

PROPOSED RESOLUTION NO. 2020-R-10

RESOLUTION NO. 3692

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PEMBROKE PINES, FLORIDA; AMENDING RESOLUTION NO. 2927, ADOPTED ON MARCH 5, 2003; REDUCING THE PETITION REQUIREMENT OF AFFECTED PROPERTY OWNERS ALONG THE STREET UPON WHICH A TRAFFIC CALMING DEVICE IS REQUESTED FROM EIGHTY-FIVE PERCENT (85%) TO FIFTY-ONE PERCENT (51%); DELEGATING THE AUTHORITY TO THE CITY ENGINEER TO DETERMINE LOCATION OF TRAFFIC CALMING DEVICES INSTALLED PURSUANT TO THIS RESOLUTION; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on March 5, 2003, the City Commission of the City of Pembroke Pines (the "City") adopted Resolution No. 2927 (the "Resolution"), thereby establishing criteria and procedures for residents to petition the City to install traffic calming devices in their community; and

WHEREAS, the Resolution required a petition of eighty-five percent (85%) approval of affected property owners in support of the installation of the traffic calming device; and

WHEREAS, the City, from time to time, receives complaints from its residents regarding vehicular traffic travelling through their neighborhood and local roads at excessive rates of speed; and

WHEREAS, in an effort to promote public safety and give residents greater control over the traffic calming opportunities in their communities, the City Commission seeks to reduce the petition requirement of affected property owners

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from eighty-five percent (85%) to fifty-one percent (51%) ; and

WHEREAS, the City Commission of the City of Pembroke Pines finds it to be in the best interests of the health, safety and welfare of the City residents, citizens and visitors to reduce the current approval percentage from eighty-five percent (85%) to fifty-one percent (51%).

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF PEMBROKE PINES, FLORIDA, AS FOLLOWS:

Section 1. The foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct, and are incorporated herein by this reference.

Section 2. The City Commission hereby adopts the amended criteria for the installation of traffic calming devices and amends the percentage threshold from 85% to 51% approval of property owners, as more particularly set forth in Exhibit "A" attached hereto. The City Engineer is hereby delegated the authority to determine the location of any traffic calming device installed pursuant to this resolution.

Section 4. All resolutions inconsistent or in conflict herewith shall be and are hereby repealed insofar as there is conflict or inconsistency.

Section 5. If any section, sentence, clause, or phrase of this resolution is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this resolution.

Section 6. This resolution shall become effective upon its passage and

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adoption by the City Commission.

Section 7. This Resolution shall become effective immediately upon its passage and adoption.

PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF PEMBROKE PINES, FLORIDA, THIS 15th DAY OF APRIL, 2020.

CITY OF PEMBROKE PINES, FLORIDA

By:

MAYOR FRANK C. ORTIS

ATTEST:

M. Graham
MARLENE GRAHAM
CITY CLERK

4/20/2020

ORTIS AYE

SCHWARTZ AYE

GOOD AYE

SIPLE AYE

APPROVED AS TO FORM:

Julie Klahr
CITY ATTORNEY



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EXHIBIT "A"

**GUIDELINES FOR THE INSTALLATION OF
SPEED HUMPS ON PUBLIC ROADS**

Application Process

- a. An application for speed humps must be submitted to the City Manager in writing by a property owner whose property is located on the street for which the request is submitted. A copy of the Application Form, may be obtained from the City.
- b. The application must be supported by a petition of fifty-one percent (51%) of the affected property owners along the street upon which the speed bump is requested to be installed. Each affected property owner shall be counted as one vote, regardless of the number of separate properties owned. In the case of multiple property owners, only one vote shall be counted for that property. Where applicable, the petition shall also be required to be endorsed by an officially incorporated homeowners' association for the subdivision or development.
- c. The City's Environmental Services Division shall conduct a transportation engineering study regarding the impact of the installation of the speed humps requested on the traffic patterns for the surrounding area and roadways. A traffic study and report shall also be obtained from Broward County Traffic Engineering Division by the City on behalf of the applicant. All studies shall be submitted to the Traffic Management Team for their consideration in making a recommendation to the City Commission.
- d. Once all data is compiled, the City Manager shall refer the matter to the Traffic Management Team for review and recommendation to the City Commission. The Traffic Management Team shall conduct a meeting open to the public, with adequate notice thereof. The meeting shall be conducted in accordance with the Sunshine Laws of the State of Florida.
- e. Once the Traffic Management Team submits its recommendation to the City Manager, the City Manager shall agendize the matter for review and consideration by the City Commission.
- f. All requests for removal of speed humps shall follow the same requirements and procedures set forth herein.
- g. The cost of the study, design, installation and maintenance shall be borne by the City. Property owners shall bear the costs associated with any petition for

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removal.

- h. All applications for traffic calming devices shall be subject to review and approval by the City's police department. No traffic calming device shall be installed without a determination by the police department that the device is necessary at the requested location.

Eligible streets

- a. A request for the installation of speed humps may only be made on local streets. A "local street" is defined as a street whose primary function is to provide the initial access to the collector and arterial roadways. Local streets are further characterized by short trips, low speeds and small traffic volumes, and must abut and provide access to residential properties.
- b. The street must be a public road with dedicated road rights-of-way and which is being maintained by the City.
- c. The street must have a posted speed limit of thirty miles per hour (30 mph) or less.
- d. The street must have no more than two (2) lanes of traffic.
- e. Speed humps may be permitted on public roads with a right-of-way width of less than eighty feet (80'). Speed humps shall not be permitted on public roads with right-of-way width of eighty feet (80') feet or more.
- f. Speed humps shall be considered only for a straight-line section of the road with a minimum length of one thousand feet (1000'), and which is without any other regulatory device (e.g., stop sign, yield sign) or traffic-calming device, unless supported by data collected by the Police Department for a period of no less than two weeks and at a location determined by the City Engineer.

Speed Hump Design Criteria

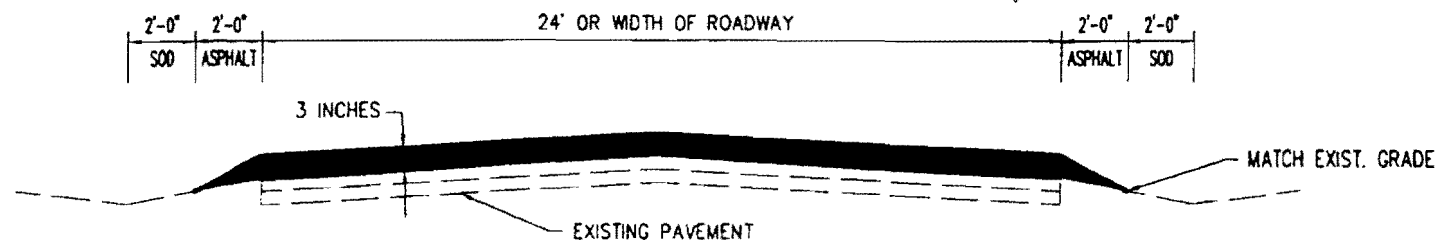
- a. Speed humps shall be spaced a minimum of five hundred feet (500') apart and at least two hundred feet (200') away from intersections.
- b. The speed hump shall be designed and constructed by the City Environmental Services Division. At a minimum, the speed hump shall be constructed on the entire width of the roadway pavement, shall have a smooth, sloped rise and fall of one (1) in eight (8) and a flat eight feet (8') wide and three inches (3") high

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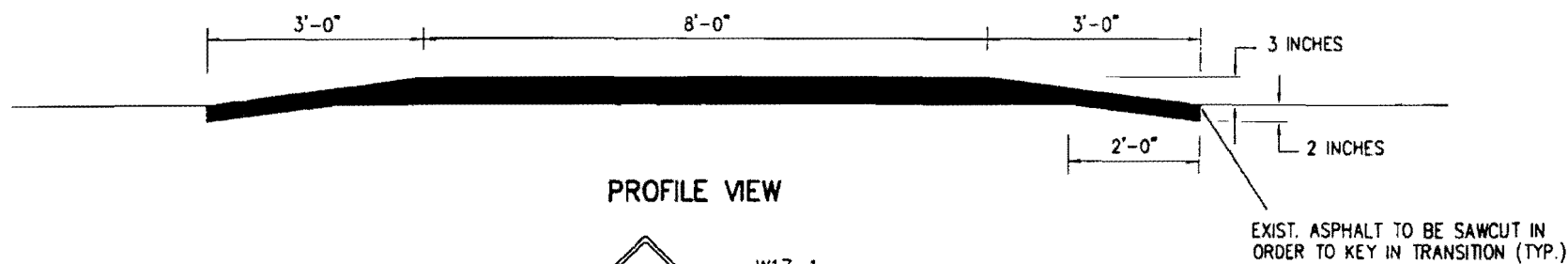
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surface in between.

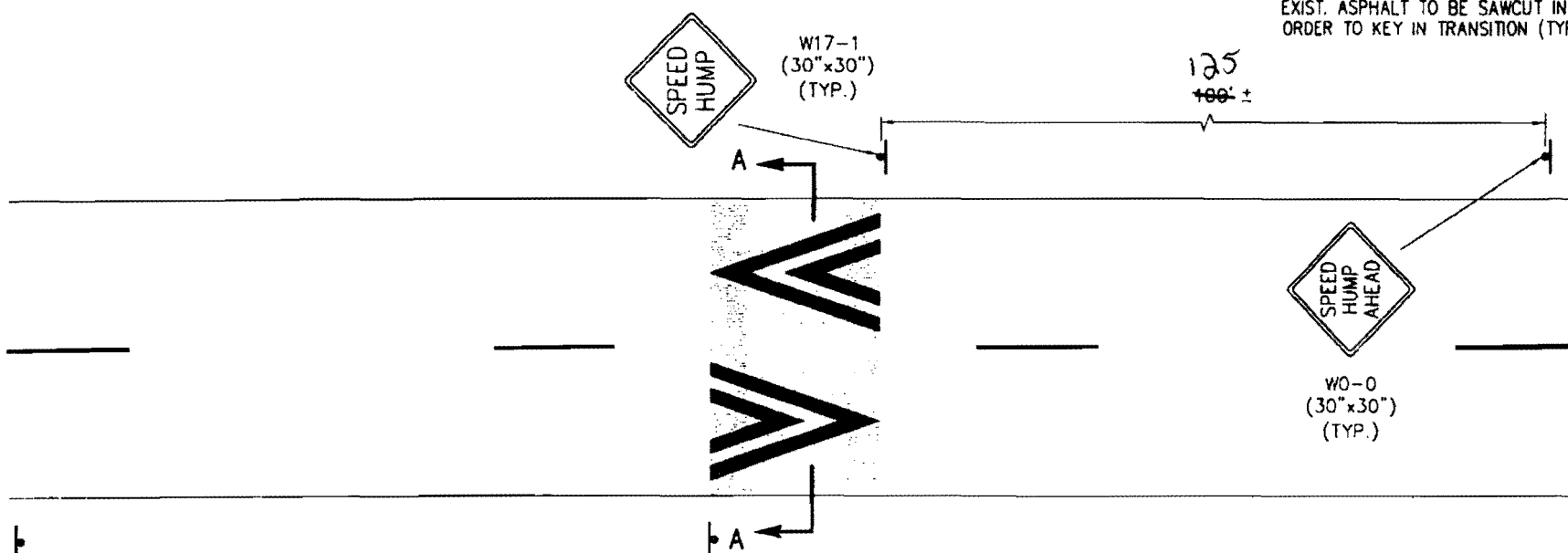
- c. The speed hump shall be painted with stripes visible from each direction approaching the speed hump.
- d. The section of the road in the vicinity of the speed hump shall be properly illuminated with a minimum of one-half foot (0.5') candle power.
- e. Advance warning signs are to be installed for each approach to a series of humps, approximately 125 feet in advance of the first speed hump encountered by a driver. The signs shall be designed and installed in accordance with the Manual on Uniform Traffic Control Devices.
- f. Consideration must be given to drainage and entranceways onto the roadway from the abutting properties in the location and placement of each speed hump.



SECTION A - A



PROFILE VIEW



TYPICAL SPEED HUMP