6 Patrol officers. The Communications Center includes 1 Senior Communications Officer, 3 Communications Officers, and 4 part-time Communications Officers. The Office Manager (records, property and evidence) and 1 part-time School Crossing Guard complete the compliment of employees.

The vehicle fleet includes 4 marked police sedans, 1 marked supervisor vehicle (SUV), 1 unmarked detective vehicle, 1 unmarked vehicle for the Chief of Police and 2 police bicycles. Combined patrol mileage for the last year was approximately 60,000 miles.

The Police Department is responsible for providing the following services:

- Response to calls for police services
- Enforcement of applicable federal, state and local laws
- Investigation of criminal activity
- Traffic enforcement and control
- Crime prevention and public education programs
- Dispatch services for police, fire and public works

Other services provided by the Police Department include vacation house checks, child I.D. and fingerprinting, home and business security surveys, crime prevention and neighborhood watch programs, elderly well-being program, personal property identification and recording program.

*Calendar year	2010	2011	2012	2013	2014	2015
Arrests	539	351	332	402	329	359
Traffic Citations	2,819	2,917	2,027	2,447	1,803	1,587
Warnings	1,368	1,388	1,298	1,714	1,285	1,179
Sexual Battery	1	1	0	0	0	2
Burglary	23	13	8	19	11	15
Robbery	1	1	2	0	2	1
Assault/battery	26	23	27	23	31	24
Larceny	82	56	62	42	65	59
Auto Theft	0	3	5	2	1	4
Vandalism	16	19	10	5	12	10
Arson	0	0	0	0	0	0
Narcotics	52	28	61	97	66	60
DUI	30	32	25	34	32	33
Alarms	198	147	157	171	191	203
Traffic Crashes	149	151	155	130	162	179
Disturbances	150	137	169	129	146	193
Total Calls	4,052	3,672	3,471	3,261	3,376	3,713

FY-17 Personnel Related	\$ 1,235,192
Operating	\$ 107,517
Capital	\$ 290,704
TOTAL	\$ 1,633,413

EXPENDITURES

GENERAL FUND			
		LAW ENFORCEMENT	
ACCT.	NAME	15-16 ADOPTED	16-17 PROPOSED
521.1200	Salaries	713,875	720,831
521.1210	Part-time salaries	16,000	16,000
521.1220	Holiday	36,000	36,000
521.1230	Crossing Guard	9,547	10,676
521.1400	Overtime	52,000	53,000
521.1500	Special Pay (Incentive)	10,940	12,360
521.2100	Fica	64,134	64,712
521.2200	Retirement- General	16,857	20,545
521.2210	Retirement - Police/Fire Town	83,161	85,314
	State	37,734	37,734
521.2300	Life/Health Insurance	120,235	132,907
521.2400	Workers' Comp.	35,830	45,113
	Subtotal	1,196,313	1,235,192
521.3100	Medical	500	500
521.4100	Telephone	5,300	4,500
521.4110	800 MHZ. lines	5,832	5,832
521.4120	800 MHZ. Maintenance	4,000	4,000
521.4310	Electricity	5,600	5,600
521.4315	Water/sewer	600	704
521.4600	Communication Maintenance	5,685	5,831
521.4610	Equipment Maintenance	2,500	2,500
521.4620	Building Cleaning/Maintenance	100	100
521.4630	Vehicle Maintenance	11,500	13,000
521.4650	Computer Maintenance	18,300	18,200
521.4700	Printing	750	750
521.5500	Training	8,000	8,000
521.5100	Office Supplies/copier	2,200	2,200
521.5200	Operating Supplies	4,000	4,000
521.5201	Vehicle Fuel	22,000	18,000
521.5210	Uniforms	7,200	7,200
521.5230	Investigative Expenses	2,500	2,500
521.5240	Photographs	100	100
521.5250	Crime Watch Program	200	200
521.5260	Other Equipment	4,500	3,000
521.5400	Memberships	735	800
	Subtotal	112,102	107,517
521.6200	Security Wall	5,895	25,000
521.6400	Capital	5,895	263,704
	(in car camera - 5,895		
	2 vehicles - 34,420 each		
	P-25 radio replacement 176,969		
	computer server - 12,000)		
521.6420	Law Enf. Grant	2,000	2,000
	Subtotal	7,895	290,704
	TOTAL	1,316,310	1,633,413

FIRE RESCUE

The Department of Fire Rescue, established January 18, 1966, is a combination department consisting of seven (7) paid firefighters including the Fire Chief and eighteen (18) volunteer firefighters.

The firehouse is manned 24 hours a day, seven days a week with one (1) Firefighter/Paramedic and one (1) Firefighter/EMT and a reserve of eighteen (18) on-call volunteer firefighters. The Fire Chief is on duty 7:00 am. to 4:00 pm. Monday thru Friday and on call after hours. Most of the career firefighters are certified by the state of Florida as Fire Safety Inspectors and are therefore authorized to conduct fire and life safety inspections on commercial and multi-residential properties in accordance with Florida Statute 633.216.

The Departments equipment consists of one (1) pumper; one (1) 75 ft. aerial ladder truck, one (1) squad, which carries water rescue equipment; one (1) jet ski; one (1) four-wheel drive all-terrain vehicle used for beach rescue; one (1) staff vehicle and one (1) fourteen foot enclosed trailer that houses rescue and recovery tools and equipment.

The Department of Fire Rescue proudly provides fire suppression, advanced life support emergency medical services, water rescue both in the Indian River Lagoon and the Atlantic Ocean, commercial fire safety inspections, free home fire surveys and free blood pressure testing. The fire station is a designated Safe Place for Children, a Safe Baby Point and a community sharps drop-off point.

The Department also provides support to the Witch-Way 5K race, the Town's annual Halloween Party, Holiday Tree Lighting Ceremony, Easter Egg Hunt as well as driving Santa around the Town on Christmas Eve.

	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15
Building Fires	9	4	14	7	1	3	6
Vehicle Fires	1	2	0	1	3	1	0
Other Fires	78	34	182	95	4	5	8
Rescue Calls	825	964	843	733	557	238	305
Water Rescues						7	5
Vehicle Accidents							37
Hazardous Condition Calls	0	0	29	20	8	11	31
False Alarms					26	22	67
Good Intent							6
Fire Safety Inspections					254	282	233
Assist Other Agency							58
Hydrant Inspections							91
Other Type Incidents					14	370	68
Total Calls	913	1004	1068	856	867	932	915

FY-17 Personnel Related	\$ 651,039
Operating	\$ 63,125
Capitol	\$ 138,394
TOTAL	<u>\$ 852,558</u>

EXPENDITURES

GENERAL FUND		15-16	16-17
ACCT.	NAME	ADOPTED	PROPOSED
	FIRE RESCUE		
522.1200	Full time Salaries	319,320	324,977
522.1400	Overtime/Holiday/FSLA	75,000	75,000
522.1500	Special Pay (Incentive)	11,920	16,420
522.2100	Fica	31,077	30,707
522.2200	Retirement - Police/Fire - Town	50,170	59,246
	State	43,538	43,538
522.2300	Life/Health Insurance	58,720	55,377
522.2400	Workers' Comp	29,244	45,774
	Subtotal	618,989	651,039
522.3100	Medical Supplies/Equipment	4,800	4,800
522.3110	Infection control	325	325
522.3120	Physicals/Immunizations	3,000	3,000
522.3410	Volunteers	4,400	4,400
522.4100	Telephone	750	750
522.4120	800 MHZ. Maintenance	3,745	3,000
522.4310	Electricity	6,000	5,800
522.4315	Water/Sewer	1,700	1,700
522.4600	Communications Maintenance	2,700	2,700
522.4610	Equipment Maintenance	4,500	4,800
522.4620	Building Maintenance	5,000	4,000
522.4630	Vehicle Maintenance	8,000	8,000
522.4650	Computer Maintenance	600	500
522.5500	Training	2,800	2,800
522.5100	Office Supplies	600	600
522.5200	Operating Supplies	5,000	6,000
522.5201	Vehicle Fuel	6,500	6,000
522.5210	Uniforms	2,500	2,500
522.5400	Books/Subscriptions/Dues	550	550
522.5410	License/permits ALS	2,000	900
	Subtotal	65,470	63,125
522.6400	Capital	109,794	138,394
	bunker gear - 2,400		
	P-25 radios - 86,794		
	breathing air compressor - 49,200		
	Subtotal	109,794	138,394
	TOTAL	794,253	852,558

PROTECTIVE INSPECTION

Protective Inspection includes the building and code enforcement programs for the Town, more commonly referred to as the building department. The building department is administered by the building official. The building official is responsible for administration and enforcement of the Florida Building Code and the Town codes and ordinances regulating building construction activities. This is accomplished through the building permitting and inspections process. The building official also acts as the Town's code enforcement officer, as prescribed by Florida Statute Chapter 162 and the Town code of ordinances. The building official participates in the Town's Technical Review Committee (TRC), which reviews site plan applications, and attends the Town's Zoning and Planning Board, Board of Adjustment and Code Enforcement Board meetings.

Expenditures include funding for the building department office expenses, purchase of code books, training and associated travel expenses, building department vehicle, fuel and maintenance, and department uniforms. These expenses are partially offset by the collection of permit fee revenues. The table below lists data consisting of historical figures of building department activity:

	FY-11	FY-12	FY-13	FY-14	FY-15
No. of permits issued	286	367	353	417	428
Total construction value	3.0m	7.75m	4.53m	6.64m	9.74m
New single family residences	2	6	5	9	5
New commercial buildings	0	0	0	0	0
New multi-family buildings	0	0	1	1	1

FY-17 Personnel Related	\$ <u>121,595</u>
Operating	\$ <u>5,705</u>
Capital	\$ <u>18,000</u>
TOTAL	\$ <u>145,300</u>

EXPENDITURES

GENERAL FUND		15-16	16-17
ACCT.	PROTECTIVE INSPECTION NAME	ADOPTED	PROPOSED
524.1200	Salaries	89,529	91,500
524.1400	Overtime	-	-
524.2100	Fica	6,849	7,000
524.2200	Retirement	9,078	11,492
524.2300	Life/Health Insurance	9,663	8,759
524.2400	Workers' Comp	1,817	2,844
	Subtotal	116,936	121,595
524.4100	Telephone	680	680
524.4110	Postage	525	525
524.4630	Vehicle Maintenance	300	400
524.4650	Computer Maintenance	200	150
524.4700	Printing	100	100
524.5500	Training/Education	1,200	1,400
524.4910	Radon gas - state	500	500
524.5100	Office Supplies	450	450
524.5200	Operating Supplies	200	200
524.5201	Vehicle Fuel	950	500
524.5210	Uniforms	200	200
524.5400	Publications	500	600
	Subtotal	5,805	5,705
524.6400	Capital (pick-up truck)	-	18,000
	Subtotal		18,000
	TOTAL	122,741	145,300

PUBLIC WORKS DEPARTMENT

The Department of Public Works is assigned responsibility to maintain 18.1 miles of Town streets, curbs along portions of streets, sidewalks, a closed and open drainage system, public buildings and grounds, and Town parks. Town personnel patch streets as needed, recommend streets for the annual resurfacing effort and maintain all traffic related signs on Town streets. Assistance is provided through contract services for street resurfacing, removing material from storm sewer inlets, mowing, pest control of certain areas, replacing stormwater pipes, street sweeping, and maintaining building systems.

The Town contracts with Brevard County government to maintain traffic signals and with the Florida Department of Transportation (FDOT) enabling the Town to be compensated for maintaining FDOT rights-of-way other than the driving surface.

The Town has the following park properties: Dewey, Douglas, Gus Carey, Indialantic Ocean Beach, Indian River, Lily, Nance, Orlando, Ernest Kouwen-Hoven Riverside, Sea Park, Sunrise, Vincent Benevente Sunset, Tradewinds, Wavecrest, and Wavecrest Extended. The parks differ in terms of amenities that are provided and the level of care that is required. Additionally, the Town has 440 metered parking spaces.

Staffing is provided as follows: Director, Maintenance Worker II (1), Maintenance Worker I (3), part-time Maintenance Worker I (1), Administrative Assistant, and (3) part-time parking enforcement specialists, some positions are necessitated for Enterprise Fund operations.

The department provides required management over the two enterprise funds that address activities at Indialantic Ocean Beach, Nance, Sea (aka Tampa Avenue), and Sunrise parks. The management of the enterprise fund facilities requires personnel to be available to perform a multitude of duties including cleaning restrooms; emptying trash containers; removing litter; maintaining vegetation, facilities, and equipment; and enforcing parking regulations in the parks.

The department functions with the following vehicles/major equipment: four pick-up trucks, dump truck, two golf carts, tractor, and loader.

FY-17 Personnel Related	\$ <u>254,753</u>
Operating	\$ <u>204,865</u>
Capital	\$ <u>308,610</u>
TOTAL	\$ <u>768,228</u>

EXPENDITURES

GENERAL FUND		15-16	16-17
ACCT.	NAME	ADOPTED	PROPOSED
	PUBLIC WORKS		
541.1200	Salaries	145,383	151,327
541.1210	Part time salaries	8,200	13,235
541.1400	Overtime	1,000	1,000
541.2100	Fica	11,826	12,589
541.2200	Retirement	14,742	19,007
541.2300	Life/Health Insurance	30,856	34,800
541.2400	Workers' Comp	14,567	22,795
	Subtotal	226,574	254,753
541.3100	Contractual services/street swee	8,000	11,250
541.3110	Engineering	10,000	20,000
541.4100	Telephone	600	550
541.4300	Street/Traffic Lights	51,000	55,600
541.4310	Electricity	1,800	2,100
541.4315	Water/Sewer	640	640
541.4400	Equipment Rental	150	150
541.4600	Traffic Signal Maintenance	3,000	17,700
541.4610	Equipment Repairs	5,000	5,000
541.4615	Generator Maintenance	1,000	1,000
541.4620	Bldg/Grounds Maintenance	6,000	6,000
541.4630	Right-of-way Maintenance	3,500	3,500
541.4640	Street drainage maintenance	9,000	11,000
541.4650	Computer maintenance	1,100	500
541.5500	Training	1,000	1,500
541.5200	Operating Supplies	5,200	6,000
541.5201	Gas & Diesel Fuel	7,500	5,500
541.5210	Uniforms	1,300	1,300
541.5220	Small Tools	900	900
541.5230	Sign Materials	3,000	2,500
541.5240	Lawn Maintenance Equipment	600	600
541.5241	Solid waste	200	200
541.5260	Other Equipment	500	500
	Subtotal	120,990	153,990
541.6300	Street Improvements	42,000	48,000
541.6310	Street Drainage	50,000	60,000
541.6315	Lily Park Drainage	121,000	157,000
541.6320	Sidewalks	39,500	39,500
541.6400	Capital	50,308	4,110
	work platform - 2,500		
	fuel tank - 1,610		
	Subtotal	302,808	308,610

EXPENDITURES

GENERAL FUND			
		15-16	16-17
ACCT.	NAME	ADOPTED	ADOPTED
	PUBLIC WORKS		
541.7500	Orlando Park	8,400	7,850
541.7510	Douglas Park	3,742	3,350
541.7520	Riverside Park	4,426	4,850
541.7530	Lily Park	2,476	1,270
541.7540	Gus Carey Park	400	1,235
541.7550	Dewey Park	350	110
541.7560	Wavecrest Park	1,190	900
541.7570	Sunset Park	400	10,635
541.7580	Town Hall Maintenance	2,980	2,190
541.7590	Causeway Maintenance	2,700	5,700
541.7600	Equipment Repair/Replacement	4,000	4,000
541.7601	Plant replacement	500	750
541.7610	Mulch	2,500	2,000
541.7620	Tradewinds Park	360	1,235
541.7630	5th Ave. Median Maintenance	4,800	4,800
	Subtotal	39,224	50,875
	TOTAL	689,596	768,228

EXPENDITURES

GENERAL FUND			
RECREATION/BEAUTIFICATION			
ACCT.	NAME	15-16 ADOPTED	16-17 PROPOSED
572.4400	Holiday Lighting	5,500	5,500
572.4810	Halloween Party	3,348	4,000
572.4820	Heritage Committee	600	600
572.4900	Recreation Events	2,000	2,000
	Subtotal	11,448	12,100
572.9200	Parks projects	14,169	7,346
572.9300	Witch Way 5k	15,000	15,000
572.9400	Pavers	1,000	1,000
	Subtotal	30,169	23,346
	TOTAL	41,617	35,446

EXPENDITURES

GENERAL FUND			
	CAPITAL IMPROVEMENTS		
ACCT.	NAME	15-16 ADOPTED	16-17 PROPOSED
590.1000	Buildings and equipment	30,100	25,000
	Total	30,100	25,000

ENTERPRISE FUNDS

ACCT #	ENTERPRISE 1 NAME	15-16 ADOPTED	16-17 PROPOSED
REVENUE			
329.1001	Permits	10,400	13,300
344.5001	Meter Revenue	199,000	204,000
359.1001	Parking Fines	50,600	51,700
361.1001	Interest	100	100
361.3001	Miscellaneous income	250	1,242
	TOTAL	260,350	270,342
GENERAL EXPENSES			
545.1200	Full time salaries	33,550	34,608
545.1210	Part time salaries	15,000	14,000
545.1500	Personnel related expenses	0	0
545.2100	Fica	3,714	3,719
545.2200	Retirement	3,402	4,347
545.2300	Life/health insurance	11,090	15,632
545.2400	Workers' Comp	2,858	2,954
	Subtotal	69,614	75,260
545.3100	Engineering	400	400
545.3200	Audit	3,900	4,100
545.3210	Accounting Service	1,000	1,000
545.3400	Charge for Services	96,596	99,363
545.3410	Lifeguards	30,040	30,040
545.3420	Computer Maintenance	2,700	2,600
545.4110	UPS	300	250
545.4400	Equipment Rental	200	100
545.4500	Liability insurance	6,840	6,840
545.4700	Printing	600	600
545.5500	Training	150	200
545.4950	Legal ads	700	600
545.5100	Office Supplies	400	300
545.5200	Operating Supplies	4,000	3,500
545.5201	Vehicle fuel	1,800	1,500
545.5210	Uniforms	300	500
545.5240	Other equipment	200	200
	Subtotal	150,126	152,093
METER ENFORCEMENT			
545.4600	Meter repair/maintenance	11,000	10,000
545.4610	Vehicle repair/maintenance	1,200	1,300
	Subtotal	12,200	11,300
BEACHFRONT			
545.4310	Electricity	1,900	1,900
545.4320	Solid Waste	4,500	4,500
545.4620	Beachfront maintenance	2,500	2,000
545.4630	Beautification	200	200
545.4640	Park maintenance	1,500	2,000
545.4650	Boardwalk/crossover maintenance	100	100
545.5300	Street maintenance	1,000	1,000
545.5310	Signs	300	200
545.5400	Meter replacement	9,000	7,500
	Subtotal	21,000	19,400
CAPITAL EXPENSE			
545.6300	Increased parking spaces - (5) on 6th	0	7,000
545.9100	Enterprise 2 transfer	7,410	5,289
	Subtotal	7,410	12,289
	GRAND TOTAL	260,350	270,342

ACCT #	ENTERPRISE 2 NAME	15-16 ADOPTED	16-17 PROPOSED
REVENUE			
329.1002	Permits	2,600	3,432
344.5002	Meter Revenue	50,500	50,851
359.1002	Parking Fines	15,500	15,030
361.3002	Miscellaneous income	3,000	6,158
381.1000	Enterprise 1 Transfer	7,410	5,289
	TOTAL	79,010	80,760
GENERAL EXPENSES			
546.1200	Full time salaries	8,387	8,651
546.1210	Part time salaries	4,500	3,500
546.1500	Personnel related expenses	0	0
546.2100	Fica	986	930
546.2200	Retirement	850	1,086
546.2300	Life/health insurance	2,586	3,908
546.2400	Workers' Comp	717	739
	Subtotal	18,026	18,814
546.3100	Engineering	300	300
546.3200	Audit	975	1,025
546.3400	Charge for services	24,149	24,841
546.3410	Lifeguards	7,510	7,510
546.3420	Computer maintenance	700	675
546.4110	UPS	150	75
546.4500	Liability insurance	1,700	1,700
546.4700	Printing	150	175
546.4950	Legal ads	50	50
546.5100	Office supplies	50	50
546.5200	Operating supplies	2,800	2,700
546.5201	Vehicle fuel	500	500
546.5210	Uniforms	100	250
	Subtotal	39,134	39,851
METER ENFORCEMENT			
546.4600	Meter repair/maintenance	2,380	2,500
546.4610	Vehicle repair/maintenance	150	350
	Subtotal	2,530	2,850
PUBLIC WORKS			
546.4310	Electricity	1,200	1,275
546.4315	Water/sewer	4,800	4,800
546.4320	Solid waste	1,100	1,100
546.4620	Beachfront maintenance	200	100
546.4630	Beautification	100	100
546.4640	Park Maintenance	9,200	9,000
546.4650	Boardwalk/crossover maintenance	300	300
546.4660	Building Maintenance	500	750
546.5310	Signs	100	100
546.5400	Meter replacement	1,820	1,720
	Subtotal	19,320	19,245
CAPITAL EXPENSE			
		0	0
	Subtotal	0	0
	GRAND TOTAL	79,010	80,760

TRUST AND AGENCY FUNDS

PENSION FUNDS 16-17		ADOPTED 15-16 BUDGET	PROPOSED 16-17 BUDGET
REVENUES			
	Employee Contributions	77,398	72,146
	State Contributions	83,827	79,493
	Town Contributions	195,306	217,523
	Investment Earnings	500,000	213,908
	TOTAL	856,531	583,070
EXPENSES			
	Retirement Payments	163,684	166,135
	Disability Payments	167,360	169,760
	Administrative Fees	30,000	52,204
	Training/Education	1,000	2,000
	Funds available for reinvestment	494,487	192,971
	TOTAL	856,531	583,070

TRUST AND AGENCY FUNDS		
	ADOPTED 15-16 BUDGET	PROPOSED 16-17 BUDGET
SPECIAL INVESTIGATIVE FUND		
Revenues		
Forfeitures	1,000	1,000
Expenses		
Investigative equipment/supplies	1,000	1,000

Agenda Item VIII. B

SUBJECT: 2017 Art Show

Staff Report – Town of Indialantic

Meeting Date: July 13, 2016

Summary:

Council is being requested to approve the Art Show in Nance Park on March 18 and 19, 2017, for Art Craft Endeavors.

Council has indicated that no food vendors are allowed and any drink vendor can dispense only water.

Recommendation:

Council is being requested to authorize the Art Show for March 18 and 19, 2017, in Nance Park and indicate if it desires to relax any conditions with regard to food and drink vendors.

MOTION: Authorize the Art Show for March 18 and 19, 2017, in Nance Park and indicate if any conditions with regard to food and drink vendors should be relaxed.

Submitted by:



Joan Clark
Town Clerk

Approved for agenda:



Christopher W. Chinault
Town Manager

SUBJECT: Traffic Calming

Staff Report – Town of Indialantic

Meeting Date: July 13, 2016

Summary:

The Town’s consulting engineer, Scott Glaubitz, has explored various options concerning traffic calming. Mr. Glaubitz will be present at the Council’s July 13, 2016, meeting. Information is provided as follows:

	<u>Page</u>
❖ Traffic calming (miscellaneous information)	1
❖ Traffic calming options	2
❖ Third Ave. Speed Study (December 2008)	3
❖ Third Avenue Speed Survey Results	5
❖ Speed tables	7
❖ Speed table/Hump details	8
❖ Traffic Calming Information	9
❖ Brevard County government speed hump info. and procedure	12
❖ Federal Highway Administration traffic calming information	18

Inasmuch as there currently exists significant activity at the easternmost end of Third Avenue, Council may want to rent a traffic counter and explore the situation further once construction concludes.

Recommendation:

Rent a traffic counter and evaluate the traffic situation on Third Avenue once construction concludes at the easternmost end of Third Avenue.

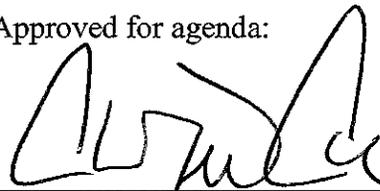
MOTION: Rent a traffic counter and evaluate the traffic situation on Third Avenue once construction concludes at the easternmost end of Third Avenue.

Submitted by:



Joan Clark
Town Clerk

Approved for agenda:



Christopher W. Chinault
Town Manager

Traffic Calming (miscellaneous information)

1. traffic calming: “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”
2. Objectives
 - a. to reduce vehicular speeds
 - b. to promote safe and pleasant conditions for motorists, bicyclists, pedestrians, and residents
 - c. to improve the livability of neighborhood streets
 - d. to discourage use of residential streets by non-residents using the street as a cut-through
3. Criteria is usually determined by speed and volume of traffic
4. If the subject street is the only access to a cul-de-sac or side street at least 50% of those residents must approve of the hump.
5. Speed humps are a British invention that migrated to the United States in the sixties. Estimated cost per hump in 2009 was \$3,500.
6. Washington, DC requires 75% of the host block to note support for the hump
7. Raised intersections (e.g. flat raised areas covering an intersection) are less effective than speed humps.
8. Indialantic Fire/Rescue reported that having to travel over a speed hump when responding to an emergency call increases the response time by 3 seconds.
Note: The April 2016 department report noted that Indialantic Fire/Rescue responds to a call in an average of 2.84 minutes—Brevard County 9.52 minutes. The Dunedin Fire Department noted that a speed hump increases a response time by 10 seconds per speed hump to a call.
9. Hindrances to installing speed humps: off-set driveways; parallel parking spaces along the paved street; increased emergency vehicle response time; additional noise that might be realized from the conveyance of a lawn care pick-up truck with attached trailer; if majority of residents on a street segment desire a speed hump but the residents that will be immediately in front of the speed hump do not; and (possibly) drainage depending on the street segment.
10. Traffic Calming Options
 - a. speed hump
 - b. center island—raised or depress
 - c. chicanes/lateral shifts—creating “S” shaped curves
 - d. closure—create a cul-de-sac
 - e. diet—narrow the driving lanes so that a driver feels that he/she is in an area that is narrower and he/she will slow down
 - f. chokers—periodic narrow lane width (aka bulb outs)
 - g. roundabouts
 - h. speed tables (sometimes used as raised crosswalks)
 - i. rumble strips

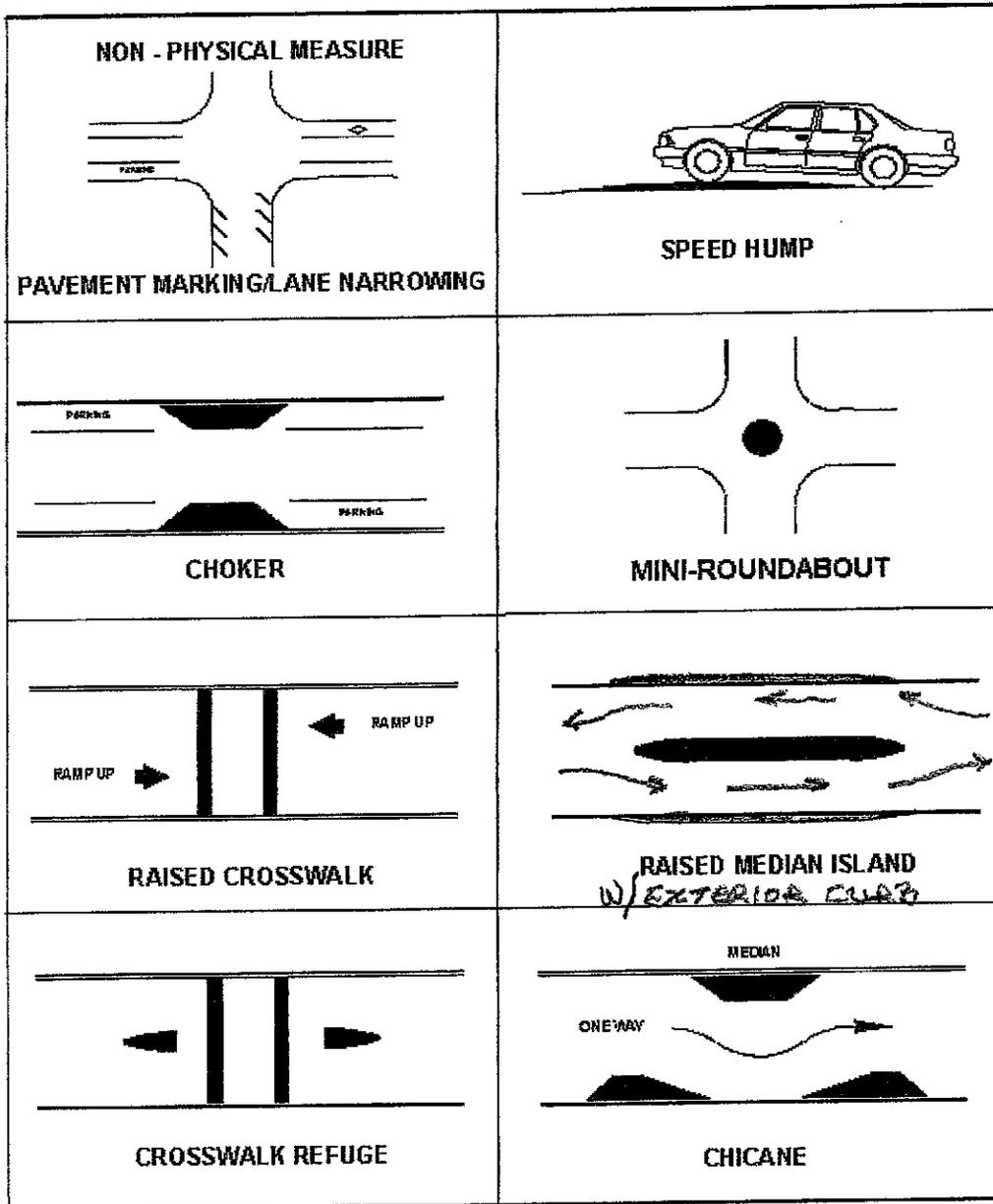


Figure 2. Typical Physical and Non-Physical Traffic Calming Measures

MEMORANDUM

TO: File

FROM: Christopher W. Chinault
Town Manager

RE: Third Avenue—Speed Study
(100, 200, & 300 Blocks)

DATE: December 18, 2008

An investigation was conducted during November, and December 2008, as required by section 316.189, FS, to address an interest in having Third Avenue posted at a speed limit of twenty (20) miles per hour (mph). Currently, the 400 block is posted at twenty (20) miles per hour (mph) but the 300, 200, and 100 blocks are not posted. These three blocks are thirty (30) miles per hour (mph). The results of the investigation determines that the speed limit on Third Avenue (i.e. the 100, 200, and 300 blocks) should be posted at twenty (20) miles per hour (mph) inasmuch as this maximum speed limit is reasonable and in conformity with criteria promulgated by the Florida Department of Transportation (FDOT).

1. Third Avenue is a local residential street that connects N. Riverside Drive with SR-A1A (aka N. Miramar Avenue) while intersecting with N. Ramona Avenue, N. Palm Avenue, and N. Shannon Avenue.
2. The current speed limit is thirty (30) miles per hour (mph) in the 100, 200, and 300 blocks. The 400 block is posted at twenty (20) miles per hour (mph).
3. The posted speed limit for N. Riverside Drive is twenty-five (25) miles per hour (mph).
4. The posted speed limit for SR-A1A is forty (40) miles per hour (mph).
5. The posted speed limit for intersecting street N. Ramona Avenue is twenty-five (25) miles per hour (mph).
6. The posted speed limit for intersecting street N. Palm Avenue is twenty (20) miles per hour (mph).
7. The posted speed limit for intersecting street N. Shannon Avenue is twenty-five (25) miles per hour (mph).
8. There exist no stop signs on N. Ramona Avenue or N. Shannon Avenue at First Avenue. However, N. Palm Avenue stops in both directions as it crosses First Avenue creating a four-way stop intersection.
9. The street is primarily developed in a residential character. The easternmost end is zoned for commercial use and is developed as such along the southwest corner of SR-A1A and Third Avenue. However, the commercial use does not have vehicular access to Third Avenue. The northwest corner of SR-A1A and Third Avenue has not been developed.
10. The street is straight in nature without curbs and with a sidewalk along only the south side of the 300 block.

3

11. The 100 block is 700 feet long and 18 feet wide with 14 driveway connections, 2 single-family residences, and 16 duplex residences.
12. There exist 9 parallel parking spaces along the north and south side of the 100 block. Five spaces are gravel and four spaces are paved.
13. The 200 block is 600 feet long and 18 feet wide with 11 driveway connections and 9 single-family residences (one of which faces N. Shannon Avenue). There is one undeveloped property along the south side of this block.
14. The 300 block is 600 feet long and 17 feet wide with 14 driveway connections and 12 single-family residences. There is one undeveloped property along the south side of this block.
15. All three blocks were most recently resurfaced in 1990.
16. The Indialantic Police Department monitored traffic speeds on Third Avenue for 24 continuous hour periods with the following results:

Date	Block	# Vehicles	Average Speed	85th Percentile
12/15 & 12/16/08	100 (1)	784	17.87	24 mph
12/16 & 12/17/08	200 (2)	454	17.87	25 mph
12/17 & 12/18/08	300 (3)	309	17.82	23 mph

Note:

- (1) 12 vehicles exceeded the 30 mph speed limit; the maximum recorded was one vehicle going 39 mph
- (2) 7 vehicles exceeded the 30 mph speed limit; the maximum recorded was 2 vehicles going 32 mph
- (3) 1 vehicle exceeded the 30 mph speed limit; the maximum recorded was one vehicle going 31 mph

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SPEED SURVEY RESULTS THIRD AVE

DATE	DAY	BEGIN	END	LOCATION	POSTED	LOW	HIGH	COUNT
4/20/2016	W	3:59 PM	4:23 PM	300 BLK	20	13	28	12
4/21/2016	TH	7:45 AM	8:10 AM	400 BLK	20	12	20	5
4/21/2016	TH	5:15 PM	5:25 PM	300 BLK	20	19	20	4
4/22/2016	F	8:33 AM	9:20 AM	400 BLK	20	20	20	1
4/23/2016	S	1:30 PM	2:10 PM	400 BLK	20	20	20	8
4/25/2016	M	8:40 AM	9:00 AM	300 BLK	20	13	27	7
4/25/2016	M	3:00 PM	3:30 PM	200 BLK	20	15	26	6
4/26/2016	T	8:34 AM	8:58 AM	300 BLK	20	18	24	4
4/27/2016	W	7:40 AM	8:00 AM	300 & 400 BLK	20	14	22	7
4/27/2016	W	3:51 PM	4:18 PM	300 BLK	20	13	26	12
4/30/2016	S	3:30 PM	4:30 PM	400 BLK	20	15	20	9
5/1/2016	SU	7:55 AM	8:15 AM	300 & 400 BLK	20	18	19	2
5/1/2016	SU	4:15 PM	4:50 PM	200 BLK	20	14	23	5
5/2/2016	M	8:46 AM	9:10 AM	300 BLK	20	19	25	7
5/3/2016	T	8:02 AM	8:09 AM	300 BLK	20	19	19	1
5/3/2016	T	3:00 PM	3:15 PM	200 BLK	20	13	25	7
5/4/2016	W	9:10 AM	9:30 AM	300 & 400 BLK	20	15	21	5
5/5/2016	TH	8:40 AM	9:01 AM	300 BLK	20	15	25	3
5/6/2016	F	7:33 AM	8:04 AM	300 BLK	20	15	25	14
5/14/2016	S	11:57 AM	12:15 PM	400 BLK	20	15	26	12
5/14/2016	S	3:30 PM	4:00 PM	300 BLK	20	16	19	2
5/14/2016	S	5:29 PM	5:45 PM	100 & 200 BLK	20	15	24	5
5/15/2016	SU	8:30 AM	9:00 AM	300 BLK	20	17	17	1
5/15/2016	SU	12:10 PM	12:45 PM	400 BLK	20	11	20	5
5/15/2016	SU	1:45 PM	2:10 PM	300 & 400 BLK	20	16	25	12
5/15/2016	SU	6:15 PM	6:30 PM	100 & 200 BLK	20	13	20	4
5/17/2016	T	12:50 PM	1:15 AM	100 & 200 BLK	20	17	25	5
5/19/2016	TH	10:00 AM	11:00 AM	400 BLK	20	15	25	11
5/19/2016	TH	2:00 PM	2:45 PM	300 BLK	20	15	20	10
5/20/2016	F	9:45 AM	10:00 AM	300 BLK	20	18	20	4
5/21/2016	S	1:15 PM	1:45 PM	400 BLK	20	16	20	7
5/21/2016	S	7:00 PM	7:30 PM	300 BLK	20	14	18	7
5/22/2016	SU	10:00 AM	10:20 AM	300 & 400 BLK	20	17	24	8

SPEED SURVEY RESULTS THIRD AVE

DATE	DAY	BEGIN	END	LOCATION	POSTED	LOW	HIGH	COUNT
5/22/2016	SU	2:15 PM	2:45 PM	400 BLK	20	16	19	2
5/22/2016	SU	6:30 PM	7:00 PM	300 BLK	20	15	20	8
5/23/2016	M	4:00 PM	4:30 PM	400 BLK	20	12	19	9
5/23/2016	M	7:15 PM	7:30 PM	300 BLK	20	0	0	0

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SPEED TABLES

Speed tables are raised devices, with a flat top, placed across the road to slow traffic. The flat top design over a 14 or 21 foot length of space encourages cars to slow down without coming to a halt. Often considered the most traditional physical traffic calming solutions, speed tables calm traffic more gradually than speed bumps, and more so than speed humps. They are ideal for residential roads and are widely used to bring speeds to between 15-25 mph. Speed tables should ideally be installed in a series to create ongoing traffic calming.

SPECIFICATIONS

Dimensions of the modules:

Width: 18" (+/- 1/16")

Length: 42" (+/- 1/8")

Thickness: 3" (+/- 1/8")

Dimensions of the Speed Tables

(widths and lengths are adjustable)

Width: from 6' and up by 1.5' increments

Length: from 7' and up by 3.5' increments

Height: 3"

Standard dimensions of Speed Tables:

Width: according to a street width

Length: 14' or 21'

Height: 3"

Entrance and exit gradient: 1:15

Side gradient: 1:3

Physical properties:

Material: 100% recycled synthetic and natural rubber composite

Tensile strength: minimum 500 psi

Shore hardness: minimum 70A

Specific gravity: 1.1

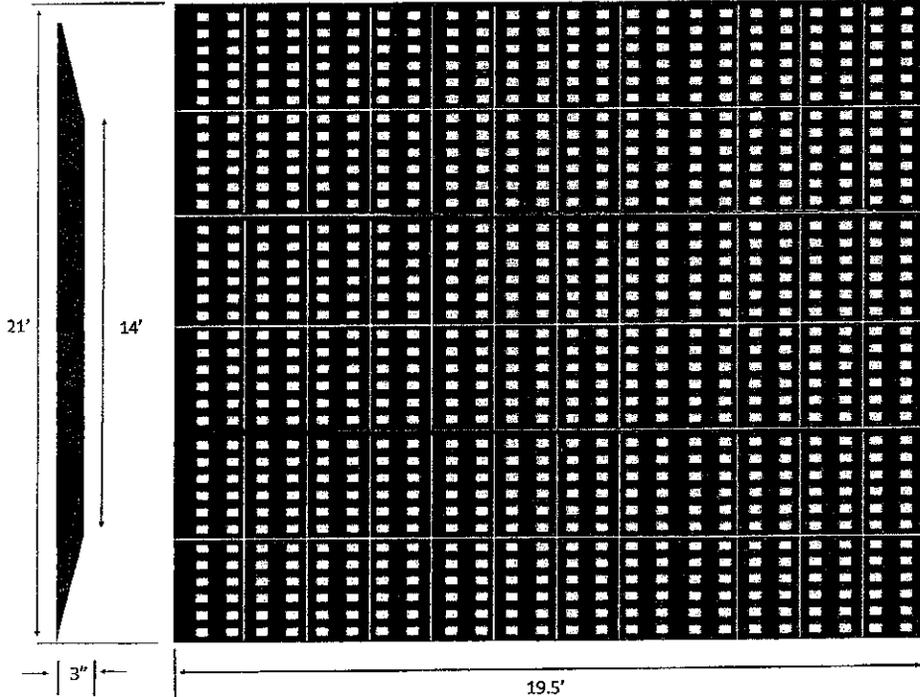
Markings: rubber modules are available in all black, black with yellow or white reflective square markings, or with white reflective arrow chevrons. Markings are embedded into rubber.



TRAFFIC CALMING SOLUTIONS

TRAFFIC CALMING SOLUTIONS

3 HARRIET LANE SPRING VALLEY, NY 10977



As Shown: 21' L x 19.5' W with Yellow Markings

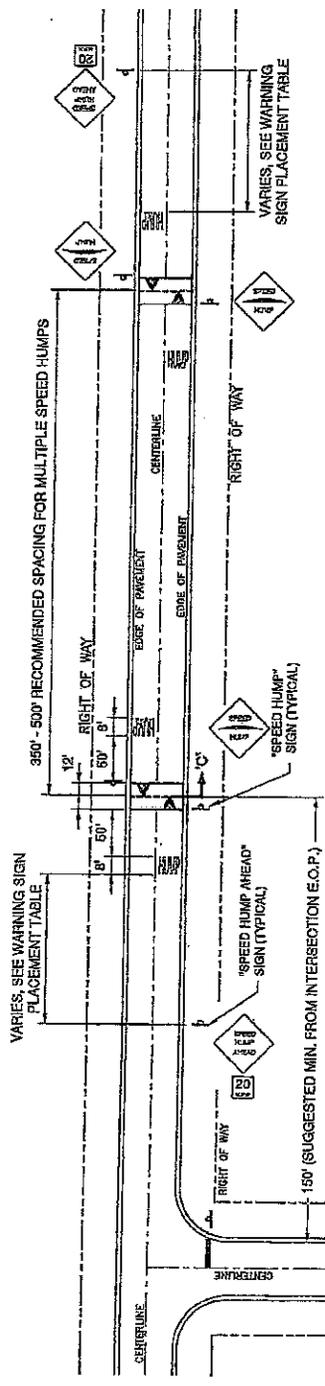
Part Number: ST-2119503-Y

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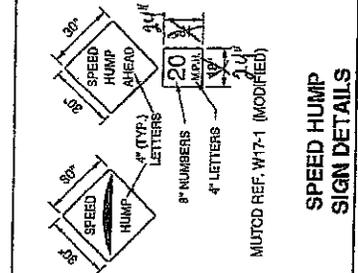
Copy all Sample

POSTED SPEED	MIN. DISTANCE FROM SIGN TO SIGN
20 MPH	75'
25 MPH	100'
30 MPH	125'

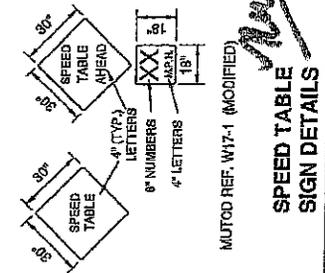
WARNING SIGN PLACEMENT TABLE



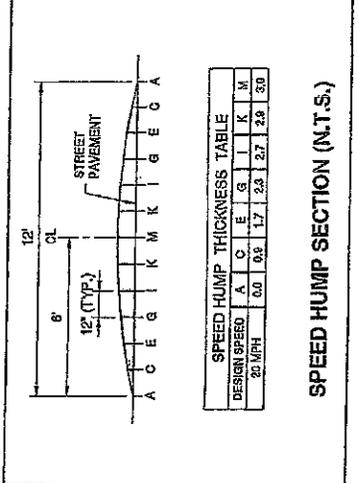
PLAN VIEW (N.T.S.)



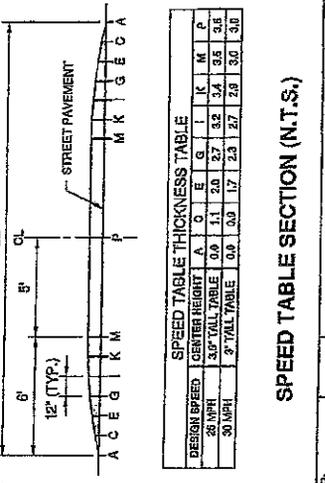
SPEED HUMP SIGN DETAILS



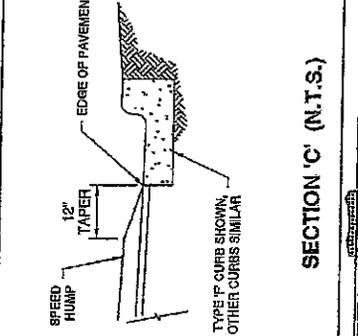
SPEED TABLE SIGN DETAILS



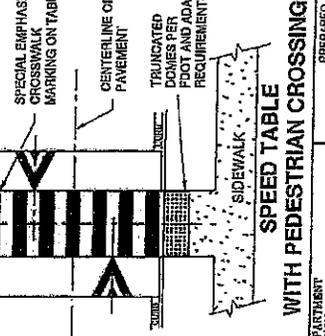
SPEED HUMP SECTION (N.T.S.)



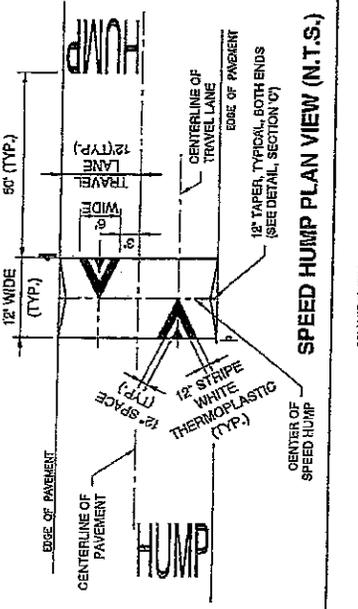
SPEED TABLE SECTION (N.T.S.)



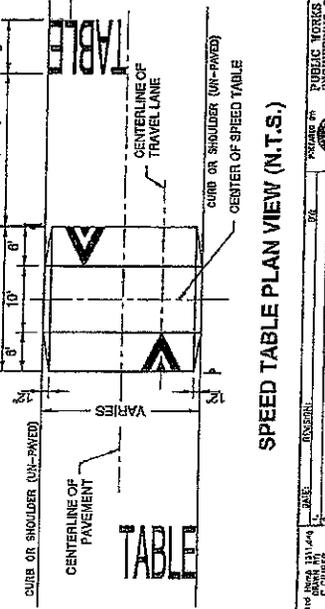
SECTION 'C' (N.T.S.)



SPEED TABLE WITH PEDESTRIAN CROSSING



SPEED HUMP PLAN VIEW (N.T.S.)



SPEED TABLE PLAN VIEW (N.T.S.)

PROJECT NO. 111-043
 DATE: 05/20/11
 DRAWN BY: G. RANIERI
 CHECKED BY: G. RANIERI
 PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION
 205 AVENUE OF THE CITIES
 FORT WORTH, TEXAS 76102
 (817) 524-3371 Fax: (817) 527-5311
 PROJECT #1
 SHEET 01 OF 01
 APPROVED ON: FEB 2011
 BY: [Signature]
 TITLE: SPEED HUMP DETAILS
 BOARD OF COUNTY COMMISSIONERS
 HEBBARD COUNTY, TEXAS
 04. IMPVET, 19.8200

was this given me on 2/1/12

00



B.S.E. CONSULTANTS, INC.

Consulting ~ Engineering ~ Land Surveying

Scott M. Glaubitz, P.E., P.L.S.
President

Hassan Kamal, P.E.
Vice President

June 8, 2016

Via E-mail

Mr. Chris Chinault
Town of Indialantic
216 Fifth Avenue
Indialantic, FL 32903

Re: *Traffic Calming Devices*
B.S.E. File # 89080

Dear Chris:

As we discussed back in 2002, there are several traffic calming devices to choose from. Each option has positives and negatives explained below.

1. Speed Humps

- May be constructed from asphalt. See attached specifications; signage and pavement markings required.
- Emergency services contend speed humps lengthen response times.
- Future street asphalt overlays may "blend" into the hump. Successive street overlays without milling will reduce the effectiveness of the hump.
- Humps are 3½" high by 12' – 22' and are parabolic shaped (22' recommended).
- Spacing is typically 300' – 600' so one hump per block, centered approximately midway between stop signs, but avoiding driveways, would be required.
- Also available are pre-fabricated lagged or steel spiked in place speed humps. These are made from recycled rubber and come with embedded markings.
- Vehicles must slow to 15-20 mph to cross a speed hump.
- Cost:
 - Asphalt: ± \$5,000 each including signage and pavement markings.
 - Pre-fab rubberized: ± \$7,000 each (rounded), plus contracted placement of signage (\$800) and for pavement markings (\$1,500). We assume Town personnel will install the pre-fab humps.Total: ± \$9,300 each

2. Speed Bumps

- For use in parking lots.
- Vehicles must slow to ± 5 mph.
- 3" – 6" in height by 2' – 3' in width.
- Considered an increase liability risk on public streets.
- Not recommended.

Civil ~ Agricultural ~ Transportation ~ Utility ~ Site Planning ~ Environmental
312 South Harbor City Boulevard, Suite #4, Melbourne, FL 32901
(321) 725-3674 ~ Fax (321) 723-1159
Toll Free ~ 1-800-523-4BSE (4273)
info@bseconsult.com

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3. Mid-Block Crosswalks with Stop Signs
 - Most likely not enough pedestrian traffic which will cause drivers to ignore the crosswalks and stop signs, creating an increased safety risk for the occasional pedestrian.
 - Not recommended for the area in question.

4. Small Traffic Circles
 - May conflict with existing driveways.
 - Typically utilized at intersections.
 - Not appropriate for mid-block areas.
 - Not recommended.

5. Choker (narrowing of the street)
 - May be accomplished by utilizing Type F curb and gutter (18" gutter with 6" high curb)
 - Streets are mostly 18' – 20' wide in their existing condition.
 - As the streets are narrow, the effect of a choker will be minimized and will not be effective.
 - Not recommended.

6. Addition of Center Island and Exterior Curb
 - The center island should be 4' – 6' in width.
 - Reconstruct street to encroach on swales.
 - Traffic lane width of 9' – 10'.
 - Must avoid an abrupt alignment change or garbage trucks/fire trucks will not track on pavement.
 - May conflict with driveways.
 - Not recommended.

7. Flashing Portable Speed Detector
 - Utilize a flashing portable speed detector device that also emits radar or a stationary similar device.
 - Portable flashing sign (not permanent may be utilized elsewhere) costs:
 - New: ± \$3K - \$5K
 - Stationary flashing sign (solar powered) cost:
 - New: ± \$3K

8. Parked Police Cruiser (with or without officer)
 - Effective.
 - Potentially no additional cost to the Town.

Mr. Chris Chinault
June 8, 2016
Page 3

Should you have any questions, feel free to contact me.

Very truly yours,

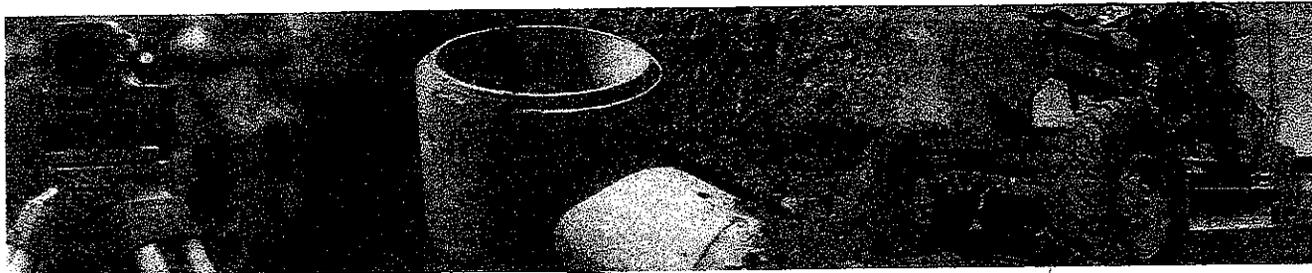
Scott M. Glaubitz P.E. P.L.S.

Scott M. Glaubitz, P.E., P.L.S.
President
B.S.E. Consultants, Inc.

SMG/jab
89080.town.corr.16-s3376.jun

Enclosures

11



Speed Humps

•Too many people speed through my neighborhood, how can I get Speed Humps installed?

Speeding can be deterred by requesting local law enforcement patrol your area. If enforcement is ineffective in addressing the problem a speed hump study will need to be conducted to evaluate if speed humps could address the problem safely. A study is conducted because speed humps can cause unintended negative effects on the function of the surrounding street network and the safety of the public. The speed hump study is conducted in accordance with Brevard County Board of County Commissioners Policy BCC-91 and Brevard County Administrative Order AO-72. There are a number of criteria that will be evaluated associated with a speed hump request

The subject street shall be a two-lane residential street, with a speed limit of 30 mph or less.

The speed hump(s) shall be on tangent sections, with limited horizontal and vertical curvature, without sight obstruction and have a minimum roadway length of 500 feet.

Requests for speed humps must be supported by the majority of residents living in the affected area as determined by a petition that must meet specific criteria.

The average daily volume of traffic on the roadway must be less than 1,500 vehicles per day as determined by a traffic count performed by the County.

Stronger enforcement can be requested from the Sheriff's Office. The Sheriff's Office can be contacted through the County telephone switchboard at 321-633-2000, or the Sheriff's Office web site at <http://www.brevardsheriffsoffice.org>. If enforcement does not address the problem please fill out a Comment Form or contact the Brevard County Engineering Division at 321-633-2077.

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Information Relating to Speed Hump Request/Installation

1. The first priority is that the Sheriff's Office be notified that this neighborhood is experiencing a speeding problem. Please notify the Sheriff's Office so that they may step up enforcement in this area. Also, advise the Sheriff's Office of the specific day/s and/or time of day when the speeding seems to be most prevalent.
2. Requestor will receive a map and a petition that is numbered. The map will show how many speed humps and approximate location of the proposed speed humps.
3. Minimum approval of seventy-five (75%) percent of the affected residents are required prior to a speed hump study. The map will indicate the required survey area.
4. In addition to the installation of the speed humps there will be 30" x 30" diamond signs installed at each hump with a 15 mph advisory sign. Also, advance warning signs will be installed in each direction prior to the speed humps so as to notify motorists that speed humps are up ahead.
5. Each hump will have pavement markings prior to and after the HUMP for visibility.
6. Please be aware that Emergency Services do not like the installation of speed humps as they tend to slow response time in emergency situations.
7. Possible detrimental effects of speed humps:
 - Increase in noise due to shifting and braking at humps.
 - Potential loss of vehicle control and potential injury when being traveled at high speeds in light vehicles.
 - Drivers may circumvent the speed humps by driving through the yards adjacent to the speed humps.
 - Emergency vehicle response time may be decreased.
 - Drivers may avoid the speed hump/s by taking other residential routes which could increase the vehicular traffic on adjacent roads.
8. Assuming the 75% signatures have been met, Traffic Engineering will then conduct a speed hump study. This study provides the data to determine if the request meets the necessary warrants for speed hump installation. It is required that a minimum of 4 out of the 5 criteria is met as follows:
 1. On two lane residential streets, with a posted speed limit of 30 mph or less.
 2. In areas where at least 60% of the motorists exceed the posted speed limit by at least 10 mph, during the morning or afternoon peak hours.
 3. On tangent sections, with no horizontal or vertical curvature and with no sight obstruction.
 4. Where the average daily volume is less than 1,500 vehicles.
 5. A 75% minimum approval of the homeowner/residents is required prior to a speed hump study being conducted.
9. At this point, Traffic Engineering will request the Sheriff's Office to add this roadway to their schedule for enforcement and we will request a list of how many speeding complaint calls the Sheriff's Office has received over the past year.
10. This request will then be presented to the Board of County Commissioners at a regular Board meeting. Prior to the meeting you or your designee will be notified so that you may attend the meeting if you wish.

SPEED HUMP PROCEDURE

1st step – Obtain request information, (REQUEST FOR SPEED HUMP) also, note any other pertinent information i.e.; school in area, specific complaints, etc., **(see sample #1)**.

2nd step – Prepare map and speed hump petition with letter to mail to requestor. We use a plat map that shows the addresses and lot numbers **(see sample #2)**.

3rd step – Speed hump petition with map is returned with a minimum of 75% confirmed approval **(no sample #3)**.

4th step – Spot speed study is conducted as well as, a roadway conditions form filled out **(see sample #4)**.

5th step – Request enforcement from the Sheriff's Office and how many complaint calls to the Sheriff's Office in the past year **(see sample #5)**.

6th step – Once the above information is received, a speed hump study report is then prepared **(see sample #6)**.

7th step – An agenda item is then prepared, to be presented, to the Board of County Commissioners. Prior to the meeting, requestor is notified so that they may notify the other residents and attend the meeting if they desire **(see sample #7)**.

8th step – Assuming the Board approves the request, notification is then sent to our Road & Bridge Department (our speed hump installations are funded through Road & Bridges MSTU and are subcontracted) for the installation of the speed humps and our Traffic Operations Office for installation of the signing and striping.

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SAMPLE #1

REQUEST FOR SPEED HUMP

DATE: _____ District # _____ Section _____ Township _____ Range _____
Sub# _____ Blk# _____ Lot# _____ Parcel# _____

REQUESTED BY: _____ PHONE#: _____

ADDRESS: _____ Subdivision: _____

Humps requested on: _____

#of signatures required? _____

Total Signatures Required: _____
less empty/vacant - _____
new total : _____

NO: _____
Unaccounted for: + _____
No total: _____

Yes: _____ divided by _____ = _____ %
(new total) (minimum 75% required)

(to calculate % approval: Deduct - vacant property from total signautres required, then divide yes votes by new total)

WORK SPACE

Y

N

E/V

(empty/
vacant)

U/A

(unavailable)

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SAMPLE #2

(LETTER TO REQUESTOR)

DATE

Mr. BC CITIZEN
1234 Government Drive
Merritt Island, FL 32953

Re: Speed Hump Request – Phyllis Drive

Dear Mr. Citizen:

Enclosed as per your request, please find a "speed hump package" with petitions for residents and information regarding emergency services, a map of the area to be surveyed, and the approximate location of speed humps. The location and number of humps are subject to change as a result of the study performed.

Please complete the forms and return them to this division. We will review the information and take the appropriate steps necessary to study the area for possible speed hump installation. Please, show vacant lots and addresses on map and please, only one (1) signature per household. The numbers on the map should correspond with the numbers on the attached petition and, also, indicate vacant lots and homes. Also, please be advised that **seventy-five percent (75%) of the residents surveyed** must be in favor of the installation of speed humps before this division will proceed with a speed hump study.

You will note that additional streets have been included in the petition for signatures. The input from the residents/property owners on these streets is necessary since they may be affected by the installation of speed humps on the street that you have requested.

Prior to the consideration of speed humps, the Board of County Commissioners has requested that other alternatives be considered for the roadway experiencing a speeding problem. This division will review the roadway for adequate speed limit signs and other necessary signing. Since this is an enforcement issue, it is important that the Sheriff's Office be contacted regarding this matter. Have you or your neighbors notified the Sheriff's Office regarding the speeding problem you are experiencing in your neighborhood? If you have not, please do so prior to completing the petition

Please return the completed petition within 120 days of the above date. If it is received after the allotted time frame the petition will be returned to sender and a new petition will have to be circulated.

Your concern for safety on Brevard County roadways is certainly appreciated. If further information or clarification is required, please call LaVanda Lane, Operations Specialist I, at 633-2077.

Respectfully,

R.W. Thompson, P.E.
Traffic Engineering Director

RWT/III

Enclosures

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SAMPLE

PETITION REGARDING SPEED HUMPS

The attached petition relates to the installation of speed humps in your neighborhood as indicated on the attached map.

Please locate your assigned lot number on the attached map and sign on the line that corresponds to your lot. Please indicate yes (you do want) or no (do not want) speed humps installed on the road as proposed on enclosed map.

If vacant property or a vacant home (no one living there) has been assigned a number, please indicate vacant on the petition and/or on the map.

Please be advised that if speed humps are installed, each speed hump will be striped with white thermoplastic (in order to enhance the visibility of the hump) and signs will be installed to notify the motorist that speed humps are on the roadway. There will also, be a sign at the speed hump location with an advisory sign indicating 15 mph.

POSSIBLE DETRIMENTAL EFFECTS OF SPEED HUMPS

- Increase in noise due to shifting and braking at humps.
- Potential loss of vehicle control and potential injury when being traveled at high speeds in light vehicles.
- Drivers may circumvent the speed humps by driving through the yards adjacent to the speed humps.
- Emergency vehicle response time may be decreased.
- Drivers may avoid the speed hump by taking other residential routes which will increase the vehicular traffic on adjacent roads.

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L E S S O N 11

Traffic Calming

11.1 Purpose

Traffic calming is a traffic management approach that evolved in Europe and is now being implemented in many U.S. cities. The following definition is quoted from *An Illustrated Guide to Traffic Calming* by Hass Klau (1990):

“Traffic calming is a term that has emerged in Europe to describe a full range of methods to slow cars, but not necessarily ban them, as they move through commercial and residential neighborhoods. The benefit for pedestrians and bicyclists is that cars now drive at speeds that are safer and more compatible to walking and bicycling. There is, in fact, a kind of equilibrium among all of the uses of a street, so no one mode can dominate at the expense of another.”

This chapter explores the principle of traffic calming and provides a variety of studies, design details, and photographs of areas where traffic calming has been effectively used in the United States and in Europe. Along with the advantages of traffic calming, the text describes mistakes that practitioners have sometimes made in implementing traffic-calming techniques.

11.2 Traffic-Calming Objectives

The most fundamental traffic-calming goal is to reduce the speed of vehicular movement. With reduction of speed, the following objectives can be realized:

1. **Improved “feel” of the street.**
This objective calls for increased community involvement in and “ownership” of the street. If people feel more comfortable on the street, they are more likely to walk or bicycle there and to



engage in other street-oriented activities with their neighbors. A key aspect of achieving this objective is reducing the perceived threat of danger from motor traffic.

2. Enhanced aesthetic values and a sense of nature.

Several traffic-calming techniques, such as street landscaping, pedestrian amenities, and reclamation of roadway areas can serve as community open space. Not only do these techniques make the neighborhood more attractive, but they also break up long, uninterrupted street vistas conducive to speeding and convey the message that “this is a pedestrian place.”

3. Reduced crime.

It’s harder to make a speedy getaway if a fleeing felon has to deal with speed humps, woonerfs, and traffic circles. It’s harder to get away without being spotted if there are “eyes on the street” – if the street is a positive, community focus.

4. Equitable balance among transportation modes.

With reduced motorist speeds, safety is improved. Pedestrians and bicyclists have more time to detect and avoid motor vehicles. Traffic



Traffic-calming devices are used to break up long uninterrupted street vistas that encourage speeding.

calming sends the message that “motor vehicles don’t exclusively OWN the roadway” – that other modes have equal rights. Studies that evaluate traffic-calming improvements show increased levels of walking, bicycling, and transit use following installation.

5. Increased safety/decreased severity of injury in traffic crashes. With reduced speeds comes a significant reduction in the number and severity of crashes involving motor vehicles. Traffic-calming

facility evaluations uniformly show fewer crashes, fewer fatalities, and less severe injuries.

6. Improved air quality and noise levels.

Slower moving vehicles make less noise and, generally, emit fewer pollutants.

7. Decreased fuel consumption.

With more trips made by walking, bicycling, and transit, and with slower traffic speeds, fuel consumption reductions of 10 to 12 percent have been reported.

8. Continued accommodation of motor vehicle traffic.

An important objective is the continued accommodation of motor vehicle traffic. Although traffic calming shifts the balance among travel modes, this shift should not result in severely restricted traffic volumes or in shifting traffic problems from the traffic-calmed area to other streets.



11.3 Traffic-Calming Issues

When any new traffic management approach is introduced, issues, concerns, and questions are bound to arise. Design decisions related to traffic can have far-reaching consequences. Lives, economic well-being, and urban livability are directly affected.

Professional engineers, planners, government, and the public all are aware of and sensitive to proposals for changes in the traffic environment. Roadway congestion, air quality, traffic safety, street crimes, and the high cost of new improvements are among the most-widely debated issues in America today. New design ideas are, and should be, subjected to rigorous testing and evaluation before being accepted as part of the standard engineering and transportation planning tool kit. Traffic calming is not a panacea for urban transportation woes, but it can have significant benefits in many situations.



Traffic calming can be termed as engineering and other physical measures designed to control traffic speeds and encourage driving behavior appropriate to the

In considering the application of traffic-calming techniques, what specific issues are likely to arise? The discussion on the following pages focuses on traffic-calming issues. (Note: Studies and statistics referenced are cited in FHWA Case Study Nos. 19 and 20, *National Bicycling and Walking Study*.)

1. Traffic safety.

The Issue: Encouraging people to walk, play, and bicycle in and next to the streets is just asking for trouble. They will have a false sense of security and accidents will increase. They will develop bad habits that may increase their when they leave the neighborhood.

Comment: Traffic-calming measures have been implemented in many European cities. In the Netherlands and Germany, extensive research has been conducted to evaluate the safety and impact of traffic-calming techniques and devices.

2. Impact on traffic volumes, distribution, and operations.

The Issue: Traffic calming will never work on anything except very low-volume residential streets. It will substantially reduce the amount of traffic that a street can handle efficiently and this is counterproductive. We need to move vehicles, not restrict them. Furthermore, if we slow traffic on one street, the traffic will simply be diverted to another street. The net result will be increased congestion and more problems overall.

Comment: A 5-year German Federal Government evaluation of traffic calming and follow-up research found:

- Little change in overall traffic volumes.
- Reduction in average vehicle speeds by almost 50 percent.
- Average increase in motorist trip time of only 33 seconds.

3. Lack of proven design standards.

The Issue: There are no uniform, accepted, and legally defensible standards to follow. If we want to try traffic calming, where can we get specific information about design?

Comment: Many U.S. cities are now developing and testing design guidelines for traffic-calming improvements. Although uniform, national standards have yet to evolve, valuable experience is being gained. The list of references at the end of this lesson provides a starting point for further exploration of specific design approaches.

4. Liability.

The Issue: These traffic-calming ideas may be accepted in Europe, but they haven't really been tried here. Are we opening the door to all kinds of legal problems if somebody crashes on a traffic circle or a speed table and sues us?

Comment: When considering the use of any new design approach, concerns about liability can be



Emergency vehicle access should always be considered when incorporating traffic-calming measures.

addressed somewhat through performance of “due diligence” on the part of the engineer, planner, or other professionals involved in the design. Research into the experiences of other U.S. cities, European standards, and evaluation studies should be thorough and followed up with a first-hand look if possible. Construction of a pilot project or other testing of proposed designs can benefit, as can ongoing and systematic evaluation of the improvements once installed.

5. Emergency and service vehicle access.

The Issue: Construction of speed bumps, neck-downs, medians, and traffic circles will increase response times for emergency vehicles and may restrict access for garbage trucks, delivery vans, and other large vehicles.

Comment: Studies in Berkley and Palo Alto, CA, show that traffic management measures (e.g., traffic diverters, bicycle boulevards) have not impaired police or fire emergency response times.

- The Seattle Engineering Department works closely with its Fire Department to design and field-test traffic circles on a site-specific basis to ensure good emergency access.

6. Impacts on bicycling.

The Issue: Pavement texturing, speed tables, wider sidewalks, “bulb-outs” at corners and similar improvements may make things better for pedestrians, but may have a negative impact on bicycling.

Comment: A 5-year German Federal Government evaluation of traffic calming and follow-up research found doubling of bicycle use over a 4-year period.

- Implementation of traffic management strategies in the downtown area of the Dutch City of Groningen contributed to a substantial increase in bicycling and walking. Bicycle use is now well over 50 percent of all trips.
- Studies of traffic-calming areas in Japan show increases in both bicycle and pedestrian traffic volumes along most routes.

(Note: *Cyclists and Traffic Calming*, a Technical Note publication of the Cyclists Touring Club (see references, end of lesson), includes extensive information on adapting traffic-calming techniques for bicycling.

11.4 Traffic-Calming Devices

Traffic calming has many potential applications, especially in residential neighborhoods and small commercial centers. Traffic-calming devices can be grouped within the following general categories:

- Bumps, humps, and other raised pavement areas.
- Reducing street area where motor traffic is given priority.
- Street closures.
- Traffic diversion.
- Surface texture and visual devices.
- Parking treatments.

Frequently, a combination of traffic-calming devices is used. Examples of such combinations will be discussed briefly, including:

- The woonerf.
- Entry treatments across intersections.
- Shared surfaces.
- Bicycle boulevards.
- Slow streets.

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- Channelization changes.
- Traffic calming on a major road.
- Modified intersection design.

1. Bumps, humps, and other raised pavement areas.

This category includes all traffic-calming devices raised above pavement level. Drivers must slow down when they cross these devices or suffer an uncomfortable KER-BUMP or (KER-BUMP-KER-BUMP), running the risk of spilled coffee and a severe jolt to their tailbones. Although people often gripe about the inconvenience of having to slow down for these devices, they don't have much choice. Their effectiveness at slowing traffic cannot be disputed. They are sometimes referred to as "Silent Policemen."

Included in this category are:

- Speed bumps.
- Speed humps.
- Raised crosswalks.
- Raised intersections.

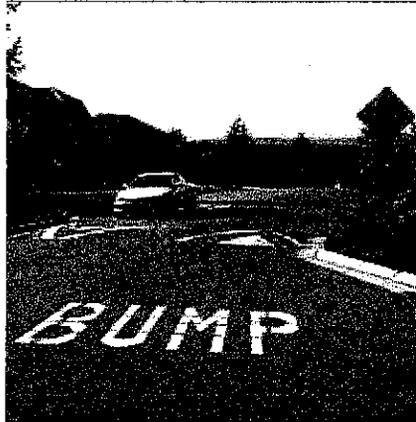
The following are brief descriptions of each, with definitions, comments, and examples:

Speed Bumps

A speed bump is a raised area in the roadway pavement surface extending transversely across the travel way, generally with a height of 3 to 6 inches and a length of 1 to 3 feet.

Design Considerations:

- Most effective if used in a series at 300- to 500- foot spacing.
- Typically used on private property for speed control – parking lots, apartment complexes, private streets, and driveways.
- Speed bumps are not conducive to bicycle travel, so they should be used carefully.



Speed bumps can be combined with curb extensions and a winding street alignment. Signing and pavement markings should clearly identify the bump.

Speed Humps

A speed hump (or "road hump") is a raised area in the roadway pavement surface extending transversely across the roadway. Speed humps normally have a minimum height of 3 to 4 inches and a travel length of approximately 12 feet, although these dimensions may vary. In some cases, the speed hump may raise the roadway surface to the height of the adjacent curb for a short distance.

The humps can be round or flat-topped. The flat-topped configuration is sometimes called a "speed table." Humps can

either extend the full width of the road, curb-to-curb, or be cut back at the sides to allow bicycles to pass and facilitate drainage.

Design Considerations:

- If mid-block pedestrian crossings exist or are planned, they can be coordinated with speed hump installation since vehicle speeds will be lowest at the hump to negotiate ramps or curbs between the sidewalk and the street.
- The hump must be visible at night.
- Speed humps should be located to avoid conflict with underground utility access to boxes, vaults, and sewers.



Speed humps slow traffic speeds on residential streets.

- Speed humps should not be constructed at driveway locations.
- Speed humps may be constructed on streets without curbs, but steps should be taken to prevent circumnavigation around the humps in these situations.
- Adequate signing and marking of each speed hump is essential to warn roadway users of the hump's presence and guide their subsequent movements.
- Speed humps should not be installed in street sections where transit vehicles must transition between the travel lane and curbside stop. To the extent possible, speed humps should be located to ensure that transit vehicles can traverse the hump perpendicularly.
- A single hump acts as only a point speed control. To reduce speeds along an extended section of street, a series of humps is usually needed. Typically, speed humps are spaced at between 300 and 600 feet apart.

Example:

Bellevue, Washington has installed speed humps in residential neighborhoods (labeled as speed "bumps" below, although broader than the typical speed bump). The City uses a 12-foot-wide hump, 3 inches high at the center. The design allows for little



Raised crosswalks can both slow motor traffic and give pedestrians a continuous-level surface at the crossing. Changes in texture and color help define the edges of the crossing.

or no discomfort at speeds of 15 to 25 mph, but will cause discomfort at higher speeds. The humps are marked clearly, distinguishing them from crosswalks. White reflectors enhance nighttime visibility.

Bellevue found that the speed humps reduced traffic speeds and volumes. The humps, in general, received strong public support, and residents favored their permanent installation.

The following concerns were raised regarding the speed hump installation:

- Concern about restricted access and increased response time for emergency vehicles. The Bellevue Fire Department asked that the humps be installed on primary emergency access routes.
- Concern about aesthetics of signing and markings at the traffic humps. Residents raising the concerns, however, felt that the speed reductions compensated for the appearance of the humps.
- Concern about the effectiveness of the humps in reducing motor vehicle speeds along the length of a street, not at just two or three points. The distance between speed humps was found to have an impact on traffic speeds. The City found that maximum spacing should be approximately 500 feet.

The Bellevue Department of Public Works concluded that speed humps were effective speed-control measures on residential streets and recommended their use be continued. The table on the following page summarizes "before" and "after" data related to the Bellevue speed humps:

Raised Crosswalks

Raised crosswalks are essentially broad, flat-topped speed humps that coincide with pedestrian crosswalks at street intersections. The crosswalks are raised above the level of the roadway to slow traffic, enhance crosswalk visibility, and make the crossing easier for pedestrians who may have difficulty stepping up and down curbs.

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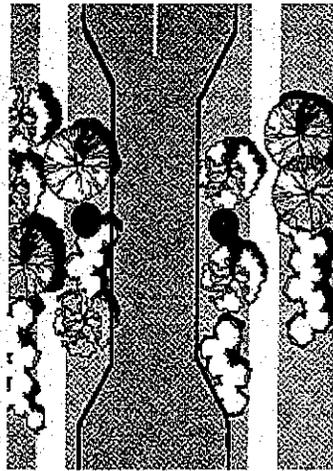
GRADUATE COURSE BOOK ON
BICYCLE AND PEDESTRIAN TRANSPORTATION

Table 2. Bellevue Speed Humps Findings

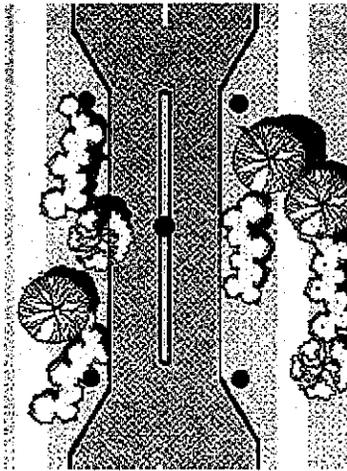
LOCATION	STREET TYPE/ WIDTH	# OF HUMPS	HUMP SPACING	SPEED LIMIT	Before:		After:	
					85TH % SPEED	VPD	85TH % SPEED	VPD
Somerset Drive SE	Two-way, 40 feet wide local residential neighborhood street	2	340'	25 mph	39 mph	795	27 mph	541 (VPD increased to 746 when the hump was reduced from 3/4" to 3")
Highland Drive SE	Two-way, 35 feet wide neighborhood collector	3	220'	25 mph	36 mph	1,700	25 mph	No change because no alternative route exists
166th/ 162nd Avenue SE	Two-way, 36 feet wide local residential street; walk to school route	2	600'	25 mph	37 mph	655	24 mph	.017
		2	580'	25 mph	37 mph	472	27 mph	.017
SE 63rd Street	Two-way, 35 feet wide local residential street temporarily serving as a connection between two minor arterials	2	1,000'	25 mph	36 mph	2,456	27 mph	2,802
		3	500'					
Yarrow Bay neighborhood	Primarily a neighborhood connector	2	400		39 mph	3,685 1,641	25 mph	2,931 1,653

Source: FHWA Case Study No. 19.

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ONE-LANE SLOW POINT



TWO-LANE SLOW POINT

Design Considerations:

- Can be constructed of brick, concrete block, colored asphalt or cement, with ramps striped for better visibility.
- Raised crosswalks are applicable:
 - (1) On roadways with vehicular speeds perceived as being incompatible with the adjacent residential land uses.
 - (2) Where there is a significant number of pedestrian crossings.
 - (3) In conjunction with other traffic-calming devices, particularly entry treatments.
 - (4) On two-lane or fewer residential streets classified as either “local streets” or neighborhood collector streets.”
 - (5) On roadways with 85th percentile speeds less than 45 mph.

Intersection Humps/Raised Intersections

Intersection humps raise the roadway at the intersection, forming a type of “plateau” across the intersection, with a ramp on each approach. The plateau is at curb level and can be enhanced through the use of distinctive surfacing such as pavement coloring, brickwork, or other pavements. In some cases, the distinction between roadway and sidewalk surfaces is blurred. If this is done, physical obstructions such as bollards or planters should be considered, restricting the area to which motor vehicles have access.

Design Considerations:

- Ramps should not exceed a maximum gradient of 16 percent.
- Raised and/or textured surfaces can be used to alert drivers to the need for particular care.
- Distinctive surfacing helps reinforce the concept of a “calmed” area and thus plays a part in reducing vehicle speeds.
- Distinctive surfacing materials should be skid-resistant, particularly on inclines.

- Ramps should be clearly marked to enable bicyclists to identify and anticipate them, particularly under conditions of poor visibility.
- Care must be taken so the visually impaired have adequate cues to identify the roadway’s location (e.g., tactile strips). Color contrasts will aid those who are partially sighted.

2. Reducing street area where motor traffic is given priority.

This category of traffic-calming techniques includes all those that reduce the area of the street designated exclusively for motor vehicle travel. “Reclaimed” space is typically used for landscaping, pedestrian amenities, and parking.

Discussed here are:

- Slow points.
- Medians.
- Curb extensions.
- Corner radius treatment.
- Narrow traffic lanes.

Slow Points (neck-downs, traffic throttles, pinch points)

Slow points narrow a two-way road over a short distance, forcing motorists to slow and, in some cases, to merge into a single lane. Sometimes these are used in conjunction with a speed table and coincident with a pedestrian crossing. The following are advantages and disadvantages of both one-lane and two-lane slow points:

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(1) One-lane slow point.

One-lane slow points restrict traffic flow to one lane. This lane must accommodate motor traffic in both travel directions. Passage through the slow point can be either straight through or angled.

Advantages:

- Vehicle speed reduced.
- Most effective when used in a series.
- Imposes minimal inconvenience to local traffic.
- Pedestrians have a reduced crossing distance, greater safety.

Disadvantages:

- Reduced sight distances if landscaping is not low and trimmed.
- Contrary to driver expectations of unobstructed flow.
- Can be hazardous for drivers and bicyclists if not designed and maintained properly.
- Opposing drivers arriving simultaneously can create confrontation.

(2) Two-lane slow point.

Two-lane slow points narrow the roadway while providing one travel lane in each direction.

Advantages:

- Only a minor inconvenience to drivers.
- Regulates parking and protects parked vehicles as the narrowing can help stop illegal parking.
- Pedestrian crossing distances reduced.
- Space for landscaping provided.

Disadvantages:

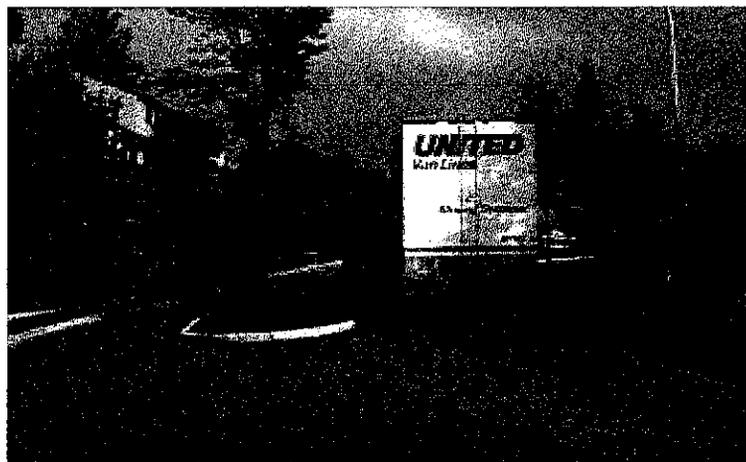
- Not very effective in slowing vehicles or diverting through traffic.
- Only partially effective as a visual obstruction.

Design Considerations:

- Where slow points have been used in isolation as speed control measures, bicyclists have felt squeezed as motorists attempt to overtake them at the narrowing. Not all bicyclists have the confidence to position themselves in the middle of the

road to prevent overtaking on the approach to and passage through the narrow area.

- To reduce the risk of bicyclists' being squeezed, slow points should generally be used in conjunction with other speed control devices such as speed tables at the narrowing. Slower moving drivers will be more inclined to allow bicyclists through before trying to pass. Where bicycle flows are high, consideration should be given to a separate right-of-way for bicyclists past the narrow area.
- A textured surface such as brick or pavers may be used to emphasize pedestrian crossing movement. Substituting this for the normal roadway surface material may also help to impress upon motorists that lower speeds are intended.
- Such measures should not confuse pedestrians with respect to the boundary of the roadway area over which due care should still be taken. In particular, where a road is raised to the level of the adjacent sidewalk, this can cause problems for those with poor sight. However, a tactile strip may help blind people in distinguishing between the roadway and the sidewalk; similarly, a color variation will aid those who are partially sighted.
- Slow points can be used to discourage use of the street by large vehicles. They can, however, be barriers to fire trucks and other emergency



This traffic-calming measure uses a landscaped median to narrow the travel lanes.

vehicles. Some designs permit access by emergency vehicles by means of lockable posts or ramped islands.

- Slow points can enhance the appearance of the street. For example, landscaped islands can be installed, intruding into the roadway to form a narrow "gate" through which drivers must pass. Landscaping enhances the neighborhood's sense of nature and provides a visual break in views along the street.



This median provides a diagonal waiting area for bicyclists, including a railing to hold onto.

- Slow points are generally only sanctioned where traffic flows are less than 4,000 to 5,000 vehicles per day. Above this level, considerable delays will occur during peak periods.
- Clear signing should indicate traffic flow priorities.

Slow Point Examples:

Medians

Medians are islands located along the roadway centerline, separating opposing directions of traffic movement. They can be either raised or flush with the level of the roadway surface. They can be expressed as painted pavement markings, raised concrete platforms, landscaped areas, or any of a variety of other design forms. Medians can provide special facilities to accommodate pedestrians and bicyclists, especially at crossings of major roadways.

Design Considerations:

- Medians are most valuable on major, multi-lane roads that present safety problems for bicyclists and pedestrians wishing to cross. The minimum central refuge width for safe use by those with wheelchairs, bicycles, baby buggies, etc. is 1.6 meters (2 meters is desirable).
- Where medians are used as pedestrian and bicyclist refuges, internally illuminated bollards are suggested on the medians to facilitate quick and easy identification.

- Used in isolation, roadway medians do not have a significant impact in reducing vehicle speeds. For the purpose of slowing traffic, medians are generally used in conjunction with other devices, such as curb extensions or roadway lane narrowing.

Several caveats apply:

- To achieve meaningful speed reductions, the travel lane width reduction must be substantial and visually obvious. The slowing, however, is temporary; as soon as the roadway widens again, traffic resumes its normal speed.
- Bicyclists have been put at risk of being squeezed where insufficient room has been left between a central median and the adjacent curb. Experience shows that most drivers are unlikely to hold back in such instances to let bicyclists go through first. This threat is particularly serious on roads with high proportions of heavy vehicles.
- The contradiction between the need to reduce the roadway width sufficiently to lower motorist speeds, while at the same time leaving enough room for bicyclists to ride safely, must be addressed. This may be achieved by reducing the roadway width to the minimum necessary for a bicyclist and a motorist to pass safely (i.e., 3.5 meters).

There are three suggestions:

- Introducing color or texture changes to the road surface material around the refuge area reminds motorist that a speed reduction is intended.
- White striping gives a visual impression that vehicles are confined to a narrower roadway than that created by the physical obstruction — adjacent areas exist that vehicles can run over, but these are not generally apparent to approaching drivers.
- In some cases, provide an alternate, cut-through route for the bicyclists.

Curb Extensions

The sidewalk and/or landscaped area on one or both sides of the road is extended to reduce the roadway to a single lane or minimum-width double lane. By reducing crossing distances, sidewalk widening is used to facilitate easier and safer pedestrian movement.

Reducing roadway width results in vehicle speed reductions. When curb extensions are used at intersections, the resultant tightened radii ensure that vehicles negotiating the intersection do so at slow speeds.

Design Considerations:

- Can be installed either at intersections or mid-block.
- May be used in conjunction with other traffic-calming devices.
- Curb extensions are limited only to the degree that they extend into the travelway. Curb extensions cannot impede or restrict the operation of the roadway.
- Successful bicycle facilities need a clear separation from sidewalk and street pavement, with adequate distances from parked cars to avoid opening doors. Cross-traffic should be slowed to allow bicyclists better continuity and safety.
- Narrowing certain streets can, at the same time, create safer bicycle facilities, but care should be taken that bicyclists are not squeezed by overtaking vehicles where the road narrows. Encouraging motorists to let the bicyclists through first by using complementary traffic-calming techniques such as speed tables and cautionary signing or leaving sufficient room for both to pass safely at the narrowing would be appropriate measures.
- If it is expected that a motorist should be able to pass a bicyclist, the minimum desirable width is 3.5 meters.



A 7-foot radius allows for a slow and safe turn. As the radius increases, so does the speed of the vehicle.

- Curb extensions can be employed to facilitate bicycle movement where a segregated multi-use trail crosses a busy street.

Corner Radius Treatment

Corner radii of intersection curbs are reduced, forcing turning vehicles to slow down. Efforts to accommodate trucks and other large vehicles have historically led to increased corner radii at intersections.

The following results have been observed:

- Large vehicles (trucks, vans, etc.) turn the corners easily.
- Other vehicles turn faster than with a reduced radius corner.
- Pedestrian crossing distances are increased by up to 4 feet, depending on the radius.
- Pedestrian safety is decreased, due to higher speeds.
- The sharper turns that result from the reduced radii require motorists to reduce speed, increasing the time available to detect and take appropriate actions related to pedestrians at the crossing.

Advantage:

- Can result in increased safety for pedestrians by reducing crossing distances and slowing the speed of turning vehicles.

Disadvantages:

- May result in wide swings in turning movements of large vehicles.

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The design of street closures should provide specific parking areas to discourage obstruction of bicycle and pedestrian traffic.

- May affect response times for emergency vehicles.

Design Consideration:

- To slow traffic, a corner radius of approximately 7 feet is recommended.

Narrow Traffic Lanes

Especially in residential areas, wide streets may not be necessary or desirable. Wide traffic lanes encourage faster motor vehicle speeds. Consideration should be given to the review of cross-sections for all street classifications to determine whether roadway lane widths can be reduced (within AASHTO guidelines) so more area can be dedicated to bicycle and pedestrian use and associated traffic-calming facilities.

Advantages:

- Additional area for landscaping, and pedestrian facilities.
- Reduced vehicle speeds and increased safety.

Disadvantage:

- On-street parking may be restricted.

Design Consideration:

- Cross-section approaching the reduced-width street should also be slowed.

Example: City of Portland, Skinny Street Program
The City of Portland requires most newly constructed residential streets to be 20 or 26 feet wide, depending

on neighborhood on-street parking needs. In the past, residential streets were required to be as wide as 32 feet. To achieve a variety of benefits, the City reduced residential street widths. The City's Fire Bureau participated in the development of this standard to ensure access for emergency vehicles.

3. Street closures.

Three types of street closures are described in the following discussion:

- Complete street closures.
- Partial street closures.
- Driveway links.

(Caution: Street closures must be considered in an area-wide context or traffic problems may simply shift to another nearby street).

Complete Street Closures

Street closures, generally on residential streets, can prohibit through-traffic movement or prevent undesirable turns. Street closures may be appropriate where large volumes of through-traffic or "short-cut" maneuvers create unsafe conditions in a residential environment.

Design Considerations:

- Where proposals are likely to lead to a reduction in access, prior consultation with residents at early stages of planning and design is especially important to minimize opposition.
- The benefits of exempting bicyclists should be carefully considered in all cases.
- Bicycle gaps should be designed to minimize the risk of obstruction by parked vehicles. Painting a bicycle symbol and other directional markings on the road in front of the bicycle gap has proven to be effective.
- Bollards can reduce the parking obstruction.
- Bollards should be lighted or reflectorized to be visible at night.

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- The design of bicycle gaps should permit good visibility of adjacent roads.
- Signing should acknowledge the continued route as a through one for bicyclists.
- Clearly defined parking can reduce the problem of parked cars blocking the closure and bicycle gap.
- Police and fire departments should be consulted early in the design process to determine emergency access requirements. Often, removable bollards, crash gates, and card or key-operated gates can satisfy these requirements, combined with parking restrictions. A 20-foot-wide clear path is needed for emergency access.
- Tree planting, benches, and textured paving can enhance appearance.
- Street closures are recommended only after full consideration of all expected turning and reversing movements, including those of refuse trucks, fire trucks, and other large vehicles.

Partial Street Closures

Access to or from a street is prohibited at one end, with a no-entry sign and barrier restricting traffic in one direction. The street remains two-way, but access from the closed end is permitted only for bicyclists and pedestrians.

Design Considerations:

- Bicycle and pedestrian exemptions should be provided as a general rule, designed to minimize the likelihood of obstruction by parked vehicles.
- All signing should acknowledge the continued existence of the route as a through one for bicyclists and pedestrians.

Driveway Links

A driveway link is a partial street closure, where the street character is significantly changed so it appears to be a private drive. Typically, the

roadway is narrowed and defined with textured or colored paving. A ribbon curb or landscaping may be used to delineate roadway edges. "Reclaimed" roadway area is converted to pedestrian facilities and landscaping.

This is a very effective method of changing the initial impression of the street. If done right, drivers will not be able to see through. It appears as a road closure, yet allows through traffic.

The driveway link can provide access to small groups of homes and is especially applicable to planned residential developments. The "go slow" feel of the driveway link is enhanced by design standards that eliminate vertical curb and gutter and use a relatively narrow driveway cross-section. A ribbon curb may be used to protect roadway edges.

4. Traffic diversion.

Traffic diversion is one of the most widely applied traffic-calming concepts. It includes all devices that cause motor vehicles to slow and change direction to travel around a physical barrier. Physical barriers used to divert traffic in this fashion can range from traffic circles to trees planted in the middle of the road. The discussion that follows provides information on: traffic diverters, traffic circles, chicanes, and "tortuous" street alignments as traffic-calming devices.

Traffic Diverters

Traffic diverters are physical barriers installed at intersections that restrict motor vehicle movements in



Diagonal road closures/diverters limit vehicular access, but allow emergency vehicles to enter through removable bollards.

selected directions. The diverters may be designed to prevent right- or left-hand turns, to block straight-ahead travel and force turns to the right or left, or create a "T" intersection. In all cases, paths, cut-throughs, or other provisions should be made to allow bicyclists and pedestrians access across the closure.

Traffic diverters can take many forms. Here are two examples:

(1) Diagonal road closure/diversion.

Straight-through traffic movements are prohibited. Motorists are diverted in one direction only.

Advantages:

- Through-traffic is eliminated.



The splitter islands should be raised and landscaped to prevent left-turning vehicles from taking a short cut to avoid driving around the outside of the island.

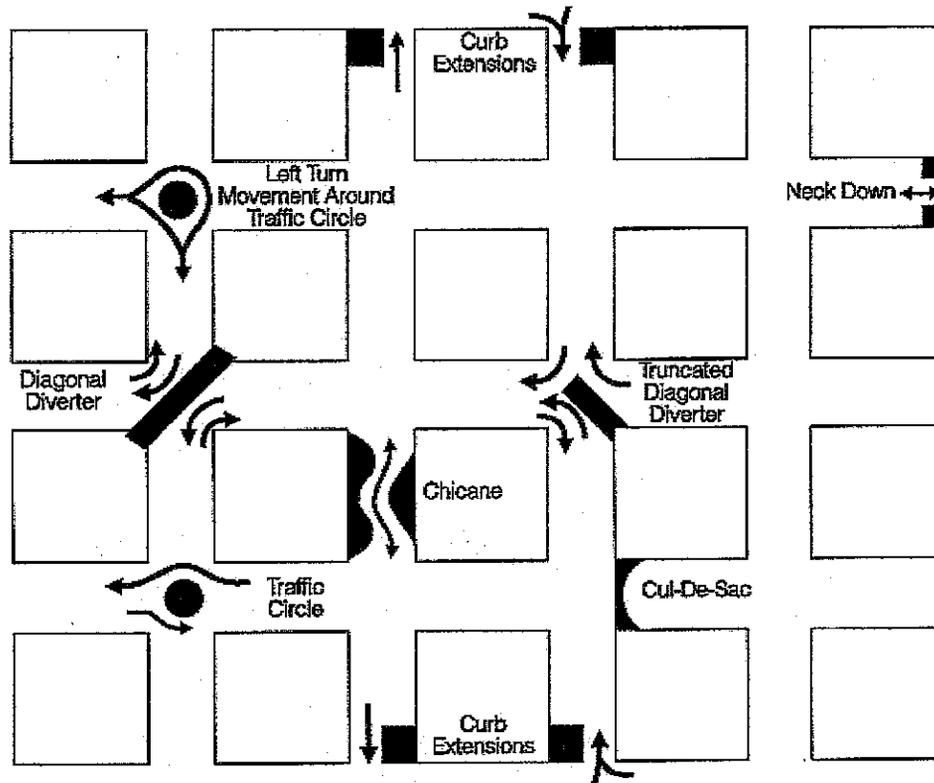
- Area for landscaping is provided.
- Conflicts are reduced.
- Pedestrian safety is increased.
- Can include a bicycle pathway connection.

Disadvantages:

- Will inconvenience residents in gaining access to their properties.
- May inhibit access by emergency vehicles unless street names are changed.
- Will move through traffic to other streets if not back to the arterial.

Example:

Eugene, Oregon has used diagonal diverters with positive community response. Eugene installs the



Example of an integrated traffic-calming plan.

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diverters on a temporary basis to get neighborhood feedback before making a permanent installation. Two types of diagonal diverters are used — some are landscaped, while others are just guardrails. Both types have openings for bicycles. These have been supported by nearby residents.

Seattle installed truncated diagonal diverters, which allow right-turn movements around one end of the diverter. The Engineering Department found that these diverters were disruptive to neighborhood traffic and has focused instead on installation of traffic circles to control neighborhood traffic problems. Problems experienced with diverters included: (1) travel time and distance increased for all users; (2) local residents were diverted to other streets; (3) visitors and delivery services were often confused and delayed; and (4) emergency vehicle response times were potentially increased.

(2) Turning-movement diverters.

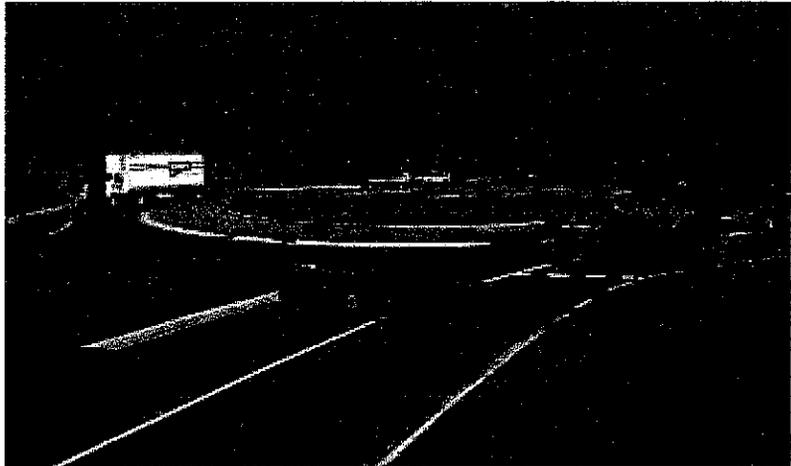
This type of diverter is designed to prevent cut-through traffic at the intersection of a neighborhood street with a major street or collector. It prevents straight-through movements and allows right turns only into and out of the neighborhood.

Advantages:

- Effective at discouraging cut-through traffic.
- Relatively low cost.
- Creates sense of neighborhood entry and identity.

Disadvantages:

- Limits resident access. Should be installed as part of overall neighborhood circulation improvements to ensure reasonable convenience for residents.
- Motorists may try to override the diverter to make prohibited turns unless vertical curbs, barriers, landscaping, or other means are used to discourage such actions.



Traffic circles can be designed to accommodate large vehicles and emergency access without undue restrictions.

Traffic Circles

Small traffic circles (center island approximately 4 meters in diameter) can be used as traffic-calming devices at intersections, reducing vehicle speeds. A roundabout is a channelized intersection at which all traffic moves counterclockwise around a central traffic island. These islands may be painted or domed, mountable elements may be curbed, and may include landscaping or other improvements.

Advantages:

- Crashes reduced by 50 to 90 percent when compared to two-way and four-way stop signs and other traffic signs by reducing the number of conflict points at intersections.
- Effective in reducing motor vehicle speeds. Success, however, depends on the central island being sufficiently visible and the approach lanes engineered to deflect vehicles, preventing overrun of the island. Overrunnable roundabouts on straight roads are less likely to produce the desired speed reduction.

Roundabout Accident Study

In 1989, a survey of crashes at mini-roundabouts examined years of crash data for 447 sites in England, Wales, and Scotland.

Key survey findings were:

- Mini-roundabouts were most commonly used on streets with speed limits of 30 mph or less.



Where possible, cyclists should be provided with cycle slips which enable them to bypass speed humps.

motorists have a tendency to shortcut the turn to avoid driving around the outside of the central island. The islands should, preferably, be raised and landscaped. If this is not possible, painted island markings should be provided.

Design Considerations:

- Roundabouts should preferably have sufficiently raised and highly visible centers to ensure that motorists use them, rather than overrunning.
- Clear signing is essential.

- Mini-roundabouts were found to have a far lower overall accident rate than that of signalized intersections with equivalent speed limits.
- Looking only at crashes involving bicycles, the study showed that four-arm mini-roundabouts have about the same involvement rate (accidents per million vehicles of that type entering the intersection) as do conventional, four-legged, signalized intersections.

- Complementary speed reduction measures such as road humps on the approach to roundabouts can improve safety.
- The design of roundabouts must ensure that bicyclists are not squeezed by other vehicles negotiating the feature. Yet, where possible, adequate deflection must be incorporated on each approach to enforce appropriate entry speeds for motor vehicles.

Comparative Accident Rates:

Signalized intersections:

2.65 accidents/intersection/year
34 accidents per 100 million vehicles
20% resulted in serious or fatal injury

Roundabouts:

0.83 accidents/intersection/year
20 accidents per 100 million vehicles
19% resulted in serious or fatal injury

Both types of intersections compared have 30-mph speed limits and are four-legged intersections.

Splitter islands are the islands placed within a leg of the roundabout, separating entering and exiting traffic and designed to deflect entering traffic. They are designed to prevent hazardous, wrong-way turning movements.

These islands are important design elements and should be provided as a matter of routine, wherever feasible. Without splitter islands, left-turning

Example: Seattle Neighborhood Traffic Control Program

The Seattle Engineering Department (SED) has experimented since the 1960's with a variety of neighborhood traffic control devices. The major emphasis of the SED Neighborhood Traffic Control Program is installing traffic circles (roundabouts) at residential street intersections. City staff report that about 30 circles are built each year. A total of approximately 400 circles have been installed to date. Each circle costs about \$5,000 to \$6,000.

In Seattle, a traffic circle is an island built in the middle of a residential street intersection. Each circle is custom-fitted to the intersection's geometry; every circle is designed to allow a single-unit truck to maneuver around the circle without running over it. A 2-foot concrete apron is built around the outside edge of the circle to accommodate larger trucks. Large trucks, when maneuvering around the circle, may run over the apron. The interior section of the circle is usually landscaped.

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SED coordinates the design and construction of each circle with the Seattle Fire Department and school bus companies.

Traffic circles are installed at the request of citizens and community groups. Because there are more requests than funding to build them, SED has created a system for evaluating and ranking the requests. Before a request can be evaluated, a petition requesting a circle must be signed by 60 percent of the residents within a one-block radius of the proposed location. Then, the intersection's collision history, traffic volume, and speeds are studied.

Chicanes

Chicanes are barriers placed in the street that require drivers to slow down and drive around them. The barriers may take the form of landscaping, street furniture, parking bays, curb extensions, or other devices.

The Seattle Engineering Department has experimented with chicanes for neighborhood traffic control. It has found chicanes to be an effective means of reducing speed and traffic volumes at specific locations under certain circumstances. A demonstration project at two sets of chicanes showed:

- Reduction of traffic volumes on the demonstration streets.
- Little increase in traffic on adjacent residential streets.
- Reduced motor speeds and collisions.
- Strong support for permanent installation of chicanes by residents (68 percent).

Design Considerations:

- Consideration should be given to safe bicycle travel. Bicycle bypasses and signs to indicate directional priority are suggested.
- A reduction in sight lines should not be used in isolation to reduce speeds, as alone, this could be

potentially dangerous. A reduction in sight lines may be appropriate to avoid excessive land taking or as a reinforcing measure only where other physical features are employed that reduce speed.

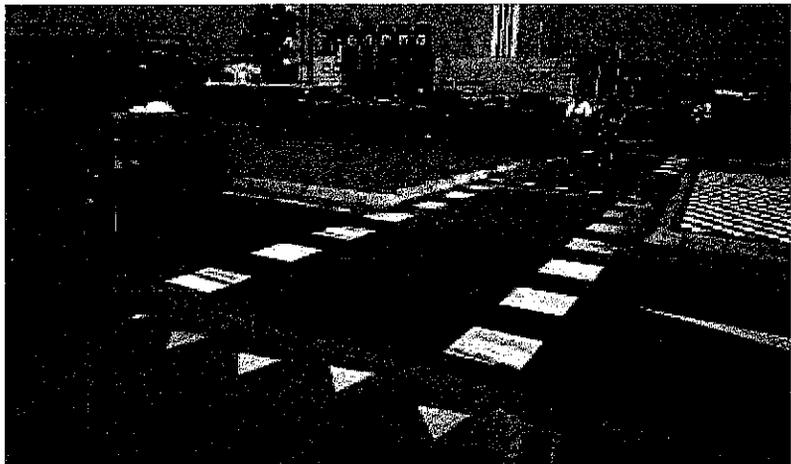
- Chicanes offer a good opportunity to make environmental improvements through planting. However, preference should be given to low-lying or slow-growing shrubs to minimize maintenance and ensure good visibility.
- Measures should be employed to ensure that chicanes are clearly visible at night.
- Where full closure or speed humps are not feasible, chicanes may be used to reduce traffic speeds. Many different layouts are possible, including staggered parking (on alternating sides of the road).

Tortuous Roads

Roads can be designed to meander or jog sharply, slowing traffic and limiting views to discourage speeding. This technique can incorporate use of cul-de-sacs and courtyards.

Design Considerations:

Tortuous roads are generally planned as part of the design stage of a new road layout, rather than being superimposed on an existing layout. The siting of buildings is used to create a meandering road.



These pavement markings at a median refuge not only delineate the crossing for motorists, but also cue pedestrians about the location of the roadway edge.

- Designers should be aware of the need for accessibility to residential properties, both in terms of servicing and the needs of the individual. Tortuous roads will prove to be unpopular if they severely restrict accessibility.
- Where traffic is deliberately diverted onto a tortuous route — to avert town center congestion, for example — consideration should be given to maintaining as direct a route as possible for bicyclists.
- Tortuous roads (a.k.a. serpentine) are under study, but have not yet been approved for use in Portland. If approved, they would be limited for use on two-lane or fewer residential streets.
- Road design is limited by AASHTO standards for transition taper lengths.
- This traffic-calming device may require significant parking removal and should be used where parking removal is not an issue.

5. Surface texture and visual devices.

This category of traffic-calming devices includes signing, pavement marking, colored and textured pavement treatments, and rumble strips. These devices provide visual and audible cues about the traffic-calmed area. Colors and textures that contrast with those prevailing along the roadway alert



Pavement treatments can be applied to the entire traffic-calmed area or limited to specific street uses. The texture or color should be a noticeable contrast to the approaching roadways if speeds are to be reduced.

motorists to the need for alertness, much as conspicuous materials increase bicyclist and pedestrian visibility. Signs and pavement markings also provide information about applicable regulations, warnings, and directions.

Signing and Pavement Markings

Installation of directional, warning, and informational signs and pavement markings should conform to MUTCD guidelines, as applicable. Traffic-calming devices may be new to many people in the United States and the signs and markings will help minimize confusion and traffic conflicts.

Design Considerations:

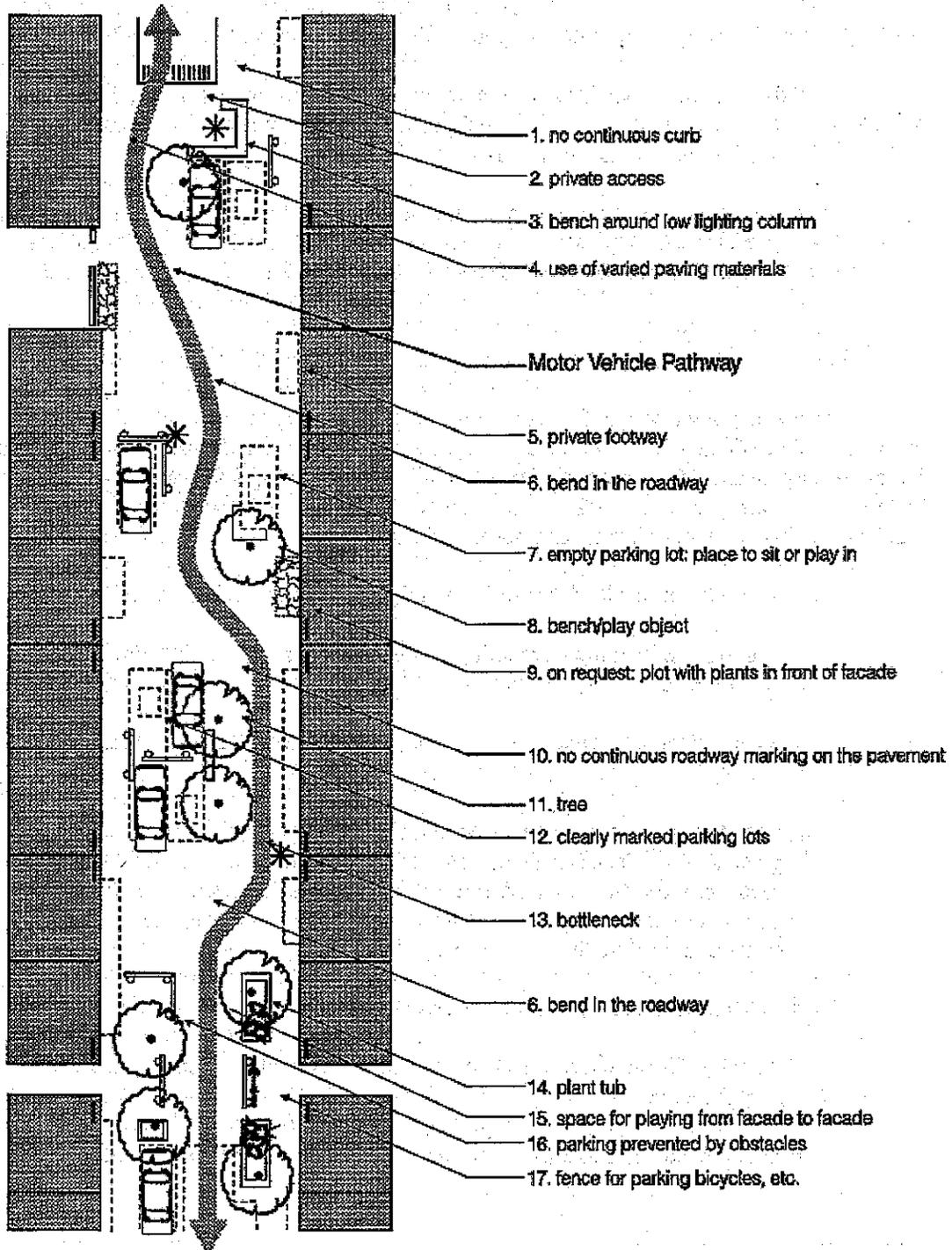
- A part of the sign/pavement marking approach to mitigating traffic in residential areas includes painting of stripes/lines on the roadway and other patterns that are designed to have a psychological impact on drivers. Although such patterns are basically intended to slow vehicles rather than reduce traffic, they should make passage over residential streets less desirable than if the roadway were untreated, in effect, encouraging the use of alternative routes.
- Many of the patterns tried have had only marginal success. In a few cases, the average speed increased slightly. A pattern that is successful is that of painting transverse bands.

Painted lines are applied to the road at decreasing intervals approaching an intersection or “slow-down” point. They are intended to give the impression of increasing speed and motorists react by slowing down.

Pavement Texturing and Coloring

The use of paving materials such as brick, cobbles, concrete pavers, or other materials that create variation in color and texture reinforces the identity of the area as a traffic-restricted zone.

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Model of a "woonerf."



The distinction between sidewalks and roadway is blurred in woonerfs.

1. The woonerf.

A woonerf (or “living yard”) combines many of the traffic-calming devices just discussed to create a street where pedestrians have priority and the line between “motor vehicle space” and “pedestrian (or living) space” is deliberately blurred (see the model of a woonerf). The street is designed so motorists are forced to slow down and exercise caution. Drivers, the Dutch say, do not obey speed limit signs, but they do respect the design of the street.

Design Considerations:

- The choice of materials should ensure that they do not pose a danger or deterrent to bicyclists. Cobbles present special difficulties, particularly for vehicles with narrow wheels and without the benefit of suspension. Such treatment is particularly discouraging for bicyclists on steep slopes, making it harder to maintain momentum when riding uphill. Thus, as a general rule, cobbles should not be employed. Similarly, pavers with chamfered edges impair a bicyclist’s stability and should be avoided.
- The color and texture of the street surface are important aspects of the attractiveness of many residential streets. The variation from asphalt or concrete paving associated by most people with “automobile territory” signals to the motorist that he or she has crossed into a different, residential zone where pedestrians and bicyclists can be expected to have greater priority.

Putting the Design Techniques to Work: Selected Examples of Traffic Calming

Most traffic-calmed streets utilize a combination of the devices just discussed. The following are some examples: the woonerf, entry treatments, shared streets, and other techniques (bicycle boulevards, modified street design, modified intersection design, channelization changes, traffic calming on a major road, slow streets, transit streets, and pedestrian zones).

The woonerf (plural — woonerven) is a concept that emerged in the 1970’s as increased emphasis was given by planners to residential neighborhoods. People recognized that many residential streets were unsafe and unattractive and that the streets, which took up a considerable amount of land area, were used for nothing but motor vehicle access and parking. Most of the time, the streets were empty, creating a “no-man’s land” separating the homes from one another.

The Dutch, in particular, experimented extensively with street design concepts in which there was no segregation between motorized and non-motorized traffic and in which pedestrians had priority.

A law passed in 1976 provided 14 strict “design rules” for woonerfs and resulted in construction of 2,700 such features in the following seven years.

The woonerven were closely evaluated, with the following findings:

- Injury accidents were reduced by 50 percent.
- Vehicle speeds were reduced to an average of 8 to 15 mph (13 to 25 km/h).
- Nationally, 70 percent of the Dutch population thought woonerven to be attractive or highly attractive.
- Non-motorized users assessed woonerven more positively than motorized users.

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- Feedback from residents living on woonerfs was very positive. They appreciated the low traffic volumes and absence of cut-through traffic, but considered the larger play areas and other improvements to the street environment to be even more important benefits.

Woonerf Design Principles:

Following evaluation of the woonerven, the Dutch law was amended (July 1988) to allow greater design flexibility, replacing the design rules with six basic principles.

- (1) The main function of the woonerf shall be for residential purposes. Thus, roads within the "erf" area may only be geared to traffic terminating or originating from it. The intensity of traffic should not conflict with the character of the woonerf in practical terms: conditions should be optimal for walking, playing, shopping, etc. Motorists are guests. Within woonerven, traffic flows below 100 vehicles per hour should be maintained.
- (2) To slow traffic, the nature and condition of the roads and road segment must stress the need to drive slowly. Particular speed-reduction features are no longer mandated, so planners can utilize the most effective and appropriate facilities.
- (3) The entrances and exits of woonerven shall be recognizable as such from their construction. They may be located at an intersection with a major road (preferable) or at least 20 meters (60 feet) from such an intersection.
- (4) The impression shall not be created that the road is divided into a roadway and sidewalk. Therefore, there shall be no continuous height differences in the cross-section of a road within a woonerf. Provided this condition is met, a facility for pedestrians may be realized.

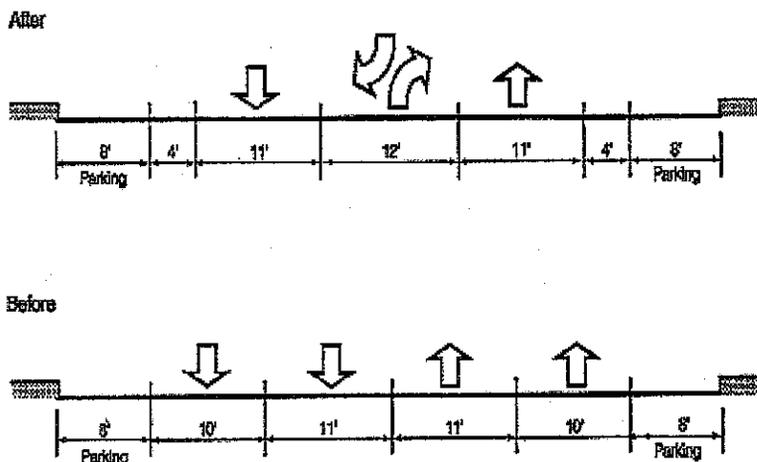
Thus, space can be designated for pedestrians and a measure of protection offered, for example, by use of bollards or trees.

- (5) The area of the road surface intended for parking one or more vehicles shall be marked at least at the corners. The marking and the letter "P" shall be clearly distinguishable from the rest of the road surface. In shopping street "erfs" (winkelerven), special loading spaces can be provided, as can short-term parking with time limits.
- (6) Informational signs may be placed under the international "erf" traffic sign to denote which type of "erf" is present.

2. Entry treatment across intersections.

Traffic-calming devices can be combined to provide an entry or "gateway" into a neighborhood or other district, reducing speed though both physical and psychological means. Surface alterations at intersections with local streets can include textured paving; pavement inserts; or concrete, brick, or stone materials. At the entry, the surface treatment can be raised as high as the level of the adjoining curb. Visual and tactile cues let people know that they are entering an area where motor vehicles are restricted.

Eugene, Oregon installs curb extensions at entrances to neighborhood areas, usually where a residential



The conversion of a 58-foot roadway. Elimination of one travel lane in each direction creates space for bicyclists.

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street intersects an arterial. The curb extension is placed to prevent motor vehicle traffic from cutting through the neighborhood. The curb extension is signed as a neighborhood entrance or exit. Most of the street remains two-way, but one end becomes a one-way street. Compliance by motor vehicles is mostly good. Bikes are allowed to travel both ways at all curb extensions.

3. Bicycle boulevards.

The City of Palo Alto, California has moved beyond spot traffic-calming treatments and has created bicycle boulevards — streets on which bicycles have priority.

The purpose of a bicycle boulevard is to provide:

- Throughway where bicycle movements have precedence over automobiles.
- Direct route that reduces travel time for bicyclists.
- Safe travel route that reduces conflicts between bicyclists and motor vehicles.
- Facility that promotes and facilitates the use of bicycles as an alternative transportation mode for all purposes of travel.

The Palo Alto bicycle boulevard is a 2-mile stretch of Bryant Street — a residential street that runs parallel to a busy collector arterial. It was created in 1982 when barriers were fitted to restrict or prohibit through motor vehicle traffic, but to allow through bicycle traffic. In addition, a number of stop signs along the boulevard were removed. An evaluation after 6 months showed a reduction in the amount of motor vehicle traffic, a nearly twofold increase in bicycle traffic, and a slight reduction in bicycle traffic on nearby streets.

The City also found that anticipated problems failed to materialize and concluded that a predominately stop-free bikeway — on less traveled residential streets — can be an attractive and effective route for bicyclists. The bicycle boulevard bike traffic increased to amounts similar to those found on other established bike routes.

The bicycle boulevard continues to function as a normal local city street, providing access to residences, on-street parking, and unrestricted local

travel. The City received complaints about the visual appearance of the initial street closure barriers (since upgraded with landscaping), but is unaware of any other serious concerns of nearby residents.

Plans for the extension of the bicycle boulevard through downtown Palo Alto were approved by the City Council in the summer of 1992. Included in this extension was the installation of a traffic signal to help bicyclists cross a busy arterial.

4. Channelization changes.

The Seattle Engineering Department is changing some of its streets from four lanes to two lanes, with a center left-turn lane. These channelization changes can provide extra room for bicycle lanes or a wide lane for cars and bikes to share.

Numerous comments from users of some of those streets say motor vehicle speeds seem to have decreased. One street in particular, Dexter Avenue North, is a popular commuting route to downtown Seattle for bicyclists.

Traffic counts on the street show bicyclists make up about 10 to 15 percent of the traffic at certain times during the day. The rechannelization had little or no effect on capacity, reduced overtaking accidents, and made it easier for pedestrians to cross the street (by providing a refuge in the center of the road).

11.5 Exercise

Do one of the following exercises:

1. Choose a site-specific location (such as two to three blocks of a local street) where fast traffic or short cuts are a problem. Conduct a site analysis to determine problems. Prepare a detailed site solution that incorporates several traffic-calming devices. Illustrate with drawings and describe the anticipated changes in traffic speed.
2. Prepare a traffic-calming solution for an entire neighborhood or downtown area that illustrates an area-wide approach to slowing traffic. Conduct a site analysis to determine problem areas. Illustrate your solutions and describe the anticipated changes in traffic speed and flow.

11.6 References

Text and graphics for this lesson were derived from the following sources:

Federal Highway Administration, *National Bicycling and Walking Study—Case Study No. 19: Traffic-Calming, Auto-Restricted Zones, and Other Traffic Management Techniques—Their Effects on Bicycling and Pedestrians*, 1994.

Federal Highway Administration, *Pedestrian & Bicyclist Safety and Accommodation—Participation Handbook*, NHI Course #38061, 1996.

Hass Klau, *Illustrated Guide to Traffic Calming*, Institute of Transportation Engineers, 1990.

For more information on this topic, refer to:

J. Cleary, *Cyclists and Traffic Calming*, Cyclists Touring Club, Godalming, U.K., 1991.

R. Ewing and Kooshian, "U.S. Experience With Traffic Calming," *ITE Journal*, August 1997, pp. 28-33.

Cynthia Hoyle, *Traffic Calming*, Planning Advisory Service Report No. 456, American Planning Association, 1995.

Institute of Transportation Engineers, *Recommended Guidelines for the Design and Application of Speed Humps*, 1993.

National Cooperative Highway Research Program (NCHRP), *Research Synthesis on Roundabouts*, NCHRP Synthesis 264.

Traffic Calming in Practice—An Authoritative Sourcebook With 85 Illustrative Case Studies (available through ITE), Landor Publishing, London, 1994.

1. **Intergovernmental Activity:**

- a. **NPDES:** The permit application for the upcoming five-year period has been submitted to the Florida Department of Environmental Protection. (07/17/12) Approval for the period 01/01/13 to 12/31/17 was issued. (11/20/12)
- b. **US-192/Riverside Drive:** FDOT has indicated a willingness to re-examine traffic movement at the intersection toward possibly restricting N. Riverside Drive motorists from turning west onto US-192 while S. Riverside Drive motorists have a green light to turn west onto US-192. (03/19/13) FDOT has agreed to check the structural integrity of the mast arm to ensure that it will support the restricted right-turn indicator. Additionally, they will determine if they can impose the restriction in conjunction with the northbound Riverside Drive green whereby S. Riverside Drive motorists are turning west onto US-192. (03/24/14) FDOT has indicated an ability to address this. (06/11/14) FDOT has been requested to perform the work. (09/16/14) FDOT has noted that work should be complete by 4/1/16. (12/9/15) The restrictive signal has been installed. (02/10/16)
- c. **Ernest Kouwen-Hoven Bridge:** Work to commence on the lower concrete portions of the bridge spans through Nov., 2015. There will be a night-time lane closure periodically. (09/16/14) Resurfacing will start at Babcock Street and continue east to the easternmost foot of the bridge. (11/12/15) Completion on resurfacing expected 9.8.16 and on bridge work 7.1.16. (04/13/16)
- d. **SR-A1A Resurfacing:** FDOT plans in FY-16 to resurface SR-A1A from US-192/SR-500 to south of the Pineda Causeway. (08/21/12) FDOT has agreed to also resurface those portions of the SR-A1A right-of-way that taper into the side streets. The finished product will consist of a 10 ½' inside travel lane on SR-A1A, an 11' outside lane, and a 4' bicycle lane. (02/19/13) Plans will be reviewed by FDOT by November, 2015. (08/12/15)
- e. **Water Franchise Agreement:** The current Water Franchise Agreement between the Town of Indialantic and the City of Melbourne expires in mid-2017. To avoid any last minute issues the City has been requested to review the document and forward a draft to the Town with changes that are needed. (05/20/14) The Town has engaged Anthony Garganese. (06/11/14)
- f. **SR-A1A Pedestrian Crossing at Watson Drive:** Council's request was submitted to FDOT. (02/11/15) FDOT to respond by April 3. (03/11/15) Council to receive FDOT response on 8/12/15. (08/12/15) The Engineer was consulted and Council will consider the proposal on 9/9/15. (09/09/15) FDOT was advised to proceed with plans to install the raised concrete median and crosswalk immediately north of Watson Drive. (10/07/15) FDOT has indicated that the SR-A1A resurfacing project has proceeded beyond where this project can be considered until after the resurfacing project advances. The crossing will be folded into a multimodal project. (12/09/15)

- h. **Stormwater Inlets:** A contractor has removed material from 10 of the 167 inlets. (02/18/14) Ten additional inlets have been cleaned. (04/21/14) Twelve additional inlets have been cleaned. (05/20/14) Six additional inlets have been cleaned—on Tradewinds Terrace. (09/16/14) Twenty-two inlets were cleaned. (04/08/15) Six inlets were cleared in June. (07/08/15) Additional inlets have been cleared along S. Ramona Ave. (08/12/15) Sixteen inlets cleaned on N. Ramona through Michigan Avenue and on S. Riverside Dr. at 6th Avenue. (12/9/15) Inlets cleaned south on S. Shannon Avenue and north on S. Palm Avenue to 12th Terrace. (07/13/16)
- i. **Scaevola:** Scaevola Taccada plants have been removed from a small area north of dune crossover #3 by a volunteer. Additional work of this nature is expected to progress. (11/12/15) Scaevola has been removed from the boardwalk area north of Access #8. (03/09/16) Beach elder and railroad vine have been planted north of Access #8. (04/13/16) Beach elder, railroad vine and beach daisy have been planted at Access #6. (06/08/16)
- j. **Code Review Task Force:** A meeting is being scheduled for mid January consistent with the meeting days/times as expressed by the newly appointed members. (12/09/15) The task force members have agreed to meet the 3rd Monday of each month at 3:45 p.m. (02/10/16)
- k. **Painting:** Staff is proceeding to paint the public works garage with the body in crisp linen and the door/trim in drizzle. Nance Park restroom is to be painted a mandarin color. (01/13/16) Rotted trim on the east side of the men's restroom is being replaced. (04/13/16) The restroom is scheduled to be painted once school starts in August. (06/08/16)
- l. **Tree Trimming:** Palms are being trimmed in Nance Park. (07/13/16)
- m. **Restroom Roof:** A purchase order has been issued to replace the rusted metal restroom roof with asphalt roof tiles. (02/10/16) Work is in progress. (03/09/16) The Nance Park restroom roof has been replaced. (04/13/16)
- n. **Sea Turtle Nesting Season:** Note: Sea turtle nesting season runs from 3/1/16 through 10/31/16 in Brevard County because leatherback sea turtles begin to come ashore in March. (03/09/16)
- o. **Orlando Park:** The donor sign at the southeast corner of Orlando Park has been replaced. (04/13/16)
- p. **Third Avenue:** The Town's consulting engineer is preparing possible traffic calming options with any associated cost in response to speeding concerns along Third Avenue. (06/08/16) Information will be presented to Council on July 13, 2016. (07/13/16)

TOWN OF INDIALANTIC
CLERK'S REPORT
 June 2016

I. NUMBER OF REGISTERED VOTERS 2,275

II. BUSINESS TAX RECEIPTS ISSUED FY15-16 05

New Business (NB)	03
Renewal (R)	00
Transfer of Ownership (TO)	01
Change of Location (CL)	01
Name Change (NC)	00
License in Existing Business (EB)	00
Home Office (HO)	00

Name of Business	Address	Owner	Issued	License	Comment
Annette P. Soldini, MS, LMHC	201 Sixth Avenue	Annette Perechlin Soldini	06/21/16	16208	NB=licensed mental health counselor
Balanced Bodywork & Skin Therapy LLC	330 Fifth Avenue	Allison Wyand	06/21/16	16209	CL=formerly 114 Sixth Avenue, Suite 2
Larson Psychological Services, LLC	122 Fourth Avenue, Suite 200	Molly Kathleen Larson	06/21/16	16207	NB=psychologist
Pico Alto PHC LLC	2 Wavecrest Avenue	Alberto Deza	06/21/16	16210	NB=restaurant
Salon DePalma	103 North Riverside Drive, Suite A	Jennifer DePalma	06/07/16	16206	NB/TO/NC=formerly J Jordan Salon

III. MEETINGS HELD

Administration furnished support services for the following meetings:
 Budget & Finance Committee – June 02
 Town Council – June 08
 Code Review Task Force – June 20
 Zoning and Planning Board – June 28

IV. MISCELLANEOUS

Nance Park Rental – June 05, 18

Indialantic Police Department

Monthly Activity Report

June 2016

OPERATIONS:

* The Department Responded to 748 Incidents.

* 29 Subpoenas were issued.

* Activity	28	Arrests
		5 Felony
		9 Misdemeanor
		14 Traffic
		2 DUI & 3 Drug
	170	Traffic Citations
	226	Traffic Stops
	88	Verbal Warnings
	1	Capias Filed

TRAINING:

Lacey: Traffic Homicide

Lovelace: APCO Telecommunicator

Indialantic Police Department
 Monthly Crime Index
 June 2016

Part I	Reported	Cleared	Prior	Total	%
Murder	0				0%
Sexual Battery	0				0%
Robbery	0				0%
Agg Assault	0				0%
Burglary	3	1			33%
Larceny	4	1	1	2	50%
Veh Theft	0				0%
Assault/Battery	0				0%
Arson	0				0%
Total Part I	7				
Part II					
Kidnapping	0				
Fraud/Forgery	2				
Embezzlement	0				
Posses Stln Prop	0				
Criminal Mischief	0				
Weapons	0				
Sex Offenses	0				
Narcotics	7				
DUI	2				
Liquor Laws	0				
Disorderly	0				
Ordinance	9				
Other Viol	2				
Other Traffic	11				
Prostitution	0				
Total Part II	33				
Part III & IV					
Patrol Area	322				
911 Investigations	80				
Citizen Contact	11				
Juvenile	0				
Warrant	1				
Misc Traffic	67				
Traffic Accidents	18				
Sick/Injured	0				
Death	1				
Mentally Ill	0				
Suicide/Attempt	0				
Animal	3				
Information	15				
Alarm/Open Door	30				
Fire	0				
Lost/Found	11				
Disturbances	16				
Susp Incidents	80				
Assists	46				
Details	6				
Missing Persons	1				
Total III & IV	708				
Grand Total	748				

Indianapolis Police Department
YTD Information Report
June 2016

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Value Stolen	\$ 20	\$ 9,611	\$ 1,326	\$ 10,798	\$ 489	\$ 18,908							\$ 41,152
Value Recovered	\$ 150	\$ -	\$ 4,471	\$ 2,082	\$ 489	\$ 25							\$ 7,217
Traffic Warnings	2	4	13	1	6	1							27
Equip Warnings	2	2	1	7	3	1							16
Verbal Warnings	136	114	55	87	125	88							605
Field Interrogation	0	0	0	0	0	0							0
Parking Violations	3	3	5	14	14	13							52
Parking Fines	\$ 72	\$ 60	\$ 100	\$ 292	\$ 285	\$ 340							\$ 1,149
Traffic Citations	120	152	129	145	180	170							896
Arrests	23	24	24	22	24	28							145
DUI Charges	0	1	1	2	3	2							9
Drug Charges	5	8	2	1	3	3							22
Wavecrest Activity	64	40	47	50	40	48							289

Indialantic Fire Rescue Monthly Report for June 2016

FIRES		
Structure Fires		
Brush Fires		
Vehicle Fires		1
Trash Fires		
Other Fire Calls		
RESCUE & EMERGENCY MEDICAL		
Medical		18
Motor Vehicle/Pedestrian Accident with injuries		1
Motor Vehicle with no injuries		2
Water Rescue		2
HAZARDOUS CONDITIONS (No Fire)		
Electrical Wiring/Equipment Problem		2
SERVICE CALL		
Public Service Calls		5
Assist Police or Other Government Agency		2
GOOD INTENT CALL		3
Well Being Check		5
Dispatched and Cancelled Enroute		2
Dispatched and Cancelled on Scene		
FALSE ALARM & FALSE CALLS		
False Alarm or False Call		7
Smoke Detector activation due to smoke or dust		
SPECIAL INCIDENT TYPE		
Special Type of Incident		3
Fire Inspection/Business Tax Receipt (BTR)		22
Re-Inspection Fire/BTR		
Hydrant Inspections		28
TOTAL CALLS		103
RUNNING TOTAL OF PREVIOUS MONTHS		393
TOTAL CALLS YEAR TO DATE		496
MUTUAL AIDE		
	GIVEN	3
	RECEIVED	2
AVERAGE RESPONSE TIME		
	INDIALANTIC FIRE	3.03
	BREVARD COUNTY	9
VOLUNTEER HOURS		229.75
	SAVINGS REALIZED BY THE TOWN	\$4,595
BURN PERMITS ISSUED FOR THE MONTH		NA
	Total Number of Burn Permits Issued Nov. 1st - Feb. 29th	49
VOLUNTEER F/F ACTIVITY	Monthly Business meeting was conducted on 6/1/16 and weekly training on 6/7/16, 6/14/16, 6/21/16, & 6/28/16. Training included emergency medical care, The Art of Reading Smoke, fire ground search/rescue, and water rescue/launching the jet ski and picking swimmers up utilizing the jet ski.	
CAREER F/F ACTIVITY	The on-duty crews logged 222 hours of training during the month. Crews continue to conduct annual fire safety inspections and re-inspections on commercial and multi-family properties throughout the Town. Hydrant Inspections were completed during the month. The Fire Chief's attended a Brevard County Emergency Managers meeting as well as a basic hydraulics for sprinkler systems class.	

TOWN OF INDIALANTIC BUILDING REPORT

June-16			
	<u>CURRENT</u>	<u>YTD 16</u>	<u>YTD 15</u>
NO. OF PERMITS ISSUED	49	313	268
TOTAL PERMIT FEES	\$4,715.00	\$57,419.32	\$52,163.00
TOTAL CONSTRUCTION VALUE	\$344,475.00	\$8,477,814.00	\$6,300,849.00
PLAN REVIEW FEES	\$0.00	\$3,206.00	\$487.50
TOTAL SIGN FEES	\$125.00	\$960.00	\$1,250.00
NO. OF SIGN PERMITS ISSUED	1	13	16
NEW CONVENTIONAL HOMES	0	3	3
NEW MULTI FAMILY HOMES	0	1	1
NEW COMMERCIAL BUILDINGS	0	1	0
MISC. ADDITIONS/ALTERATIONS	1	27	13
CERTIFICATE OF OCCUPANCY	0	0	1
BUILDING CODE INSPECTIONS	79	626	376

Building Department Permits Issued

PermitNo	Company Name	Owner Name/Address	Construction Value	Permit Fee	Plan Fee	Surcharge Fee
IND16_221		BRADLEY	301 MIRAMAR AVE S 3	\$3,247.00	\$75.00	\$0.00
IND16_225		REYNOLDS	510 RIVERSIDE DR N	\$25,000.00	\$190.00	\$0.00
IND16_226		ELKEN	316 PALM CT	\$2,071.00	\$80.00	\$0.00
IND16_232		HOLMES	604 RAMONA AVE S	\$15,220.00	\$145.00	\$0.00
IND16_247		PRICE, JIMMY TRUSTEE	100 TAMPA AVE	\$16,500.00	\$150.00	\$0.00
IND16_253		NICHOLS	505 MIRAMAR AVE N 4	\$6,023.00	\$75.00	\$0.00
IND16_255		BRAY, GALE S	600 MIRAMAR AV N	\$2,564.00	\$80.00	\$0.00
IND16_256		ZAHLMANN, ROBERT B	240 WAYNE AV	\$16,553.00	\$75.00	\$0.00
IND16_257		LEWIS	220 WAYNE AVE	\$2,000.00	\$75.00	\$0.00
IND16_258		ENGLEHART, CARRIE	1101 SHANNON AV S	\$2,400.00	\$80.00	\$0.00
IND16_260		CURTIS, DENNIS	905 MAGNOLIA DR S	\$11,326.00	\$125.00	\$0.00
IND16_261		KASPER, CLIFFORD H	103 RIVERSIDE DR N	\$250.00	\$45.00	\$0.00
IND16_262		MOALLEM, M DAVID	520 RIVERSIDE DR N	\$28,650.00	\$210.00	\$0.00
IND16_263		RHODES, JAMES E	304 TENTH TER	\$10,500.00	\$120.00	\$0.00
IND16_264		DAVIDSON	219 WATSON DR	\$2,395.00	\$80.00	\$0.00
IND16_266		WEBSTER	50 ELEVENTH AVE 10	\$6,991.00	\$75.00	\$0.00
IND16_267		KRAUSE	1321 MIRAMAR AVE S	\$5,780.00	\$75.00	\$0.00
IND16_268		CAMPBELL, RON	211 DELAND AVE	\$15,000.00	\$140.00	\$0.00
IND16_269		GASPICH	210 COCOA AVE	\$1,700.00	\$75.00	\$0.00
IND16_270		SHELLEY, SHERIDAN LEE	218 MIAMI AV	\$2,045.00	\$80.00	\$0.00
IND16_272		COULTER	974 SHANNON AVE S	\$7,490.00	\$105.00	\$0.00
IND16_274		BYNUM	50 ELEVENTH AVE 20	\$2,874.00	\$75.00	\$0.00
IND16_275		HEALY	1505 MIRAMAR AV S	\$5,897.00	\$75.00	\$0.00
IND16_276		PATEL	1108 RIVERSIDE DR S	\$1,000.00	\$60.00	\$0.00
IND16_277		GRIFFITH, IRENE	355 MIAMI AVE	\$4,950.00	\$90.00	\$0.00
IND16_278		TRAUT, RICHARD	410 ORMOND DR	\$2,000.00	\$75.00	\$0.00
IND16_279		Benevente,	427 OAKLAND AV	\$5,843.00	\$75.00	\$0.00
IND16_280		ENGLEHART, CARRIE	1101 SHANNON AV S	\$15,500.00	\$145.00	\$0.00
IND16_281		KICINSKI, LINDA	231 MIAMI AV	\$2,500.00	\$80.00	\$0.00
IND16_282		CODY	206 FOURTH AV	\$2,400.00	\$75.00	\$0.00
IND16_283		VOIGTLANDER	221 NINTH TER	\$18,870.00	\$160.00	\$0.00
IND16_284		PREECE, ERIC	615 RIVERSIDE DR N	\$1,070.00	\$75.00	\$0.00
IND16_286		PARAGON REALTY LLC	122 FOURTH AV	\$5,200.00	\$95.00	\$0.00
IND16_287		HORNELL, STEPHEN	142 FIRST AV	\$7,015.00	\$75.00	\$0.00
IND16_289		FRALEY, DAVID W	303 DELAND AV	\$800.00	\$60.00	\$0.00
IND16_290		QUANDT, THOMAS M	311 COCOA AV	\$4,800.00	\$75.00	\$0.00
IND16_291		ANDREN, CARL F	906 RAMONA AV S	\$6,582.00	\$75.00	\$0.00
IND16_292		KNOX, KAREN	459 MICHIGAN AVE	\$2,370.00	\$80.00	\$0.00
IND16_293		CARAWAY	320 ORMOND DR	\$500.00	\$45.00	\$0.00
IND16_294		THAYER, LOIS	215 MELBOURNE AV	\$4,850.00	\$90.00	\$0.00

PermitNo	Company Name	OwnerName/Address	Construction Value	Permit Fee	Plan Surchage Fee
IND16_295		WHITJAK, TED 1101 MIRAMAR AVE S	\$5,979.00	\$75.00	\$4.00
IND16_296		BENNETT, MARY C 208 CHALET AV	\$4,200.00	\$75.00	\$4.00
IND16_298		ATKINS 104 TWELFTH AVE	\$6,830.00	\$100.00	\$4.00
IND16_299		CRAIGIE 445 GENESEE AV	\$14,000.00	\$270.00	\$8.10
IND16_301		PEPAJ, D JON 1001 RIVERSIDE DR S	\$450.00	\$45.00	\$4.00
IND16_302		THOMS, LORI 443 SEVENTH AV	\$4,600.00	\$75.00	\$4.00
IND16_304		BROWN, MARTY 1406 RIVERSIDE DR S	\$13,850.00	\$135.00	\$4.05
IND16_305		REID 300 MELBOURNE AVE	\$12,720.00	\$130.00	\$4.00
IND16_307		CANNON, MARK 115 THIRD AVE	\$3,120.00	\$75.00	\$4.00
Permits:	49	Grand Total	\$344,475.00	\$4,715.00	\$206.35

Inspection Result Date Summary 06/01/2016 through 06/30/20

<i>InspResult</i>	<i>Total Inspections</i>
Approved	76
Disapproved	3
<i>All Results:</i>	79

June 2016
Code Enforcement Violations

<u>Number:</u>	<u>Direction:</u>	<u>Street:</u>	<u>Type:</u>	<u>Date:</u>	<u>Code:</u>	<u>Description:</u>	<u>Status:</u>
111		Thirteenth	Avenue	12/30/14	13-9	Building numbering	Under construction
123		Fifth	Avenue	08/13/15	17-106(5)(a)	No permit for new sign	Complied
133		Fifth	Avenue	08/13/15	17-106.2(1)	Obsolete sign	Complied
445		Genesee	Avenue	09/11/15	5.5-68	Landscaping	Complied/CEB 07/13/16
404	South	Miramar	Avenue	12/02/15	17-124	Vacation rentals prohibited in R-3	In the process
134		Fifth	Avenue	02/04/16	17-116	Temporary portable storage unit	Complied/CEB 07/13/16
2		Fifth, Suite C	Avenue	02/09/16	17-106.2(1)	Obsolete sign	Outstanding
140		Fourteenth	Avenue	04/19/16	5.5-68	Landscaping	Complied
1501	South	Shannon	Avenue	04/22/16	8-12.1	Dumpsters	Complied/CEB 07/13/16
425		Eighth	Avenue	04/26/16	5.5-68	Landscaping	Complied
210		Sixth	Avenue	04/28/16	9-6	\$62.50 BTR delinquent	Outstanding
241		Fifth	Avenue	04/28/16	9-6	\$2.50 BTR delinquent	Outstanding
422		Fifth	Avenue	04/28/16	9-6	\$62.50 BTR delinquent	Complied
442		Fourth	Avenue	04/28/16	9-6	\$10.00 Alarm delinquent	Outstanding
834	North	Miramar	Avenue	04/28/16	9-6	\$10.00 Alarm delinquent	Outstanding
336		Miami	Avenue	04/29/16	17-116	POD without a permit	Complied/CEB 07/13/16
1501	South	Shannon	Avenue	05/06/16	5.5-68(d)	Landscaping	Outstanding
234		Michigan	Avenue	05/06/16	5.5-68(b)	Landscaping	Complied
445		Genesee	Avenue	05/06/16	5.5-68(a)	Landscaping	Complied
116		Miami	Avenue	05/20/16	17-103(b)3(a)	Boat on trailer in front	Complied
109		Fifth	Avenue	05/24/16	8-12.1	Dumpsters	Outstanding
221		Ninth	Terrace	05/24/16	18-18	Management of vegetative matter	Complied
225		Fifth	Avenue	05/24/16	5.5-65	Trash container areas	Complied
225		Fifth	Avenue	05/24/16	8-12.1	Dumpsters	Complied
303		Deland	Avenue	05/31/16	15-33 & 15-34	Junk and Prive Property	Complied
125	South	Miramar	Avenue	06/02/16	17-106.2(2)(a)	Sign not permitted	Removed
		Fifth Avenue Median		06/03/16	17-106.2(2)(a)	Sign not permitted	Removed
		Fifth Avenue & South Riverside Drive		06/06/16	17-106.2(2)(a)	Sign not permitted	Removed
		Melbourne Causeway		06/06/16	17-106.2(2)(a)	Sign not permitted	Removed
		Melbourne Causeway		06/06/16	17-106.2(2)(a)	Sign not permitted	Removed
112		Fourth	Avenue	06/08/16	17-106.2(2)(a)	Sign not permitted	Removed
		Fourth Avenue & North Palm Avenue		06/08/16	17-106.2(2)(a)	Sign not permitted	Removed
		Michigan Avenue & North Palm Avenue		06/08/16	17-106.2(2)(a)	Sign not permitted	Removed
		First Avenue & North Shannon Avenue		06/08/16	17-106.2(2)(a)	Sign not permitted	Removed
		Third Avenue & North Shannon Avenue		06/08/16	17-106.2(2)(a)	Sign not permitted	Removed

June 2016
Code Enforcement Violations

<u>Number:</u>	<u>Direction:</u>	<u>Street:</u>	<u>Type:</u>	<u>Date:</u>	<u>Code:</u>	<u>Description:</u>	<u>Status:</u>
964	South	Shannon	Avenue	06/17/16	5.5-68(b)	Landscaping	Complied
300		Cocoa	Avenue	06/17/16	5.5-68(b)	Landscaping	Complied
115		Wayne	Avenue	06/17/16	5.5-68(b)	Landscaping	Complied
105		Orlando	Blvd.	06/17/16	5.5-68(b)	Landscaping	Complied
440		Watson	Drive	06/23/16	5.5-68(b)	Landscaping	Complied
323		Michigan	Avenue	06/23/16	5.5-68(b)	Landscaping	Complied
225		Sixth	Avenue	06/23/16	5.5-68(b)	Landscaping	Complied
336		Miami	Avenue	06/23/16	5.5-68(b)	Landscaping	Complied
		Fifth Avenue Median		06/24/16	17-106.2(2)(a)	Sign not permitted	Removed
305	South	Ramona	Avenue	06/24/16	17-121	Single-Family Residence Districts	In the process
105	North	Riverside	Drive	06/27/16	6-172	\$175.00 False Alarm Notices	Outstanding
1145	North	Shannon	Avenue	06/27/16	5.5-64	Paved and unpaved areas	Outstanding
		Second Avenue & North Riverside Drive		06/28/16	17-106.2(2)(a)	Sign not permitted	Removed
120		Deland	Avenue	06/28/16	13-9	Building numbering	Outstanding
223		Melbourne	Avenue	06/30/16	17-116	POD without a permit	Complied
118		Tradewinds	Terrace	06/30/16	18-18	Management of vegetative matter	Outstanding
505	South	Ramona	Avenue	06/30/16	18-18	Management of vegetative matter	Outstanding

CPS/vmtm 07/01/16