

# **TOWN OF PALM BEACH TRAFFIC & PARKING IMPROVEMENT PLAN**

**PREPARED FOR TOWN OF PALM BEACH, FLORIDA**



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## **I. EXECUTIVE SUMMARY**

In the spring of 2006, the Town of Palm Beach (Town) Council commissioned American Consulting Engineers of Florida to provide an Improvement Plan to address traffic and parking concerns expressed by residents and business owners. A Strategic Committee consisting of American's traffic engineers and planners as well as Town staff was established to meet and discuss coordination efforts between the Town's commercial area businesses as well as members of the public, relative to all concerns reviewed under each individual audit. Special meetings were held with each commercial business association, the Chamber of Commerce, and citizens to obtain input. A comprehensive audit was conducted to compile data for the Town's Improvement Plan to address the following areas listed below:

### **Traffic & Mainland Connections**

A Historical Traffic Assessment was conducted to examine the mainland connections to the island and the Town's roadway system by calculating the functional Level of Service (LOS).

### **Comprehensive Plan Audit**

An audit of the Town's Comprehensive Plan was completed to determine areas in which the plan needs improvements and may be implemented more effectively. The elements of the Comprehensive Plan deemed relevant to this report were the Transportation Element, Recreation / Open Space Element, and the Public School Facilities Element. Four strategic enhancements are proposed.

### **Crash Data Audit**

An audit of Town Crash Data was undertaken to determine locations where crashes were the results of intersection configuration and not driver error so that improvements may be implemented to improve safety. Seven intersections were selected for further study for potential improvements.

### **Historical Parking**

An analysis of Historical Parking data within the Town was conducted to evaluate potential future trends. Previous studies for the Town, conducted in 1969 and 1979, were reviewed for relevance to the current study.

### **Controlled Parking Standards**

An analysis of Controlled Parking Standards within the Town was conducted to gather information on Parking Permits and the utilization of on-street parking within the Town. The Town has a variety of Permit Programs with a range of criteria and costs for obtaining permits. The utilization was measured to determine how many of the available parking spaces are being used. Four strategic enhancements are proposed.

### **Municipal Parking Regulation Comparison**

A comparison to other municipalities was conducted to evaluate public parking and the enforcement of regulations. Many other municipalities use modern

technology to manage parking both for motorists paying for parking and for enforcement officers to enforce parking regulations.

### **Parking Regulations Audit**

An analysis of parking regulations with regard to disabled parking and parking for construction sites was conducted. The audit examined how the Town may establish and enforce regulations for disabled parking with regard to the state law. Parking for construction sites was examined to determine how to alleviate the overflow of vehicles at a construction site, particularly in residential areas. Four strategic enhancements have been proposed.

### **Commercial Area Parking Audit**

Parking within each of the Town's three commercial areas was examined to see if parking issues may be resolved. The Town's commercial areas include the Worth Avenue Commercial Area, Midtown Commercial Area, and the Royal Poinciana Commercial Area. A total of twenty-three strategic enhancements are proposed. Eleven enhancements are in the Worth Avenue Commercial Area, seven in the Midtown Commercial Area, and five in the Royal Poinciana Commercial Area.

### **Town Docks Parking Audit**

Parking at and near the Town Docks was addressed to determine how best to accommodate the demand. Five proposed strategic enhancements have been recommended.

### **Seaview Park / School Area Parking Audit**

Parking at the Seaview Park / School Area was addressed to determine how the parking concerns of the Public School, Hebrew School, Day School, and Town Recreation Center may all be addressed cohesively. A total of fourteen strategic enhancements are proposed with four at the Public School, seven at the Day School, and three at the Recreation Center.

### **One-Way Street Evaluation for Sunrise and Sunset**

Parking in the Sunset / Sunrise corridor was addressed to determine how the area may be improved to allow for more parking by changing the corridor to one-way pair. One strategic enhancement has been proposed.

### **Existing Code of Ordinances**

The landscaped open space requirements were examined with regard to the requirements contained in the zoning code and how the recommended strategic enhancements, if implemented, may affect the amount of landscaped open space.

## II. TRAFFIC

### A. TRAFFIC & MAINLAND CONNECTIONS

Traffic patterns in the Town and mainland connections to the island were reviewed to determine if improvements are warranted.

#### *1. Methodology*

The following procedures were accomplished:

- Review and summarize existing traffic data.
- Conduct a field review the mainland connections to the island.
- Analysis of Florida Department of Transportation (FDOT) threshold capacities on Town roads.

#### *2. Review and Summary of Existing Traffic Data*

Historical Traffic volumes were obtained from the latest traffic data (2005) from the Florida Department of Transportation (FDOT). The information from the FDOT counts included Annual Average Daily Traffic (AADT) along the State Roadway System and access points to the island. Peak Hour volumes were obtained from Progressive Design and Engineering, a transportation consulting company, along main roadways on the island.

The AADT volumes include information for years 1970 thru 2005. The AADT volumes from 2000 thru 2005 are summarized in **Table 1** and AADT volumes for the access points to the island are shown in **Table 2**. The count locations are illustrated graphically in **Figure 1**. For complete historical AADT volumes refer to **Appendix A**.

**Table 1**  
**Historical State Roadway System AADT Volumes**

	Location	Year					
		2000	2001	2002	2003	2004	2005
1	Royal Poinciana east of Coconut	14,900	13,700	15,800	14,200	14,100	12,700
2	S. County north of Royal Palm	13,300	11,400	13,500	13,700	13,200	12,200
3	S. County south of Royal Palm	11,600	9,100	10,800	10,400	10,300	10,900
4	SR A1A at Southern	14,500	15,000	14,600	14,600	13,800	14,500
5	Southern Boulevard at Post Memorial Causeway	12,800	13,000	13,700	13,500	13,100	13,500

**Table 2**  
**Access Points to Island AADT Volumes**

	Location	Year					
		2000	2001	2002	2003	2004	2005
<b>1</b>	<b>Flagler Memorial</b>	21,956	20,360	19,868	20,406	20,061	21,000
<b>2</b>	<b>Royal Park</b>	20,000	21,000	22,500	25,000	20,500	20,500
<b>3</b>	<b>Post Memorial</b>	12,800	13,000	13,700	13,500	13,100	13,500

Progressive Design and Engineering was contracted by the Town to collect a.m. and p.m. peak hour volumes for the years 2002 thru 2006. The 2006 two-way peak hour volumes are displayed in **Table 3**. The locations of these volumes are illustrated graphically in **Figure 1**. For the complete peak hour volumes refer to **Appendix A**.

**Table 3**  
**2006 a.m. and p.m. Two-Way Peak Hour Volumes**

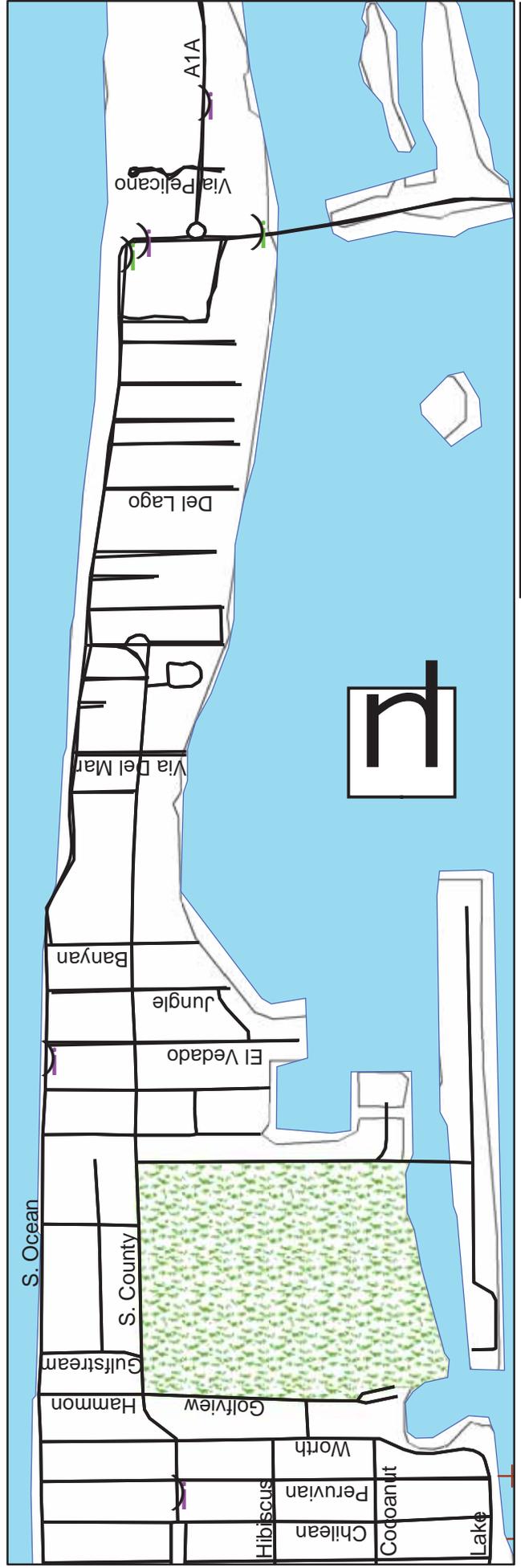
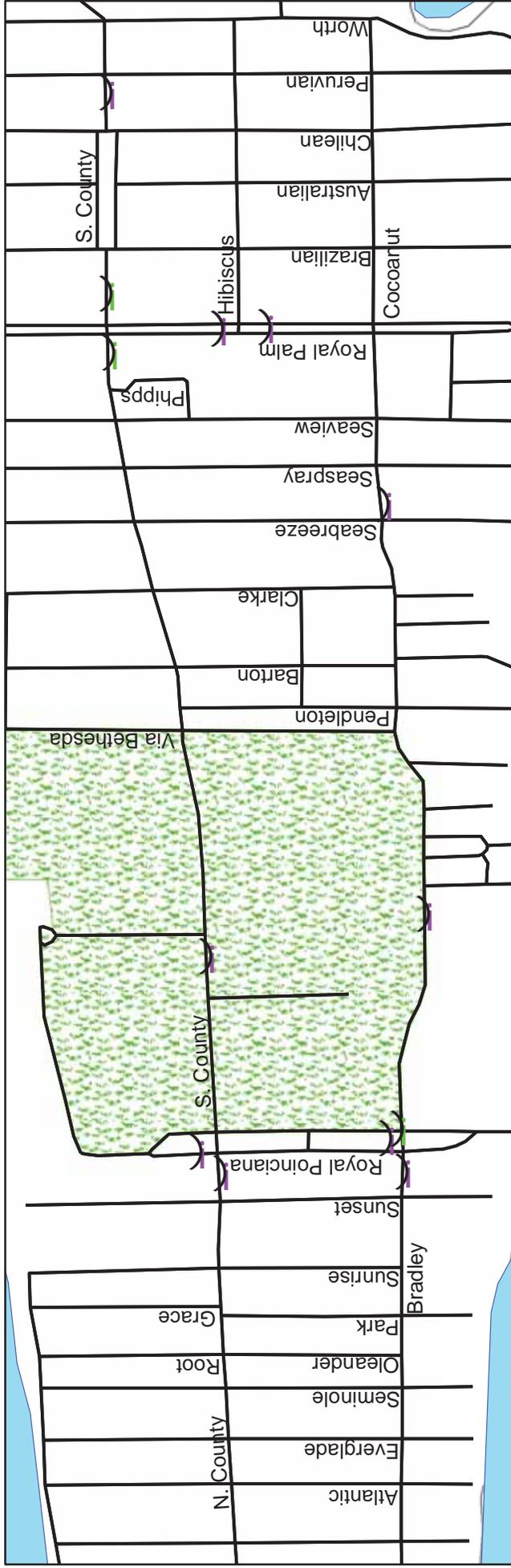
	Location	AM Peak (Vehicles / Hour)	PM Peak (Vehicles / Hour)
<b>1</b>	<b>Bradley north of Royal Poinciana</b>	1,393	1,400
<b>2</b>	<b>Cocoanut north of Whitewall</b>	765	830
<b>3</b>	<b>Cocoanut south of Seabreeze</b>	751	792
<b>4</b>	<b>Main east of N. County</b>	359	461
<b>5</b>	<b>N. County north of Royal Poinciana</b>	1,494	1,453
<b>6</b>	<b>Royal Palm east of Hibiscus</b>	1,572	1,575
<b>7</b>	<b>Royal Palm west of Hibiscus</b>	1,636	1,687
<b>8</b>	<b>Royal Poinciana east of Cocoanut</b>	1,230	1,219
<b>9</b>	<b>S. County north of Breakers</b>	1,381	1,450
<b>10</b>	<b>S. County north of Peruvian</b>	916	1,008
<b>11</b>	<b>S. Ocean north of El Vedado</b>	1,036	1,212
<b>12</b>	<b>S. Ocean north of Via Del Lago</b>	1,417	1,630
<b>13</b>	<b>S. Ocean south of Via Pelicano</b>	1,034	1,320
<b>14</b>	<b>Southern west of A1A</b>	1,162	1,257

### ***3. Field Review of Mainland Connections to the Island***

The access points to the Town were observed and aerial photographs, which are shown below, were examined to verify the existing lane configuration. The primary connections between the island and the mainland are from south to north: the Post Memorial Causeway, Royal Park Bridge, and Flagler Memorial Bridge. The Post Memorial Causeway connects to the island at SR 80 (Southern Boulevard), Royal Park Bridge connects to the island at Royal Palm Way, and the Flagler Memorial Bridge connects to the Town at Royal Poinciana Way.

An additional way to access the island is via the Lake Worth Bridge. However, it is not analyzed in this report because it does not connect at a point within the Town's jurisdiction. The Lake Worth Bridge connects to the island approximately 4.2 miles south of the Post Memorial Causeway. The Lake Worth Bridge volumes could be analyzed in a supplemental study if deemed necessary by the Town.

# TRAFFIC COUNT LOCATIONS



( ) AADT ( ) Peak Hour Volume

FIGURE 1

Post Memorial Causeway



East End



West End

Photos taken January 2005

Royal Park Bridge



East End



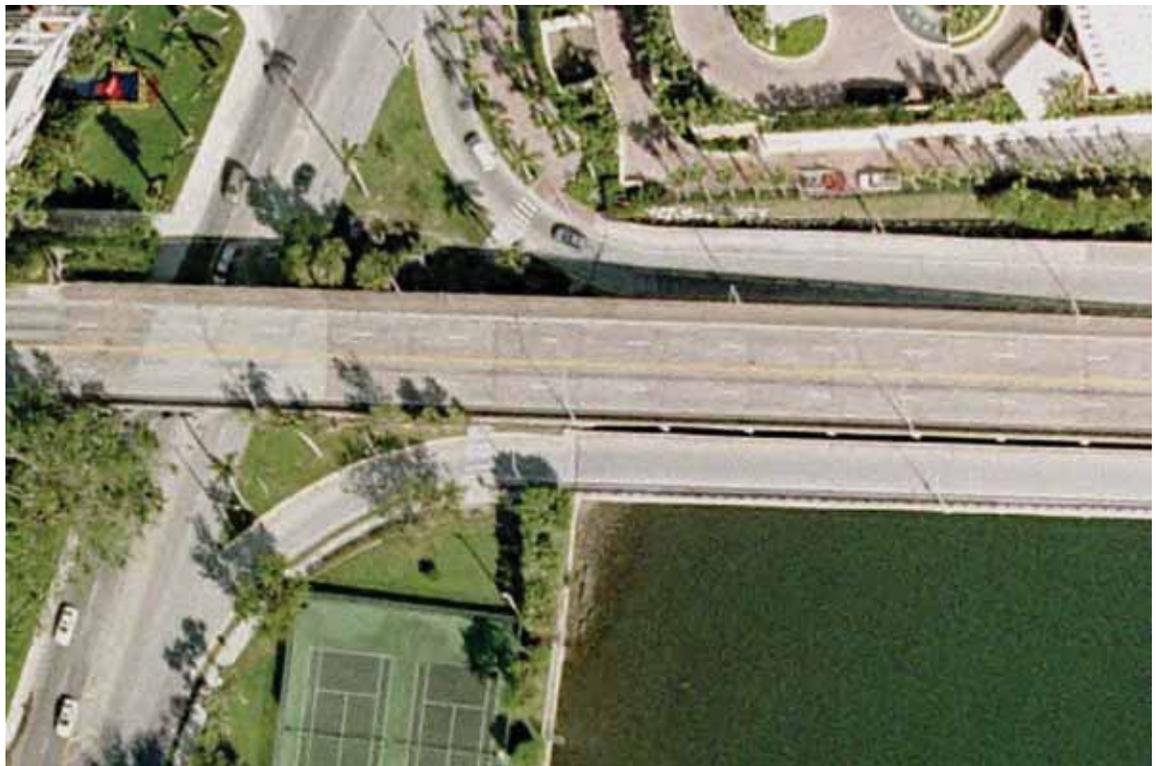
West End

Photos taken January 2005

Flagler Memorial Bridge



East End



West End

Photos Taken January 2005

#### ***4. Analysis and Comparison***

The Level of Service (LOS) on roadways within the Town was identified generally to determine if roadway improvements are needed. LOS is defined by FDOT as "a stratification of travelers' perceptions of the quality of service provided by a facility. Much like a student's report card, LOS is represented by letters A through F, with 'A' generally representing the most favorable driving conditions and 'F' representing the least favorable" (FDOT website).

The LOS analysis was performed following the procedures documented in the 2002 FDOT Generalized Level of Service Tables for urbanized area arterials, available in **Appendix A**. The minimum LOS adopted by the Town is LOS D for all roads except for SR A1A and Southern Blvd., which have a minimum LOS adopted at LOS E. If a roadway segment is below the adopted LOS, roadway improvements are needed. **Table 4** shows the summaries of the results for each segment in the study area. The result of the analysis indicates that all roadway segments are operating better than the acceptable LOS adopted by the Town in the off-season, and can handle current traffic plus increases without major improvements to the roadway system. It is possible that the roadway system operates better than the adopted LOS in the off-season and below the adopted LOS in-season. This can be determined when in-season counts are conducted.

#### ***5. Public Transportation***

A meeting was held with the City of West Palm Beach Downtown Development Authority (DDA) about their public transportation system that uses trolleys in the vicinity of City Place, the Convention Center, and the Kravis Center. The City does not own, operate, or maintain the trolleys. Rather, the City is using a trolley operator who owns, operates, and maintains all of the trolleys and charges the City a fee for its services. Through coordination with the DDA, the trolley system in West Palm Beach could be expanded to service the Town with routes that travel through the commercial areas to alleviate the residents' traffic and parking concerns within the Town. If the trolley service was expanded to the Town, then the Town would have the same financial obligation as the City does where the trolley operator owns, operates, and maintains all of the trolleys for a fee from the Town. A schematic of the current trolley routes in the City of West Palm Beach is available in **Appendix A**.

**Table 4  
2005 Roadway Threshold Capacities**

<b>Roadway</b>	<b>Traffic Signals</b>	<b>Segment Length (Miles)</b>	<b>Number of Lanes</b>	<b>Threshold Volume (VPD) *</b>	<b>Existing Volume (VPD)</b>	<b>Existing LOS</b>	<b>LOS Threshold Percentage</b>
Royal Poinciana Way from West End of Flagler Memorial Bridge to Coconut	2	0.55	4	LOS "D" 32,700	21,000	C	64%
Royal Poinciana Way from Coconut to N. County Road	2	0.19	4	LOS "D" 32,700	12,700	C	39%
Royal Palm from West end of Royal Park Bridge to S. County Road	4	0.72	4	LOS "D" 32,700	20,500	C	63%
S. County Road from Worth Avenue to Royal Palm	2	0.34	4	LOS "D" 32,700	10,900	C	33%
Southern Blvd. from west end of Post Memorial Causeway to S. Ocean Blvd.	1	0.67	2	LOS "E" 16,900	13,500	C	80%
SR A1A from Southern Blvd. to Via Del Mar	0	0.72	2	LOS "E" 16,900	14,500	D	86%

\*FDOT Generalized Annual Average Daily Volumes for Florida's Urbanized Areas

## **B. COMPREHENSIVE PLAN AUDIT**

The Town's Comprehensive Plan was reviewed so that needed traffic and parking improvements within the Town may be properly identified and addressed.

### ***1. Methodology***

The review included the Transportation Element, Recreation / Open Space Element, and the Public School Facilities Element. These elements were deemed as applicable to this study because they directly or indirectly affect traffic or parking in at least one of the areas of the Town that are addressed in other sections of this Improvement Plan.

### ***2. Plan Review***

#### **a. Transportation Element**

The Comprehensive Plan identifies the Town of Palm Beach as being at a built out condition, and land to make significant roadway improvements is unavailable. The major traffic conduits to the Town are Royal Park Bridge, Flagler Memorial Bridge, and Southern Blvd. / Post Memorial Causeway. Additionally, the Plan states that the area of the Town between Royal Palm and Worth Avenue as well as the Royal Poinciana area are in need of additional parking.

#### **b. Recreation / Open Space Element**

The Recreation / Open Space element identifies four facilities which should provide the recreation needs of the Town's residents. These facilities are the Beaches, Public Golf Course, Seaview Park, and Lake Drive Park / Town Docks. Additionally, it is the policy of the Town that inadequate access to these facilities be identified and corrected. Except for the public golf course, these recreation facilities are in high volume areas that experience parking problems, especially during the peak season.

#### **c. Public School Facilities Element**

The Public School Facilities element stipulates that public schools be sited in locations that are of convenient access. If possible, they should be located within residential areas and within proximity of public recreation facilities. The public school located within the Town is located within a residential zoning district and within close proximity to a public recreation facility. However, proper access is not being provided because sufficient parking is not available at the school.

### ***3. Strategic Enhancements***

#### **Strategy 1 – Correct Inadequate Access**

The Town should correct inadequate access due to a lack of parking for the beaches, Seaview Park, and Lake Drive Park / Town Docks as described in the Recreation / Open Space Element.

#### **Strategy 2 – Assist School District**

The Town should encourage the school district to provide proper access to the public school as identified in the Public School Facilities Element.

#### **Strategy 3 – Add Funding Mechanism**

The Town should add a funding mechanism to provide public parking facilities for the Worth Avenue, Lake Drive Park / Town Docks, and Royal Poinciana Way areas to the Transportation Element.

#### **Strategy 4 – Add a Goal to Public Facilities Element**

The Town should add a goal to the Public School Facilities Element to finance and construct needed parking facilities within the Seaview Avenue, Royal Palm Way, and Coconut Row areas.

Note: Any recommended strategies that the Town approves should be added to the Comprehensive Plan.

## **C. CRASH DATA AUDIT**

In 2005, American Consulting Engineers conducted an *Intersection Sight Distance Analysis* for the Town. This report is in **Appendix B**. This section is a follow-up of that analysis, to examine the crash data gathered and determine if crashes had a contributing cause relative to the intersection and roadway design.

### ***1. Methodology***

A field audit and review of crash reports for years 2001 thru 2003 was conducted to determine potential locations for intersection enhancements. Each Florida Traffic Report Long Form and Law Enforcement Short Form was examined to determine underlying factors that may be contributing to an elevated number of crashes at a given intersection within the Town. Intersections with a high volume of crashes were selected for further study.

### ***2. Town-Wide Crash Audit***

Totals included 82 angle crashes, 80 rear-end crashes, 42 hit parked vehicle crashes, 23 sideswipe crashes, 30 backed into crashes, 14 crashes involving pedestrians/bicyclists and 52 crashes involving fixed objects (trees, signs, etc). The type of crash which primarily indicates a signalization, driver vision, or geometric problem at an intersection is an angle crash. The majority of reports indicate that the "contributing cause" for angle crashes that occurred in 2005 included driver distraction, failure to yield the right of way, careless driving, and disregard for a traffic signal, based on the police officers' reports.

### ***3. Parking and Traffic Conflict Audit at 7 Intersections***

Based on the initial screening of all intersections within the Town, several were selected for further study:

- Royal Poinciana Way at N. County Road
- Royal Poinciana Way at Coconut Row/Bradley Place
- S. County Road at Chilean Avenue
- Royal Palm Way at S. County Road
- Royal Palm Way at Hibiscus Avenue
- N. County Road at Seminole Avenue
- N. County Road at Sunset Avenue

The selection of these intersections was due primarily to the high number of crashes at the intersection. Most crashes at these intersections occurred due to poor driver decision making or disregard for driving regulations, according to the police officers' reports.

a. Royal Poinciana Way at S. County Road

Suggested enhancements are illustrated in **Figure 2**. Photographs of the intersection approaches are available in **Appendix B**. Suggested enhancements include:

- Relocate disabled spaces one parking space to the west, and reconstruct the existing sidewalk ramp to match changes in the handicapped space.
- Remove or trim the hedge within the traffic island on the west side of the intersection.
- Increase the width of the crosswalk markings to 10 Ft. for high emphasis.
- Remove or trim hedge line in front of the post office building on the east side of the intersection.

b. Royal Poinciana Way at Coconut Row / Bradley Place

Suggested enhancements are illustrated in **Figure 3**. Photographs of the intersection approaches are available in **Appendix B**. Suggested enhancements include:

- Replace missing decorative luminary fixtures on all roadway light poles.
- Increase the crosswalk markings to 10 Ft. for high emphasis.
- Crosshatch the curb line on the northeast corner along Bradley Place.
- Replace or overlay all thermoplastic directional arrows, pavement messages and markings on the Coconut Row (northbound), and Bradley Place (southbound) approach to the intersection.

c. S. County Road at Chilean Avenue

Suggested enhancements are illustrated in **Figure 4**. Photographs of the intersection approaches are available in **Appendix B**. Suggested enhancements include:

- Relocate public garbage can in the southeast corner.
- Add right turn arrow and word "only" on Chilean in the westbound approach east of S. County Road.

d. Royal Palm Way at S. County Road

Suggested enhancements are illustrated in **Figure 5**. Photographs of the intersection approaches are available in **Appendix B**. The suggested enhancements include:

- Replace the "No Left Turn" sign for the westbound to southbound left turning movement off Royal Palm Way onto S. County Road.

e. Royal Palm Way at Hibiscus Avenue

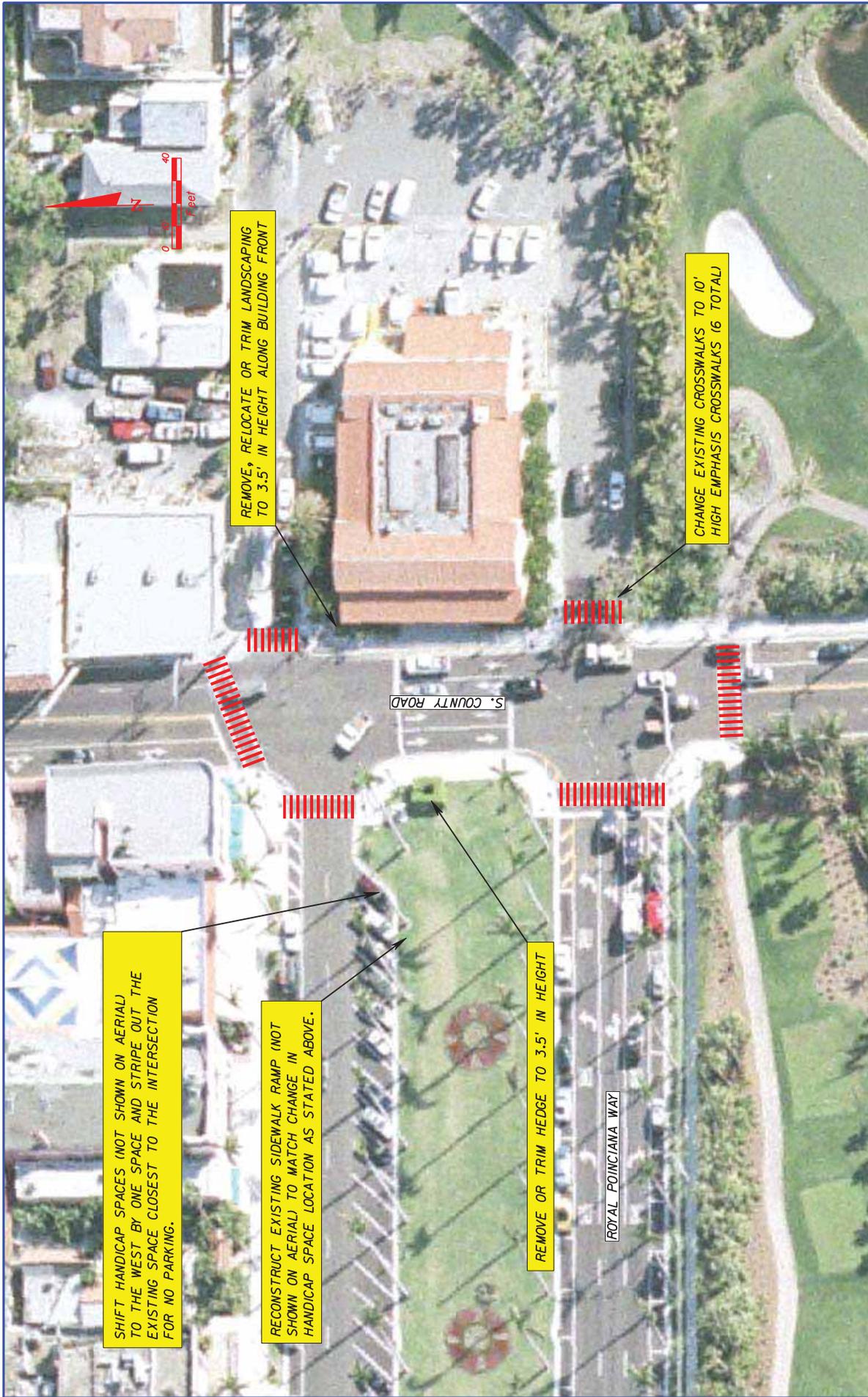
No enhancements are suggested at the intersection. Photographs of the intersection approaches are available in **Appendix B**.

f. N. County Road at Seminole Avenue

No enhancements are suggested at the intersection. Photographs of the intersection approaches are available in **Appendix B**.

g. N. County Road at Sunset Avenue

No enhancements are suggested at the intersection. Photographs of the intersection approaches are available in **Appendix B**.



SHIFT HANDICAP SPACES (NOT SHOWN ON AERIAL) TO THE WEST BY ONE SPACE AND STRIPE OUT THE EXISTING SPACE CLOSEST TO THE INTERSECTION FOR NO PARKING.

RECONSTRUCT EXISTING SIDEWALK RAMP (NOT SHOWN ON AERIAL) TO MATCH CHANGE IN HANDICAP SPACE LOCATION AS STATED ABOVE.

REMOVE OR TRIM HEDGE TO 3.5' IN HEIGHT

REMOVE, RELOCATE OR TRIM LANDSCAPING TO 3.5' IN HEIGHT ALONG BUILDING FRONT

CHANGE EXISTING CROSSWALKS TO 10' HIGH EMPHASIS CROSSWALKS (6 TOTAL)

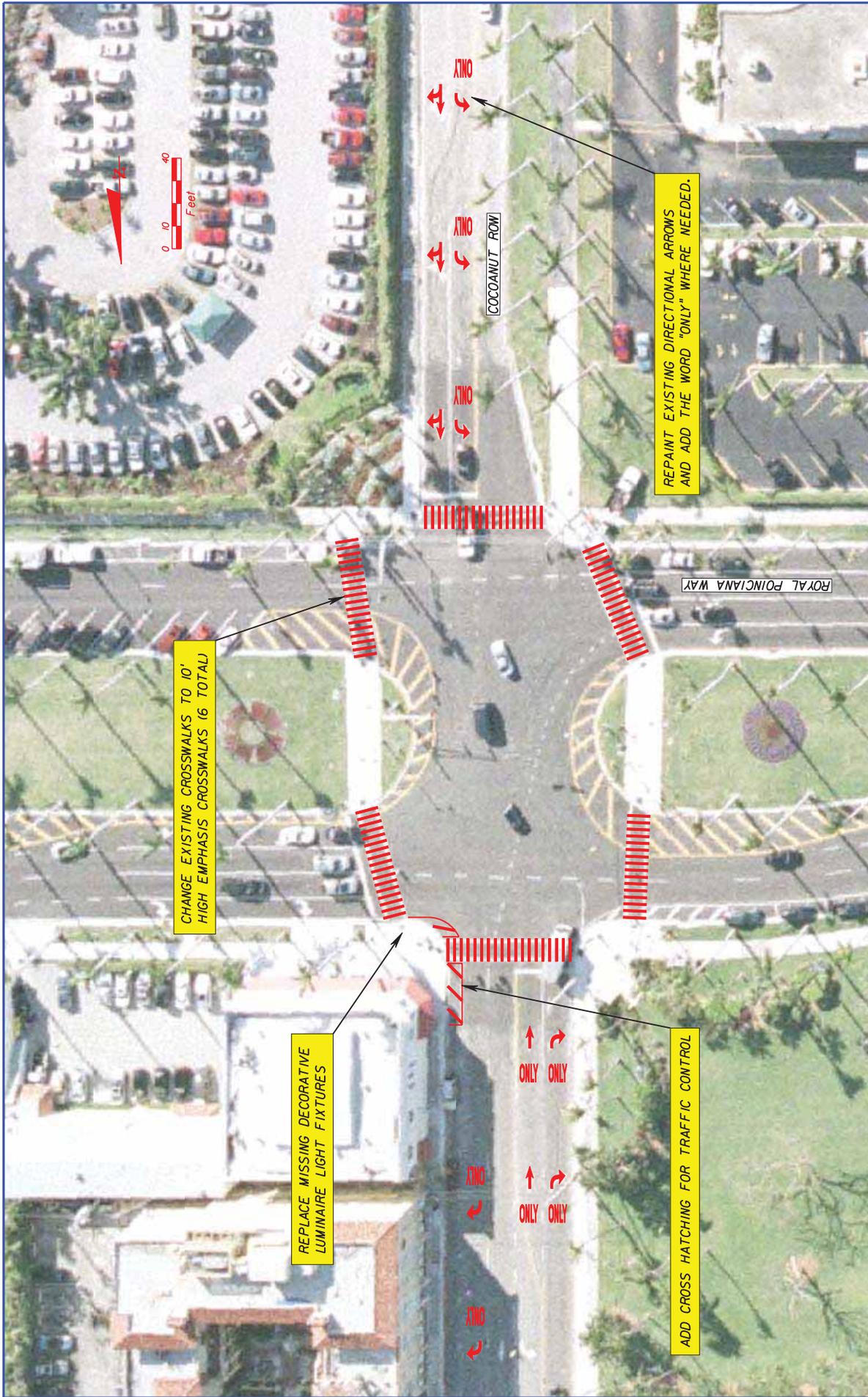
DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION
<b>FIGURE 2</b>						
ROAD NO.		COUNTY	FINANCIAL PROJECT ID		ROYAL POINCIANA WAY AT S. COUNTY ROAD INTERSECTION AUDIT	
ROAD NO.		COUNTY	FINANCIAL PROJECT ID		SHEET NO.	

**American**  
Consulting Engineers of Florida, LLC  
2000 Palm Beach Lakes Blvd., Suite 1000  
West Palm Beach, Florida 33409  
Phone: 561-833-1111  
Certificate of Authorization No. 7110

USEN: Snowel

11/29/2006

5845047.AM F:\Project\358925\Phase 1-Traffic Study\Task-Envelope Field Data for: Parking and Traffic



CHANGE EXISTING CROSSWALKS TO 10' HIGH EMPHASIS CROSSWALKS (6 TOTAL)

REPLACE MISSING DECORATIVE LUMINAIRE LIGHT FIXTURES

ADD CROSS HATCHING FOR TRAFFIC CONTROL

REPAINT EXISTING DIRECTIONAL ARROWS AND ADD THE WORD "ONLY" WHERE NEEDED.

REVISIONS		DESCRIPTION	
DATE	BY	DATE	DESCRIPTION
<b>FIGURE 3</b>			
<p>American Consulting Engineers of Florida, LLC          2000 Palm Beach Lakes Blvd., Suite 1000          West Palm Beach, Florida 33409          Phone: (561) 833-1100          Certificate of Authorization No. 7110</p>		ROAD NO. COUNTY FINANCIAL PROJECT ID	SHEET NO.



DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION
			<b>FIGURE 4</b>			

 American Consulting Engineers of Florida, LLC 2000 Palm Beach Lakes Blvd., Suite 1000 West Palm Beach, Florida 33409 Phone: (561) 831-1861 Certificate of Authorization No. 7119		ROAD NO. COUNTY FINANCIAL PROJECT ID	S. COUNTY ROAD AT CHILEAN AVENUE INTERSECTION AUDIT	SHEET NO.
--	--	--	---	-----------



DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION
			<b>FIGURE 5</b>			


**American**  
 Consulting Engineers of Florida, LLC  
 2000 Palm Beach Lakes Blvd., Suite 1000  
 West Palm Beach, Florida 33409  
 Phone: (561) 833-1100  
 Certificate of Authorization No. 7110

ROAD NO.	COUNTY	FINANCIAL PROJECT ID

**ROYAL PALM WAY  
 AT S. COUNTY ROAD  
 INTERSECTION AUDIT**

SHEET NO.

### **III. PARKING**

#### **A. HISTORICAL PARKING DATA**

Historical parking data was reviewed to determine parking issues that the Town had reviewed in the past.

##### ***1. Methodology***

Historical Parking data was provided by the Town Police Department and consists of the following items:

- A parking inventory conducted by the Town.
- A study conducted by the Palm Beach Metropolitan Planning Organization (MPO).
- A parking study conducted for the Town by Kimley-Horn in 1969. The title of this study is *"The Town of Palm Beach Traffic and Parking Study."*
- A study conducted by Barton-Aschman Associates, Inc. in 1979. The title of this study is *"Traffic and Parking analysis for Worth Avenue."*

##### ***2. Historical Parking Audit***

###### **a. "Town of Palm Beach Traffic and Parking Study" (1969)**

Under this study the following tasks were conducted:

- Inventory of existing geometric conditions at major intersections.
- 24-hour traffic volume and turning movement counts.
- Inventory of on and off-street parking facilities.
- Inventory of parking facilities.
- Inventory of signalized intersections and operation.
- Capacity and LOS analysis of principal streets.
- Crash analysis.
- Parking characteristic analysis.

The study concluded that parking deficiencies should be addressed via the construction of a parking garage, the development of a long-term parking plan, and aggressive enforcement of the existing parking regulations. The report noted that a considerable amount of the parking was used by employees parking their vehicles all day.

###### **b. "Traffic and Parking Analysis for Worth Avenue" (1979)**

This analysis specifically focused on the Worth Avenue Commercial Area. The data collection was conducted during peak season on a weekend in December. The analysis included detailed parking inventory, traffic circulation, and traffic counts.

The 1979 study summary of findings is as follows:

- Parking demand and circulation: Worth Avenue was at high level in the afternoon.
- Traffic congestion was determined to be caused by motorists circulating and looking for parking spaces.
- Long-term on-street employee parking was minimal.
- The parking space deficit ranged between 200 and 300 spaces bounded by Worth Avenue and Peruvian between Ocean Boulevard and Coconut Row.
- The manager of the Apollo lot indicated that approximately 170 to 180 spaces of the possible 320 to 410 spaces were leased to employers or employees in the Worth Avenue Business District.

Areas for improvement identified in the 1979 Worth Avenue study which are directly related to this study consisted of:

- Additional patron parking spaces could be accommodated if the Apollo lot on the southeast quadrant of the intersection of Peruvian Avenue and Hibiscus Avenue restricted employee parking during the peak season.
- The Apollo lot should be considered as the location for an additional parking garage.

## **B. CONTROLLED PARKING STANDARDS**

A review was conducted of the areas of the Town that require a parking permit as well as the utilization of on-street parking throughout the Town.

### ***1. Methodology***

The parking permits in the Town were reviewed with regard to type, location, criteria, and cost. Parking utilization was measured by creating an inventory of the number of parking spaces in the Town and counting the percentage of vehicles occupying those parking spaces during the data collection phase.

### ***2. Permit Parking***

The Town has various types of parking permits. Examples of each type of permit are illustrated in **Figure 6**.

#### **a. Sticker Permits**

Sticker Permits are for streets that fall under either the Gainesville or Arlington parking plans. The Gainesville plan addresses controlled parking within residential zoning districts. The Arlington plan addresses controlled parking within residential zoning districts which are adjacent to commercial zoning districts. For a street to be declared a controlled parking area under the Gainesville or Arlington plan, a study must be conducted and meet certain criteria as set forth in the Town Code. The Town Code that describes the Gainesville and Arlington plans is available in **Appendix C**. Sticker Permits are renewed on an annual basis and are displayed on the rear bumper of an automobile. To obtain a sticker permit, applicants must show proof that they reside on the street where the permit will be used, and no more than two permits will be issued to a single residence. A sticker permit cost \$20.

Currently, 37 areas throughout the Town are classified as Controlled Parking areas under either the Gainesville plan or Arlington plan. **Table 5** lists the controlled parking areas throughout the Town and the plan under which they fall. **Figure 7** illustrates the location of the controlled parking areas.

# Town Parking Permits



Residential Sticker

2006

VISITOR  
TOWN CLERK'S OFFICE

### WARNING

This Permit authorizes the holder to park without charge or penalty in Municipal Parking Facilities when actually rendering official services to the Town of Palm Beach, Florida. An automatic revocation penalty will be incurred if this Permit is used for other purposes.



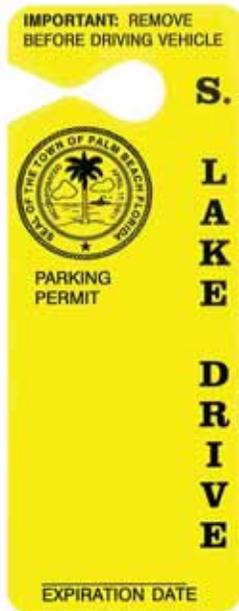
## PARKING



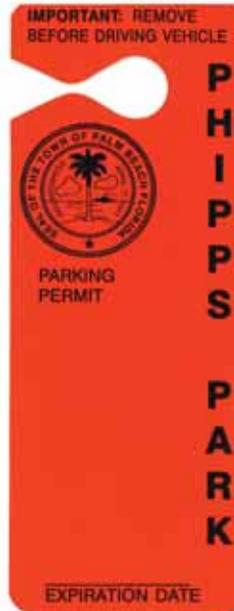
Serial No.

Town of Palm Beach

Official Permit



S. Lake Drive



Phipps Park



S. Ocean Blvd.  
from Royal Palm  
to Hammon west side only

**FIGURE 6**

# CONTROLLED PARKING AREAS



ñ Town Hall  
 — Arlington Plan  
 — Gainesville Plan

**FIGURE 7**

**Table 5  
Controlled Parking Areas within the Town**

<b>Gainesville Plan Controlled Parking Area By Block</b>	<b>Arlington Plan Controlled Parking Area By Block</b>	
100 Seaview	200 Australian	100 Peruvian
100 Seaspray	300 Australian	400 Peruvian
100 Seabreeze	400 Australian	Phipps Plaza
100 Gulfstream	200 Brazilian	300 Lake
100 Atlantic	300 Brazilian	300 Sunset
100 Everglades	400 Brazilian	400 Worth
100 Dunbar	200 Chilean	200 Seabreeze
100 Root Trail	300 Chilean	300 Seabreeze
100 Seminole	400 Chilean	200 Clarke
200 Seminole	300 Cocoanut	200 Seaview
100 Sunset	300 Hibiscus	300 Seaview
100 Hammon	200 Oleander	
100 Brazilian	200 Park	

Concern has been expressed about beach patrons parking along residential streets in the northern area of the Town. If these streets wish to be included in the Gainesville plan or Arlington plan, a study will need to be conducted to determine if the criteria for inclusion is present in these locations.

b. Placard Permits

Placard Permits are temporary and are renewed on a four-month basis. These permits can be purchased for up to three different areas in the Town. The first area is along S. Lake Drive, the second is along S. Ocean Boulevard between Royal Palm and Hammon Avenue, and the third area is Phipps Park. These permits hang from the rearview mirror and are available to anyone for a cost of \$280. A permit can be obtained by contacting the Town Finance Department at 561-835-4628. According to the Finance Department, there is a waiting list for permits along S. Lake Drive but permits are readily available along S. Ocean Drive and at Phipps Park.

c. Official Permits

Official Permits are issued by the Town for persons who are working in the Town on official business. An official permit is a large card that is placed in a conspicuous location on the dashboard of a car.

**Table 6** displays the numbers of permits that have been issued by type as well as the cost associated with each type of permit.

**Table 6  
Town Parking Permits**

<b>Permit Program</b>	<b>Number of Permits Issued</b>	<b>Cost Per Permit</b>
Gainesville Plan	202	\$20*
Arlington Plan	479	\$20*
South Ocean Program	52	\$280**
Lake Drive Program	62	\$280**
Phipps South Lot	0	\$280**

\*Annual Renewal    \*\*4-Month Renewal

### **3. Parking Utilization**

Field data collection was conducted to determine how much of the available on-street parking is being utilized. The survey was conducted in May 2006 on a Friday afternoon between the hours of 12:30 p.m. and 2:00 p.m. and on Saturday between the hours of 11:00 a.m. and 12:30 p.m. The number of vehicles recorded reflects vehicles present at the time of the data collection.

The results of this survey are shown in **Table 7**. Looking at the results, it is clear that the average parking usage along residential streets is less than 50 percent of the available parking spaces. However, this is an off-season count. During the in-season, it is assumed that the percent of usage would be far greater.

**Table 7  
Parking Utilization in Residential Areas**

<b>STREET</b>	<b>NO. OF CARS</b>	<b>NO. OF AVAILABLE PARKING SPACES</b>	<b>% USAGE FRIDAY</b>	<b>% USAGE SATURDAY</b>	<b>% USAGE AVERAGE</b>
Atlantic Ave.	12	47	32	19	26
Australian Ave.	86	146	67	50	59
Barton Ave.	10	55	18	18	18
Brazilian Ave.	66	150	50	37	44
Chilean Ave.	54	143	50	25	38
Clarke Ave.	12	59	29	12	21
Cocoanut Ave.	34	69	57	42	50
Everglade Ave.	11	45	27	20	24
Hibiscus Ave.	28	40	90	50	70
Oleander Ave.	6	11	55	45	50
Park Ave.	12	25	36	60	48
Seabreeze Ave.	10	54	20	15	18
Seaspray Ave.	15	99	20	9	15
Seminole Ave.	29	57	53	49	51
Sunset Ave.	32	64	45	55	50
<b>Total</b>	<b>414</b>	<b>1,064</b>	<b>43</b>	<b>34</b>	<b>39</b>

#### ***4. Strategic Enhancements***

##### **Strategy 1 – Enforcement**

The Town's parking regulations should be strictly enforced without exception.

##### **Strategy 2 – Expand Controlled Parking**

Controlled parking could be expanded in areas where the future strategic plans in this report identify the expansion of on-street parking spaces. Possible areas may include:

- Brazilian Avenue: 100 and 200 blocks.
- Australian Avenue: 200 block.
- Sunset Avenue: 200 block.
- Sunrise Avenue: 200 block.
- Peruvian Avenue: 200 block.

##### **Strategy 3 – Permit Parking**

Implement a Permit Parking Program on Peruvian, Australian, and Brazilian similar to those in use on South Lake Drive and South Ocean Boulevard.

##### **Strategy 4 – Traffic Study**

The Town could conduct a study of north end streets for inclusion in either the Gainesville or Arlington parking plans, whichever is applicable.

## **C. MUNICIPAL PARKING REGULATION COMPARISON**

Other municipalities were consulted to gain an understanding of how they approach parking management both from the perspective of parking payment methods and parking enforcement methods.

### ***1. Methodology***

Data was collected through phone conversations with parking managers, in-person meetings with managers, and through the websites of equipment manufacturers. The cities of West Palm Beach, Coral Gables, Fort Lauderdale, Sarasota, and Delray Beach were consulted as to how they regulate parking.

### ***2. Parking Payment Devices***

The general consensus from the cities consulted was that parking meters function as a commodity. The revenue that paid parking creates is the financial backbone for the operating cost of the parking enforcement. Additionally, it generates funding to finance both short-term and long-term parking improvements. Some questions arose about how much the Town may collect from parking in excess of the cost of regulating the parking within the Town. According to the Town's attorneys, the Town may collect fees in excess of the cost of regulating parking if the excess is only modest. Additionally, this excess may go towards the regulation of parking, enforcement, and the payment of both principal and interest on bonds issued to pay for parking facilities. A breakdown of the parking system costs within the Town is available in **Appendix C**. The best parking systems that were discovered during the research are as follows listed below:

#### **a. Smart Park**

Smart Park is a system currently being used in Fort Lauderdale, Florida. This device is a portable parking meter that is stored inside of a car and is hung on a rearview mirror when in use and is activated by a motorist. To activate the meter a motorist inserts a prepaid card, and selects the desired time and location of the parking space. Parking enforcement officers can read the display from outside of the vehicle. For full details refer to **Appendix C**.

Pros: No time is wasted as the meter is turned off when a motorist returns to their vehicle.

Cons: Motorists must obtain a parking meter and prepaid activation card.

#### **b. Smart Card**

Smart Card is a declining balance debit card that is being used by the City of West Palm Beach, Florida and is available in \$10 increments. Parking meters are equipped with a slot to scan the card, and motorists are able to swipe their Smart Card and select the parking duration desired. Parking meters that accept the Smart Card also accept coins. For full details refer to **Appendix C**.

Pros: Motorists do not need to carry coins.

Cons: Time may be lost on the meter as is the case with coins.

### c. Park-By-Phone

Park-By-Phone is a system used by Coral Gables, Florida. This system enables users to set up an account with a credit card which enables drivers to pay for parking by calling a phone number listed on the meter and entering the appropriate zone and time requested for parking. For full details refer to **Appendix C**.

Pros: Motorist may increase time without returning to meter.

Cons: Motorists must establish an account prior to use and pay a monthly user fee of \$5.

### **3. Parking Enforcement Tools**

Electronically "chalking" tires is an approach that involves the latest technology. To use this system, parking enforcement officers input the plate number and "chalk" a tire by marking its position with a display that marks the placement of the valve stem similar to the numbers on a clock. These units communicate wirelessly so enforcement officers may see what each other have done. To check on the status of a parked vehicle, the officer will type in the plate number. If the car has been marked, the location of the position of the valve stem will appear on the display as well as the time entered. If the car is beyond the limits, a ticket will be issued. This system also tracks outstanding tickets for the enforcement officers to see on the display. The benefit to electronically marking vehicles is that motorists are unable to remove the chalk mark from tires as they can with actual chalk.

Pros: Communication between enforcement officers and "chalking" may not be removed by motorists.

Cons: Requires the purchase of expensive equipment.

On the enforcement end of Park-By-Phone, officers carry a device that enables them to access the park-by-phone system. Each parking space has a certain reference number so that an enforcement officer can use that number to check on the status of a vehicle in that space. The officer checks to determine if a parked vehicle has paid for parking and if the time limit has been exceeded. If a vehicle is parking in violation, the officer will issue a citation.

Pros: Easily determine if a motorist has paid for parking.

Cons: Requires the purchase of expensive equipment.

### **4. Parking Management Structure**

The administration of parking related issues is fragmented across multiple Town departments. Expenditures are spread among the Police Department, Public Works Department, and Finance Department and are used to fund the cost of administering permits, maintenance and collection of meter fees, right-of-way

inspections, parking enforcement, and other miscellaneous costs. Other municipalities that were contacted have formal parking authorities where every aspect of parking is controlled from a single department in a centralized manner. Conversations with parking managers revealed the centralized method is far better as all information and resources are available at a single point of contact. A breakdown of the revenues and expenditures related to parking is available in **Appendix C**.

## **D. PARKING REGULATIONS AUDIT**

Parking regulations were examined to obtain their effects upon the parking situation in the Town.

### ***1. Methodology***

The Town Code and Florida Statutes that are relevant to Disabled Parking and Construction Parking were reviewed. A study was conducted on northern streets to determine the effect of construction parking in residential areas. Additionally, an estimated construction cost of a parking garage in the Town was calculated.

### ***2. Disabled Parking Audit***

Parking for persons with disabilities is addressed in the Florida Statutes in chapters 316, 320, and 553. The regulations for disabled parking at metered spaces are as follows:

“(5) Notwithstanding subsection (1), when an on-street parking meter restricts the duration of time that a vehicle may be parked, a vehicle properly displaying a disabled parking permit is allowed a maximum of 4 hours at no charge; however, local governments may extend such time by local ordinance. ”

However, at parking spaces that have a limited time, disabled spaces must adhere to the same time limits that apply to all other spaces:

“(4) A parking facility that restricts the number of consecutive days that a vehicle may be parked may impose that same restriction on a vehicle that displays a disabled parking permit issued to a person who has a disability. ”

For a full listing of the Florida Statutes applicable to handicapped parking refer to **Appendix C**.

A survey was conducted to observe the number of vehicles in the 100, 200, and 300 blocks of Worth Avenue to determine the number of vehicles displaying a disabled parking permit. The result of the study was that between the hours of 8 a.m. to 6 p.m. approximately 10 to 20 disabled-permit vehicles were parked all day long without moving the vehicle. This area of Worth Avenue has a 1-Hour Parking restriction posted, and, according to the Florida Statutes, all vehicles must abide by the posted time limits, even those displaying a disabled parking permit.

### ***3. Construction Parking Audit***

The Town conducted a study of an area of the Town bounded by Mockingbird Trail on the north, Atlantic Avenue on the south, Ocean Blvd. on the east, and Lake Way on the west, in February 2005. The study concluded that 24 percent of on-street parking was for construction and 31 percent was for services. Construction led to traffic congestion when the enforcement was lacking.

However, when parking enforcement was stringent, construction parking was not a problem.

Many concerns have been expressed by residents about the parking on the north end of the island by contractors. Most complaints to the police department come directly from residents who live within the north end of the island. Complaints stem from multiple contractor vehicles parking in “Permit” or “No Parking Zones” along residential streets. At the same time, it is the custom and practice of the Town that residents are able to call the police department for use of these same spaces when holding a special event at a residence.

The Town Code has regulations for contractor parking included in the Town’s Right-of-Way manual. However, the Town’s policy toward parking enforcement should be clarified so that parking restrictions are applied without exception. Thoroughfares along roadways need 10 ft. of width for vehicles to pass. If a roadway is blocked, then tickets should be issued. Other regulatory agencies interviewed provide no leniency for drivers blocking the travel way of streets.

Potential off-site locations for contractor employee parking were reviewed. The largest potential off-site location within the Town is Phipps Park, which at present has issued zero parking permits for its two lots. The next closest facility is located in the City of West Palm Beach. The City has several parking garages located within downtown and nearby City Place. These garages are capable of handling a majority of contractor employee vehicles. Contractors could pay for employee parking and car-pooling to the job sites (residential or commercial areas throughout the Town).

Garages	
<b>Garage Rates:</b> \$1.00/hour 24 hours a day 6 days a week <b>Free all day Sunday</b> <b>FIRST HOUR FREE</b> 6 am - 10 pm [learn more] \$7 FLAT FEE 10 pm - 6 am <b>ALL LOTS &amp; GARAGES</b>	<b>Garage Locations (click location for details):</b> » <b>Banyan Garage</b> at Banyan Blvd & Olive Ave » <b>Evermia Garage</b> at Evermia St. & Dixie Hwy. » <b>Police Garage</b> at 600 Clematis Street
Surface Lots	
<b>Lot Rates:</b> \$1.00/hour <b>FIRST HOUR FREE</b> 6 am - 10 pm [learn more]	<b>Lot Locations (click location for details):</b> » <b>City Hall Lot</b> at Banyan Blvd & N. Narcissus » <b>B Lot</b> at corner of Datura Street & Dixie Hwy » <b>Clematis Lot</b> at 500 block of Clematis Street

#### 4. Parking Garage Construction Cost Estimate

Research on parking garages indicates that cost can be measured by space or by square foot. However, construction costs are not uniform. That is because costs vary depending on the type of construction materials used, the number of spaces, layout, and other amenities. In addition, there are the costs of maintenance and operating the parking structure. An estimate is included in **Table 8**.

**Table 8  
Parking Garage Construction Cost Estimate**

<b>100,000 SQUARE FOOT PARKING GARAGE* (Approximately 162 Spaces)</b>				
	<b>Low</b>	<b>Medium</b>	<b>High</b>	<b>Average</b>
<b>Total</b>	\$ 4,062,095	\$ 4,513,439	\$ 5,641,799	\$ 4,739,111
<b>Per Space</b>	\$ 25,075	\$ 27,860	\$ 34,825	\$ 29,254
<b>Per Square Foot</b>	\$ 40	\$ 45	\$ 56	\$ 47

\*Calculated cost obtained from rsmeans.com

**5. Strategic Enhancements**

**Strategy 1 – Blocking Streets Prohibited**

Prohibit the parking of any vehicle on a street in such a manner as to leave less than ten feet of width for free movement of vehicular traffic.

**Strategy 2 – Time Restrictions**

Place time restrictions for commercial parking during daytime working hours (8 a.m. to 6 p.m.), with exceptions for emergency residential construction.

**Strategy 3 – Permits for Contractors**

Encourage contractors to purchase permits for work crews to park at Phipps Park and be shuttled to the work site.

**Strategy 4 – Display of Permits**

Contractors with permits displayed should be required to have all contact information visible on the dashboard while parked within the residential right-of-way.

## **E. COMMERCIAL AREA PARKING (WORTH AVENUE, MIDTOWN, ROYAL POINCIANA)**

The Town of Palm Beach has three primary commercial areas, which are shown in **Figure 8**. The Worth Avenue Commercial Area is centered in the vicinity of Worth Avenue, Peruvian Avenue, and S. County Road. The Midtown Commercial Area is centered along S. County Road between Chilean and Phipps Plaza. The Royal Poinciana Commercial Area is centered among Royal Poinciana Way, Bradley Place, Sunset, Sunrise, and N. County Road.

### ***1. Methodology***

The parking analysis incorporated multiple data sources. First, the Town provided a database containing information about commercial properties within the Town with regard to land use classification, business names, addresses, ownership, and square footage. This database was then used to calculate parking requirements for the Town, based upon the Institute of Transportation Engineers (*ITE*) Parking Generation Manual, 3<sup>rd</sup> Edition.

The *ITE* develops its parking calculation based on studies that have been submitted for similar locations and averages the results to determine the parking need for each land use category. Parking requirements are represented in a set number of spaces needed for every 1,000 Sq. Ft. of Gross Floor Area (GFA) or Gross Leasable Area (GLA), or Gross Floor Area Average. For the sake of this study, properties within the Town commercial areas were classified into one of five land use categories: Retail, Office, Restaurant, Medical, and Banking. To calculate the amount of needed parking, the square footage is multiplied by the number of parking spaces required per 1,000 Sq. Ft. for that type of land use. The land use categories used for this study and their parking requirement are as follows:

1. Retail, 2.65 spaces per 1,000 Sq. Ft.
2. Restaurant, 5.55 spaces per 1,000 Sq. Ft.
3. Office, 2.40 spaces per 1,000 Sq. Ft.
4. Medical, 3.53 spaces per 1,000 Sq. Ft.
5. Banking, 2.76 spaces per 1,000 Sq. Ft.

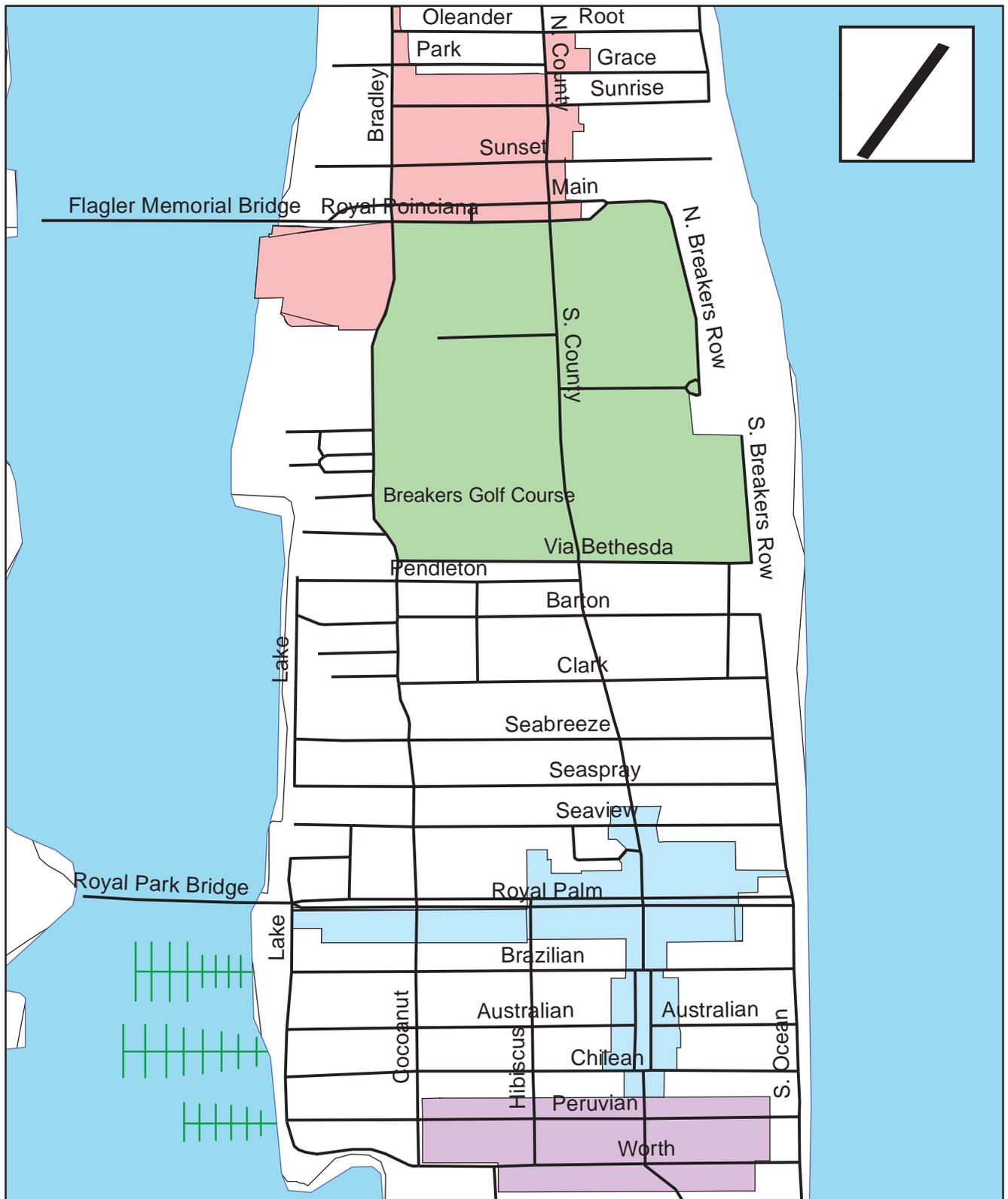
An example calculation is shown below:

A 10,000 Sq. Ft. office would generate a need for 24 parking spaces

$$\frac{10,000}{1,000} = 10 \times 2.4 = 24 \text{ Parking Spaces needed}$$

However, the Town is a unique community that does not conform to the typical development standards that are used to calculate parking. This is particularly true in the Worth Avenue Area because of the high end stores that are located within that district. Since many of the establishments on Worth Avenue are very

# COMMERCIAL AREAS



- Royal Poinciana Commercial Area
- Midtown Commercial Area
- Worth Ave. Commercial Area

**FIGURE 8**

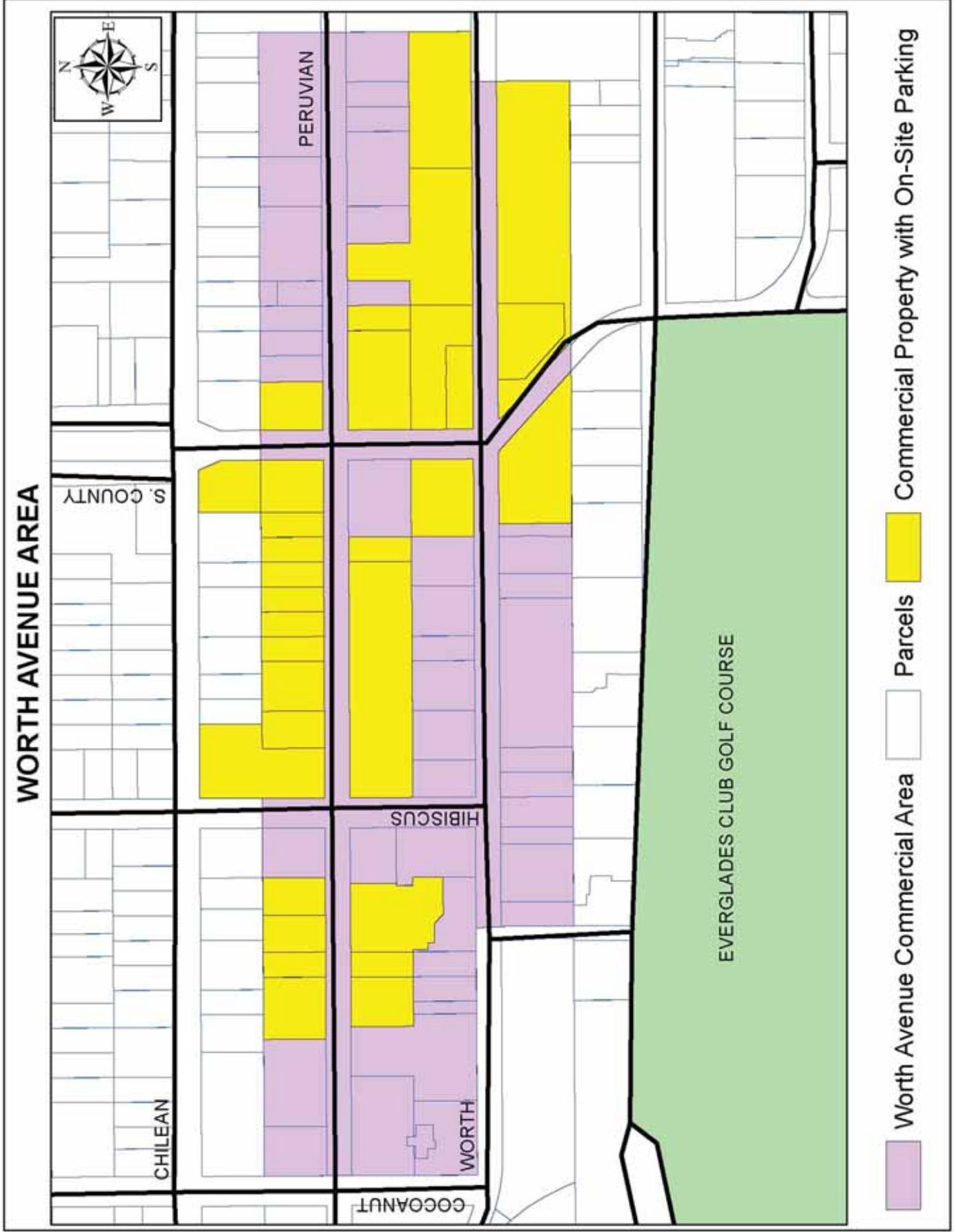
high end and are concentrated in a few locations, it becomes difficult to calculate the exact need for parking. The *ITE* staff was consulted on this issue and the consensus was that the *ITE* Manual was still the most accurate source of information available to calculate the approximate parking need.

In order to determine the number of available parking spaces, surveys were conducted throughout the Town to count the number of on-street and on-site parking within the study areas. Because this portion of the Improvement Plan is only concerned with commercial uses, non-commercial uses such as residential and recreational were exempt from the calculations.

During the process of conducting the parking audits within the business districts, meetings were held among various business groups, property owners, and retailers to get feedback on what their thoughts and concerns were regarding parking. Based on the schedule and magnitude of the scope, not all parties or individuals were able to be contacted in the three business districts. Meetings were held with the Palm Beach Chamber of Commerce, Royal Poinciana Way Association, Greater South County Road Association, Worth Avenue Association, as well as individual discussions with some of the retailers and the operator of the Apollo Lot Valet Parking. Letters were sent to Mr. Murray Goodman and Mr. Burton Handelsman, property owners along Worth Avenue. During the meetings with business associations and others in the commercial areas, there were mixed opinions on what needed to be implemented to address the parking concerns.

## ***2. Worth Avenue Commercial Area Audit***

The Worth Avenue Commercial Area includes Worth Avenue, Peruvian Avenue, and the southern parts of S. County Road, Hibiscus Avenue, and Coconut Row. **Figure 9** shows the Worth Avenue Commercial Area and commercial properties that have on-site parking available. **Table 9** shows the on-site parking need and availability by address for commercial properties while **Table 10** shows the on-street parking need and availability by block. For full parking details refer to **Appendix C** of this report. The data collected shows that on-street parking is less than the calculated need. However, on-site parking, which is predominantly available from the Esplanade garage and Apollo Lot, is more than enough for the area. Representatives from both of these parking facilities were contacted during the field survey and they reported that parking is readily available in their respective lots for a fee.



**FIGURE 9**

**Table 9  
Worth Avenue Commercial District On-Site Parking**

<b>ADDRESS</b>	<b>STREET</b>	<b>ITE PARKING REQUIREMENT</b>	<b>ON-SITE PARKING AVAILABLE</b>	<b>DIFFERENCE +/-</b>
374	COUNTY S.	13	13	0
380	COUNTY S.	2	20	18
411	COUNTY S.	28	15	-13
405	HIBISCUS	Apollo Lot	420*	420
220	PERUVIAN	Town Lot	16	16
223	PERUVIAN	7	12	5
225	PERUVIAN	9	9	0
233	PERUVIAN	1	8	7
235	PERUVIAN	8	8	0
249	PERUVIAN	17	11	-6
311	PERUVIAN	14	11	-3
317	PERUVIAN	12	2	-10
319	PERUVIAN	3	7	4
326	PERUVIAN	7	2	-5
333	PERUVIAN	10	15	5
125	WORTH	141	157	16
150	WORTH	171	356	185
202	WORTH	5	13	8
204	WORTH	5	14	9
205	WORTH	31	16	-15
206	WORTH	5	14	9
210	WORTH	5	14	9
<b>Total</b>		<b>494</b>	<b>1,153</b>	<b>659</b>

\*Includes 405 Hibiscus and the lot on the northeast corner at Hibiscus and Peruvian

**Table 10  
Worth Avenue Commercial District On-Street Parking**

<b>BLOCK</b>	<b>STREET</b>	<b>ITE PARKING REQUIREMENT</b>	<b>AVAILABLE ON-STREET PARKING SPACES</b>	<b>DIFFERENCE +/-</b>
400	COCOANUT	1	50	49
400	HIBISCUS	20	11	-9
200	PERUVIAN	75	36	-39
300	PERUVIAN	6	33	27
400	S. COUNTY	292	6	-286
100	WORTH	19	55	36
200	WORTH	306	54	-252
300	WORTH	216	49	-167
<b>Total</b>		<b>935</b>	<b>294</b>	<b>-641</b>

a. Strategic Enhancements

**Strategy 1 – Worth Avenue Improvements**

This concept for the 400 block of Worth Avenue is to replace the 17 existing parallel parking spaces with 23 angled on-street parking spaces and 2 parallel spaces with a sidewalk for access to the building on the north side of Worth Avenue. This concept is illustrated in **Figure 10**.

**Strategy 2 – Peruvian Avenue Improvements**

This concept for the 200 block of Peruvian is to replace the 36 existing parallel parking spaces with 42 angled parking spaces plus 3 parallel parking spaces. This concept is illustrated in **Figure 11**.

**Strategy 3 – Valet Parking**

Provide Valet parking in the 100, 200, and 300 blocks of Worth Avenue.

**Strategy 4 – Paid Parking**

Implement paid parking within the Worth Avenue Area by using a variety of options to pay for parking and charge higher rates in prime areas to increase turnover.

**Strategy 5 – Public-Private Partnership Scenario A**

Create a public-private partnership to redevelop the Apollo Lot with a wrap-around retail parking facility to accommodate parking for both the Worth Avenue Commercial Area and the Town Docks. This strategy was recommended by both previous studies for the Town.

**Strategy 6 – Public Private Partnership Scenario B**

Create a public-private partnership so that people who work in the area may park in downtown West Palm Beach and take public transportation to Worth Avenue.

**Strategy 7 – Zone Parking**

Implement zone parking in the areas where paid parking is established. Zone parking utilized different zones where parking differs through time limits or the cost of parking.

**Strategy 8 – Violation Penalties**

Set the fines for violation of parking regulations to the maximum allowed by law.

**Strategy 9 – Shared Parking**

Implement a shared parking strategy to lease the use of off-site parking during off-peak times for those facilities.

**Strategy 10 – Improve Signage**

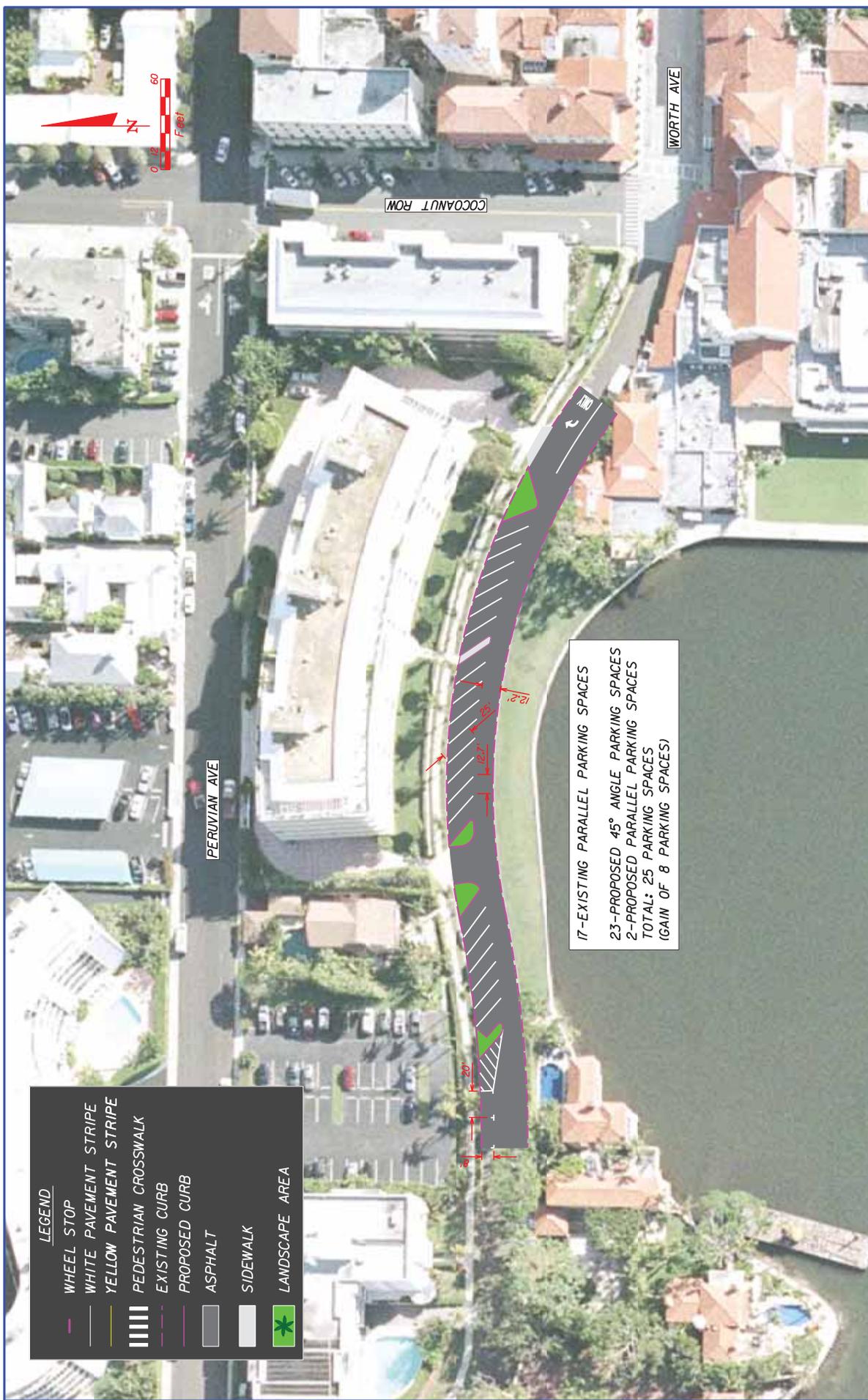
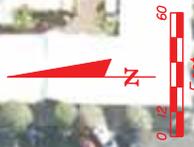
Erect directional signage to direct motorists to parking facilities at the Esplanade, Apollo Lot, and other parking facilities.

**Strategy 11 – Carpooling**

Encourage businesses to participate in tax incentive programs offered by government agencies that reward a businesses that has employees who carpool to work such as those endorsed by the Environmental Protection Agency (EPA). For full details refer to **Appendix C**.

**LEGEND**

- WHEEL STOP
- WHITE PAVEMENT STRIPE
- YELLOW PAVEMENT STRIPE
- PEDESTRIAN CROSSWALK
- EXISTING CURB
- PROPOSED CURB
- ASPHALT
- SIDEWALK
- LANDSCAPE AREA

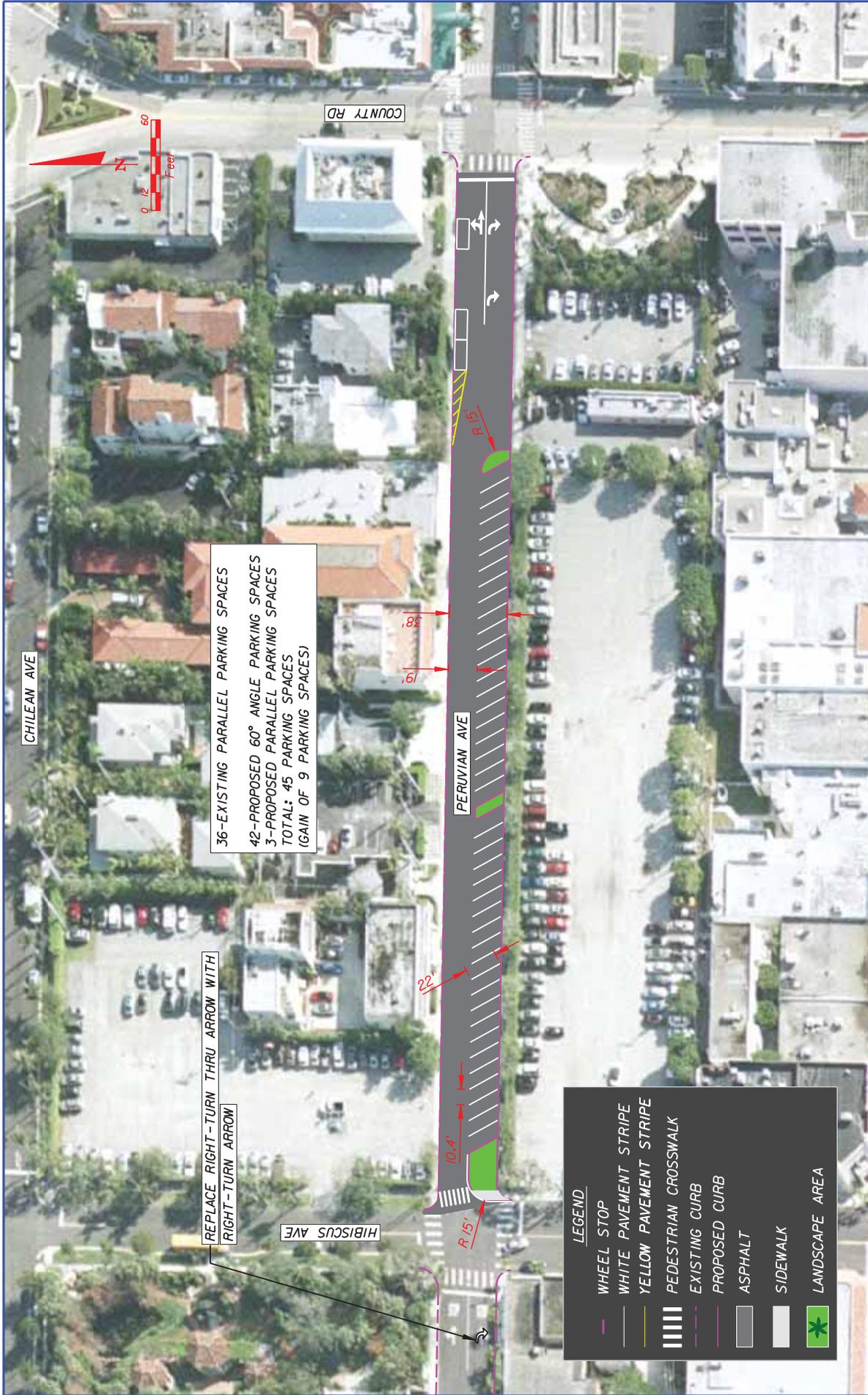


17-EXISTING PARALLEL PARKING SPACES  
 23-PROPOSED 45° ANGLE PARKING SPACES  
 2-PROPOSED PARALLEL PARKING SPACES  
 TOTAL: 25 PARKING SPACES  
 (GAIN OF 8 PARKING SPACES)

DATE	BY	REVISIONS	DESCRIPTION

<p>American Consulting Engineers of Florida, LLC                  2000 Palm Beach Lakes Blvd., Suite 1000                  West Palm Beach, Florida 33409                  Phone: (561) 833-8861                  Certificate of Authorization No. 7119</p>		ROAD NO. COUNTY FINANCIAL PROJECT ID	SHEET NO.
<p><b>FIGURE 10</b></p>		<p><b>WORTH AVENUE (400 BLOCK)                  PARKING CONCEPT</b></p>	



36-EXISTING PARALLEL PARKING SPACES  
 42-PROPOSED 60° ANGLE PARKING SPACES  
 3-PROPOSED PARALLEL PARKING SPACES  
 TOTAL: 45 PARKING SPACES  
 (GAIN OF 9 PARKING SPACES)

REPLACE RIGHT-TURN THRU ARROW WITH  
 RIGHT-TURN ARROW

- LEGEND**
- WHEEL STOP
  - WHITE PAVEMENT STRIPE
  - YELLOW PAVEMENT STRIPE
  - |||| PEDESTRIAN CROSSWALK
  - EXISTING CURB
  - PROPOSED CURB
  - ASPHALT
  - SIDEWALK
  - LANDSCAPE AREA

DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION

<b>American</b> Consulting Engineers of Florida, LLC 2000 Palm Beach Lakes Blvd., Suite 1000 West Palm Beach, Florida 33409 Phone: 561-831-1861 Certificate of Authorization No. 7119		ROAD NO. COUNTY FINANCIAL PROJECT ID	SHEET NO. <b>PERUVIAN AVENUE 600 BLOCK</b> <b>PARKING CONCEPT</b>
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**FIGURE 11**

### 3. Midtown Commercial Area Audit

The Midtown Commercial Area stretches from Seaview Avenue on the north end to Chilean Avenue on the south end. The primary parking areas within this area are along S. County Road and Royal Palm Way. **Figure 12** shows the Midtown Commercial Area and properties that have on-site parking available. **Table 11** shows the on-site parking need and availability by address while **Table 12** shows the on-street parking need and availability by block. For full parking details refer to **Appendix C** of this report. The data clearly indicates that while a severe lack of on-street parking exists, on-site parking meets the demand for those properties that have it.

**Table 11**  
**Midtown Commercial District On-Site Parking**

ADDRESS	STREET	ITE PARKING REQUIREMENT	ON-SITE PARKING AVAILABLE	DIFFERENCE +/-
374	COUNTY S.	13	13	0
380	COUNTY S.	2	20	18
411	COUNTY S.	28	15	-13
109	ROYAL PALM	30	45	15
132	ROYAL PALM	15	48	33
140	ROYAL PALM	31	47	16
151	ROYAL PALM	8	270	262
180	ROYAL PALM	79	37	-42
205	ROYAL PALM	85	45	-40
218	ROYAL PALM	21	24	3
222	ROYAL PALM	27	51	25
231	ROYAL PALM	14	30	16
241	ROYAL PALM	23	20	-3
249	ROYAL PALM	78	152	74
250	ROYAL PALM	5	72	67
251	ROYAL PALM	112	153	41
<b>Total</b>		<b>571</b>	<b>1,042</b>	<b>471</b>

# MIDTOWN AREA

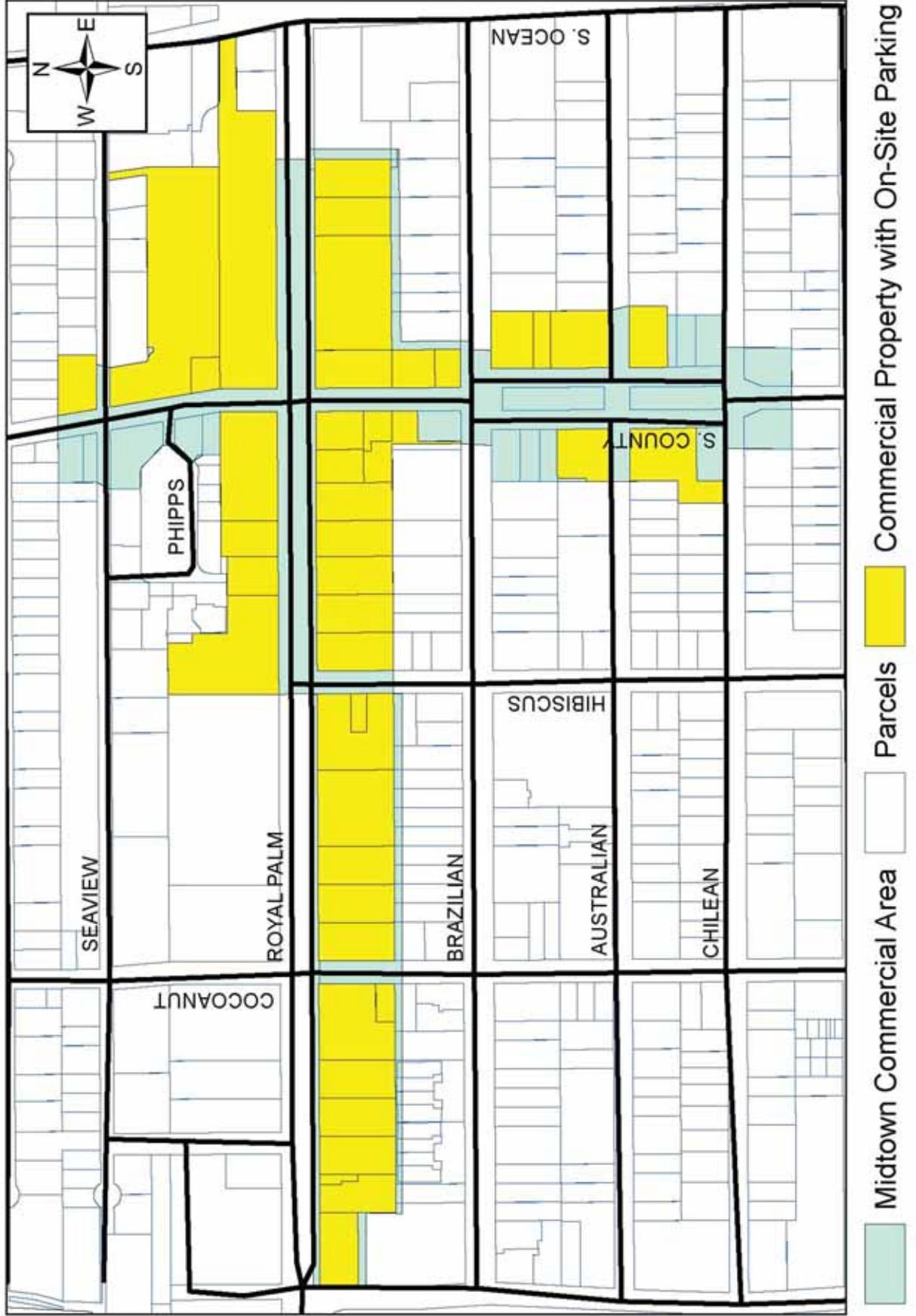


FIGURE 12

**Table 12  
Midtown Commercial District On-Street Parking**

<b>BLOCK</b>	<b>STREET</b>	<b>ITE PARKING REQUIREMENT</b>	<b>AVAILABLE ON-STREET PARKING SPACES</b>	<b>DIFFERENCE +/-</b>
100	AUSTRALIAN	25	40	15
200	AUSTRALIAN	27	18	-9
100	BRAZILIAN	4	44	40
200	BRAZILIAN	47	22	-25
200	CHILEAN	5	21	16
200	S. COUNTY	292	28	-264
300	S. COUNTY	295	56	-239
400	S. COUNTY	27	6	-21
200	SEAVIEW	9	62	53
<b>Total</b>		<b>732</b>	<b>297</b>	<b>-435</b>

a. Strategic Enhancements

**Strategy 1 – Australian Avenue Improvements**

This concept along the 100 and 200 block of Australian Avenue would include 6 angled on-street parking spaces on the west side of S. County Road just north of Town Hall. The Police Department parking lot would be redesigned from the current configuration of 10 parking spaces to accommodate 15 parking spaces. Finally, a parking garage will be constructed in the northwest corner of the intersection of S. County Road and Australian Avenue. This is illustrated in **Figure 13**.

**Strategy 2 – Brazilian Avenue Improvements, 100 Block**

Replace the existing 43 parallel parking spaces in the 100 block of Brazilian Avenue with 75 angled parking spaces. This strategy is illustrated in **Figure 14**.

**Strategy 3 – Brazilian Avenue Improvements, 200 Block**

Replace the existing 29 parallel parking spaces along the 200 block of Brazilian Avenue with 40 angled parking spaces. This strategy is illustrated in **Figure 15**.

**Strategy 4 – Parking Garage**

The location of the Apollo Lot is the most viable solution to place a parking facility in order to provide needed parking for both the Midtown and Worth Avenue Areas.

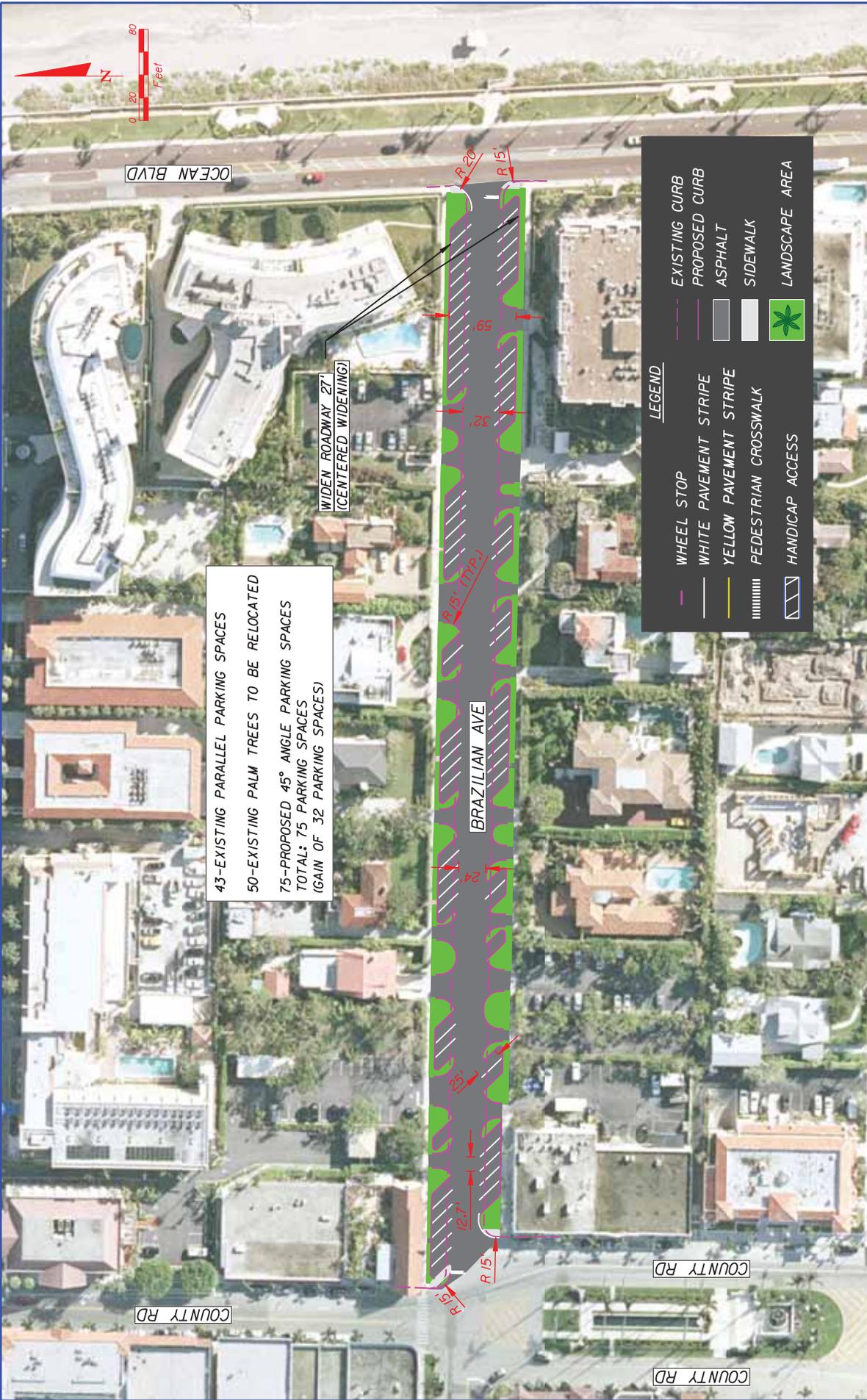
**Strategy 5 – Metered Parking**

Install parking meters and parking kiosks throughout the Midtown Commercial Area to create turnover and a source of revenue to fund future parking facility improvements.

**Strategy 6 – Shared Parking**

Implement a shared parking strategy to lease the use of off-site parking during off-peak times for those facilities.





DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID

<b>American</b> Consulting Engineers of Florida, LLC 2000 Palm Beach Lakes Blvd., Suite 1000 West Palm Beach, Florida 33409 Phone: 561-833-1100 Certificate of Authorization No. 7119		<b>BRAZILIAN AVENUE (100 BLOCK)</b> <b>PARKING CONCEPT</b>	SHEET NO.
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29-EXISTING PARALLEL PARKING SPACES  
 34-EXISTING PALM TREES TO BE RELOCATED  
 40-PROPOSED 45° ANGLE PARKING SPACES  
 TOTAL: 40 PARKING SPACES  
 (GAIN OF 11 PARKING SPACES)

WIDEN ROADWAY 19'  
 (13.5' TO THE NORTH SIDE OF ROAD AND  
 5.5' TO THE SOUTH SIDE OF ROAD)

**LEGEND**

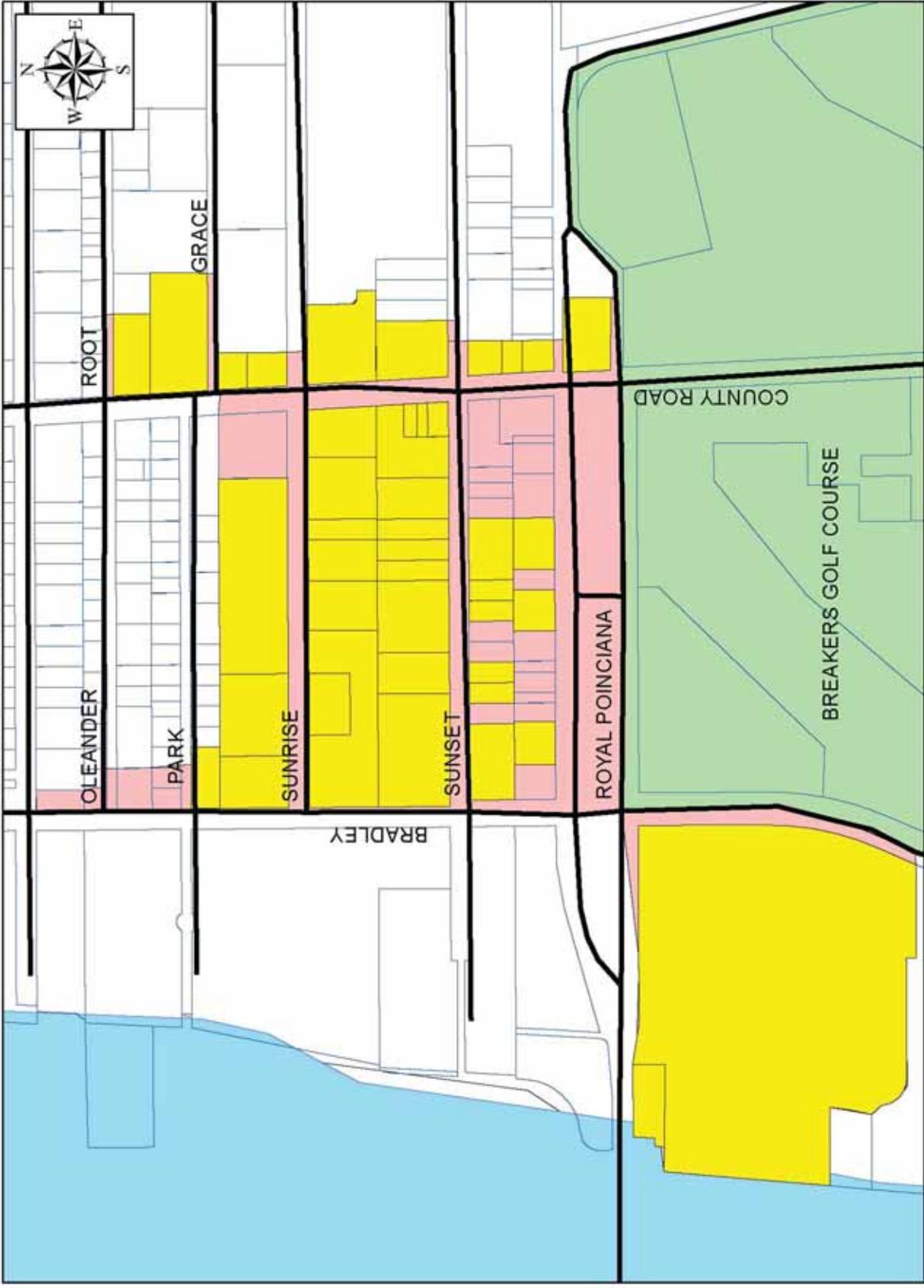
	EXISTING CURB
	PROPOSED CURB
	ASPHALT
	SIDEWALK
	LANDSCAPE AREA
	WHEEL STOP
	WHITE PAVEMENT STRIPE
	YELLOW PAVEMENT STRIPE
	PEDESTRIAN CROSSWALK
	HANDICAP ACCESS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
<b>FIGURE 15</b>					
American Consulting Engineers of Florida, LLC 2000 Palm Beach Lakes Blvd., Suite 1000 West Palm Beach, Florida 33409 Phone: (561) 833-1100 Certificate of Authorization No. 7119			ROAD NO.	COUNTY	FINANCIAL PROJECT ID
<b>BRAZILIAN AVENUE (200 BLOCK) PARKING CONCEPT</b>					
SHEET NO.					

#### ***4. Royal Poinciana Commercial Area Audit***

The Royal Poinciana Commercial Area stretches from Royal Poinciana Way to Sunrise Avenue, primarily around N. County Road and Bradley Place. The shopping center located in the southwest corner of the intersection at Royal Poinciana Way and Coconut Row / Bradley Place is also considered as part of the Royal Poinciana Commercial Area. **Figure 16** shows the Royal Poinciana Commercial Area and properties that have on-site parking available. **Table 13** shows the on-site parking need and availability by address while **Table 14** shows the on-street parking need and availability by block. For full parking details refer to **Appendix C** of this report. The data indicates that on-street parking is scarce but on-site parking is available at many properties.

**ROYAL POINCIANA AREA**



Legend:  
Royal Poinciana Commercial Area (light pink)  
Parcels (white)  
Commercial Property with On-Site Parking (yellow)

**FIGURE 16**

**Table 13  
Royal Poinciana Commercial District: On-Site Parking**

<b>ADDRESS</b>	<b>STREET</b>	<b>ITE PARKING REQUIREMENT</b>	<b>ON-SITE PARKING AVAILABLE</b>	<b>DIFFERENCE +/-</b>
165	BRADLEY	8	14	6
179	BRADLEY	8	11	3
189	BRADLEY	9	4	-5
106	COUNTY N.	1	4	3
108	COUNTY N.	2	4	2
110	COUNTY N.	3	5	2
112	COUNTY N.	2	4	2
114	COUNTY N.	3	5	2
116	COUNTY N.	1	4	3
118	COUNTY N.	2	4	2
139	COUNTY N.	50	46	-4
140	COUNTY N.	21	19	-2
151	COUNTY N.	17	127	110
183	COUNTY N.	5	3	-2
179	MAIN	12	14	2
231	ROYAL POINCIANA	9	41	32
245	ROYAL POINCIANA	7	13	6
257	ROYAL POINCIANA	18	25	7
265	ROYAL POINCIANA	26	16	-10
340	ROYAL POINCIANA	514	611	97
230	SUNRISE	44	54	10
235	SUNRISE	66	44	-22
254	SUNRISE	7	7	0
255	SUNRISE	10	22	12
285	SUNRISE	9	15	6
176	SUNSET	43	35	-8
215	SUNSET	6	34	28
223	SUNSET	42	50	8
265	SUNSET	85	189	104
<b>Total</b>		<b>1,030</b>	<b>1,424</b>	<b>394</b>

**Table 14  
Royal Poinciana Commercial District: On-Street Parking**

<b>BLOCK</b>	<b>STREET</b>	<b>ITE PARKING REQUIREMENT</b>	<b>AVAILABLE ON-STREET PARKING SPACES</b>	<b>DIFFERENCE +/-</b>
100	BRADLEY	33	28	-5
100	N. COUNTY	82	24	-58
200	PARK	37	21	-16
100	ROYAL POINCIANA	8	0	-8
200	ROYAL POINCIANA	204	130	-74
300	ROYAL POINCIANA	0	19	19
100	SUNRISE	17	54	37
200	SUNRISE	59	29	-30
100	SUNSET	5	25	20
200	SUNSET	119	37	-82
<b>Total</b>		<b>564</b>	<b>367</b>	<b>-197</b>

a. Strategic Enhancements

**Strategy 1 – Valet Parking**

The lot located at the corner of Sunrise and N. County Road and the shopping center located at Royal Poinciana and Coconut could serve the need of the Royal Poinciana Area for valet and shuttle purposes during evening hours through the use of a shared parking agreement. Additionally, the vacant lot along Sunset, behind Publix may be used to construct a parking lot, which could add 33 parking spaces. This is illustrated in **Figure 17**.

**Strategy 2 – Off-Site Parking Shuttle**

Implement an off-site parking system that uses a shuttle to move people between the shopping center located in the southwest corner of Royal Poinciana at Coconut Row parking facilities and the Royal Poinciana Commercial Area.

**Strategy 3 – Public-Private Partnership**

Create a public private partnership for the construction of a parking garage on the lot located behind Green’s Pharmacy.

**Strategy 4 – Parking Improvements**

Use the lot immediately to the east of Publix and the vacant lot immediately east of that lot for parking.



**SUNSET AVENUE VACANT LOT**

0-EXISTING PARKING SPACES  
 31-PROPOSED 60° ANGLE PARKING SPACES  
 2-PROPOSED HANDICAP PARKING SPACES

TOTAL: 33 PARKING SPACES  
 (GAIN OF 33 PARKING SPACES)

**LEGEND**

	WHEEL STOP		EXISTING CURB
	WHITE PAVEMENT STRIPE		PROPOSED CURB
	YELLOW PAVEMENT STRIPE		ASPHALT
	PEDESTRIAN CROSSWALK		SIDEWALK
	HANDICAP ACCESS		LANDSCAPE AREA

DATE	BY	REVISIONS	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SHEET NO.
<b>FIGURE 17</b>				<b>SUNSET AVENUE 600 BLOCK</b>			
<b>PARKING CONCEPT</b>				<b>VACANT LOT</b>			

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 Consulting Engineers of Florida, LLC  
 2000 Palm Beach Lakes Blvd., Suite 1000  
 West Palm Beach, Florida 33409  
 Phone: (561) 833-1100  
 Certificate of Authorization No. 7119

## **F. TOWN DOCKS / LAKE DRIVE PARKING ANALYSIS**

A review of the Lake Drive/Town Docks area was reviewed to determine how more parking could be provided.

### ***1. Methodology***

The Town Charter, Town Comprehensive Plan, and Town Zoning Code were consulted as part of the review. Furthermore, on-site surveys were conducted to collect data on the number of on-street and on-site parking spaces available along Lake Drive and within the Marina parking lots.

The Town staff was contacted to obtain statistical information about the Town Docks. The information provided is in **Table 15**.

**Table 15  
Town Docks Usage**

<b>Condition</b>	<b>Number</b>
Number of Slips	87
Number of Boats at Town Docks	
Peak Number of Boats at Town Docks	84
Annual Average	53
Winter Season Average (Nov. 1 thru April 30)	70
Summer Season Average (May 1 thru Oct. 31)	37
Number of Annual Leases	82
Number of Seasonal Leases	2
Boat Usage	
Charter	0
Recreational	31
Live Aboard (Including Crew)	47
Estimated Permanent Staff of Town Docks (Not Including Day Workers)	31
Visitors & Guests	1,421

### ***2. Audit***

Lake Drive Park, also referred to as the Town Docks area, includes approximately 5.3 acres of land maintained by the Public Works Department and has 87 boat slips available.

The Town Comprehensive Plan, Recreation / Open Space Element classifies the Town Docks and Lake Drive Park as providing for the recreation needs of Town residents. Additionally, the plan states in Objective 1 that public access shall be maintained at all recreational facilities within the jurisdiction of the Town.

The Town Docks are located within the R-B Low Density Residential zoning district. Under section 134.887 of the Town's zoning code, the municipally

owned docks are classified as a permitted use. The landscaped open space requirement for this district is 45 percent of the property.

A count of the existing number of parking spaces yields a total of 105 on-site parking spaces in the 3 lots at the Town Docks. Lake Drive currently has 61 existing angled on-street parking spaces on the west side, and 25 parallel on-street parking spaces on the east side of the street, for a total of 86 on-street parking spaces.

In total, the parking within the Town Docks, for both on-street and on-site is 191 parking spaces. Of the 86 on-street parking spaces, 62 of them are by permit. The permits are sold out along Lake Drive and there is a waiting list. These permits are usually distributed to the boat slip leases along with property owners from the Worth Avenue Commercial Area. The remaining open on-street parking spaces along Lake Drive equal 32 spaces for the public to use and are commonly used by guests of the Town Docks.

When examining the number of slips, permanent staff, service companies, and guests of the Town Docks, a large number of potential vehicles cannot be well accommodated by only 191 parking spaces. The existing parking lots and on-street parking spaces are currently inadequate to handle a parking demand of this size. The parking facility should be twice its current size, excluding on-street parking. It is understood through residents' comments that during in-season, the Town Docks parking overflows onto the residential side streets.

### ***3. Strategic Enhancements***

#### **Strategy 1 – Lake Drive Improvements**

The current configuration of Lake Drive consists of 61 angled on-street parking spaces and 25 existing parallel parking spaces. This proposed strategy would replace these on-street parking spaces with 104 angled on-street parking spaces with landscaped traffic islands. The net result is no loss of landscaped open space. Twenty-Six (26) of the off-street parking spaces would be affected with a net gain of 10 off-street parking spaces.

This concept provides aesthetic enhancements to the Lake Drive corridor, in the sense that the proposed improvements would tie into the park, further enhancing the park user's experience. The intersections of Brazilian, Australian and Chilean would all be converted to stop control. This would eliminate drivers from speeding down Lake Drive to head west over the bridge in the p.m. peak and those going toward Worth in the a.m. peak, as observed in the field review. A conceptual plan for this proposal is shown in **Figure 18**.

#### **Strategy 2 – Parking Garage**

Construct a parking garage on the location of northern-most surface lot. The two remaining surface lots could then be converted into landscaped open space. Thus, landscaped open space would not be lost, while the available parking is increased. This is illustrated in **Figure 19**.

### **Strategy 3 – Valet Parking**

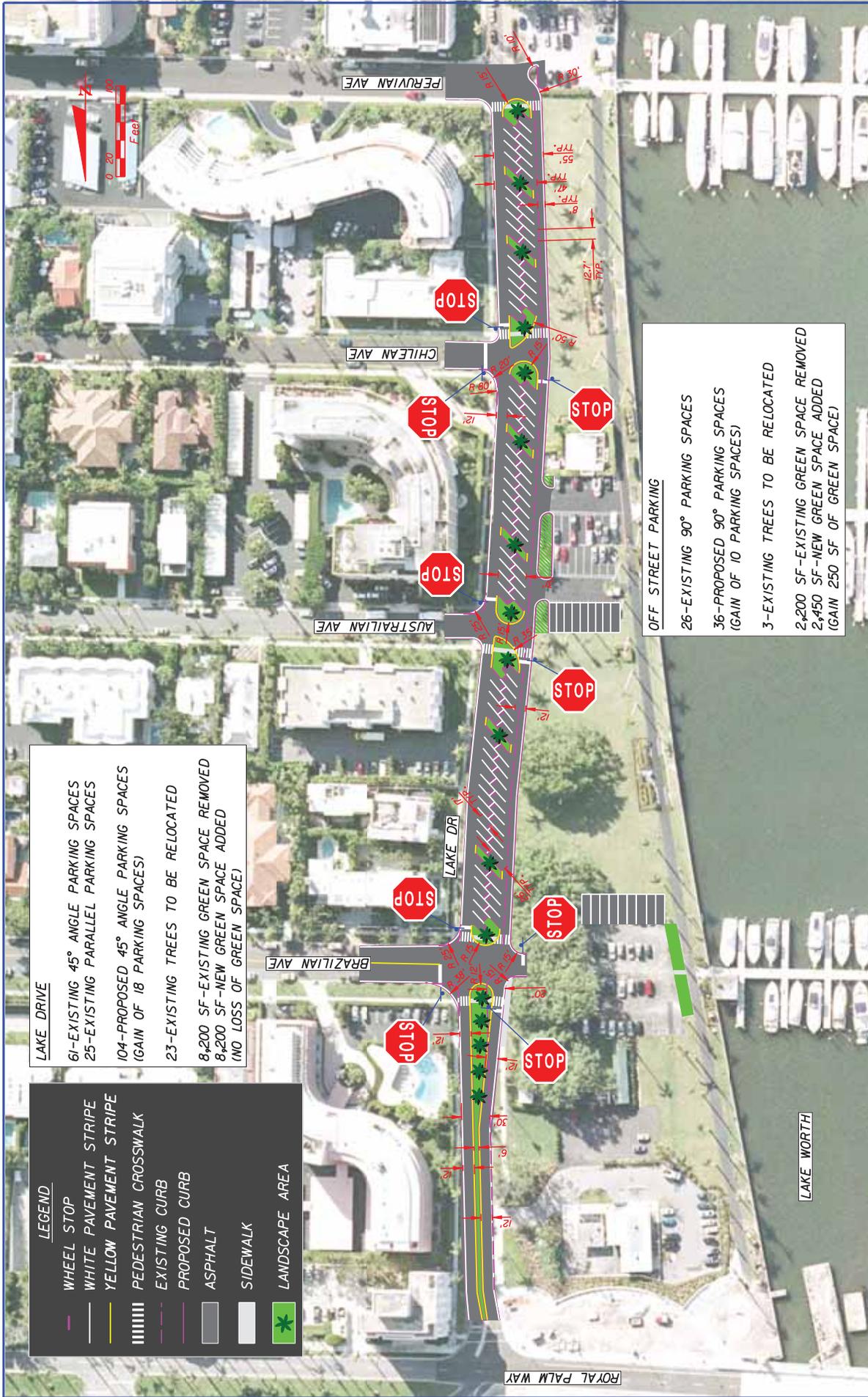
The Town Docks could offer a valet parking service for guests. Long term parked vehicles could be parked in one of the off-island parking facilities located in the City of West Palm Beach, while short term valet could be parked at the Apollo Lot or Royal Palm Lot.

### **Strategy 4 – Modify Town Code**

Modify Chapter 118, Traffic and Vehicles, Article III, Parking, Stopping and Standing, Division 1, Section 118-91 to identify limit restrictions of parking time on the parking spaces along Lake Drive. Alternatives could include regulations that vehicles are not parked for more than 48 hours, 72 hours, etc., except for parking permit holders.

### **Strategy 5 – Paid Parking**

Implement paid parking on all parking spaces along Lake Drive. Parking is a commodity in this area. Revenue collected could go toward future improvements along Worth Avenue.



**LAKE DRIVE**

- 61-EXISTING 45° ANGLE PARKING SPACES
- 25-EXISTING PARALLEL PARKING SPACES
- 104-PROPOSED 45° ANGLE PARKING SPACES (GAIN OF 18 PARKING SPACES)
- 23-EXISTING TREES TO BE RELOCATED
- 8,200 SF-EXISTING GREEN SPACE REMOVED
- 8,200 SF-NEW GREEN SPACE ADDED (NO LOSS OF GREEN SPACE)

**OFF STREET PARKING**

- 26-EXISTING 90° PARKING SPACES
- 36-PROPOSED 90° PARKING SPACES (GAIN OF 10 PARKING SPACES)
- 3-EXISTING TREES TO BE RELOCATED
- 2,200 SF-EXISTING GREEN SPACE REMOVED
- 2,450 SF-NEW GREEN SPACE ADDED (GAIN 250 SF OF GREEN SPACE)

**LEGEND**

	WHEEL STOP
	WHITE PAVEMENT STRIPE
	YELLOW PAVEMENT STRIPE
	PEDESTRIAN CROSSWALK
	EXISTING CURB
	PROPOSED CURB
	ASPHALT
	SIDEWALK
	LANDSCAPE AREA

DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION
<b>FIGURE 18</b>						
<b>400 LAKE DRIVE</b>			<b>MARINA PARKING CONCEPT</b>			
ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SHEET NO.			

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 2000 Palm Beach Lakes Blvd., Suite 1000  
 West Palm Beach, Florida 33409  
 Phone: 561-833-8861  
 Certificate of Authorization No. 7119



**MARINA PARKING FACILITY**  
 53,600 SF - EXISTING GREEN SPACE REMOVED  
 56,600 SF - NEW GREEN SPACE ADDED  
 (GAIN 3,000 SF OF GREEN SPACE)

**LEGEND**  
 - - - PROPOSED PARKING FACILITY FOOTPRINT  
 [Orange Hatched Box] EXIST. PARKING TO BE REMOVED

PARKING FACILITY	LEVELS	HEIGHT	SPACES (APPROX.)	FOOTPRINT
EXISTING PARKING (ON-SITE)	1	0'	139	56,600 SF
	2	15'	232	53,600 SF
PROPOSED FACILITY	3	26'	384	53,600 SF

**American**  
 Consulting Engineers of Florida, LLC  
 2000 Palm Beach Lakes Blvd., Suite 1000  
 West Palm Beach, Florida 33409  
 Phone: 561-861-1111  
 Certificate of Authorization No. 7119

ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SHEET NO.

**400 LAKE DRIVE  
 PARKING FACILITY CONCEPT**

DATE	BY	REVISIONS	DESCRIPTION

**FIGURE 19**

## **G. SCHOOL AREA / SEAVIEW PARK**

The Seaview Park / School area is bordered by Royal Palm Way on the south, Seaview Avenue on the north, Cocoanut Row on the west, and South County Road on the east. The facilities include the Palm Beach Public School (on Cocoanut), Palm Beach Day School (on Seaview), and the Hebrew Day School. This area was examined to determine how the parking and traffic situation could be improved.

### **1. Methodology**

The parking audit included a review of the Town Charter, Zoning Code, and the Comprehensive Plan. Additionally, an existing Declaration of Use Agreement between the Town and the Palm Beach Day School was analyzed as well as conducting on-site surveys and observations. A meeting was held among the Palm Beach Day School, Town Staff and American Consulting Engineers to discuss opinions, options, and suggestions for a parking strategy.

### **2. Audit**

The Seaview Park / School area is located in a residential area within the R-B Low Density zoning district. The Town's Comprehensive Plan, Public School Facilities element has as its policy that schools be located within urban residential land uses and near public facilities, which includes recreation centers, and grant proper access to the Town's residents (Policy 2.1-e, 2.1-f). However, the schools do not have sufficient parking to provide proper access to the facilities as required by the plan.

The 200 block of Seaview Avenue currently has 63 parking spaces and Cocoanut Row has 7 parking spaces for a total of 70 spaces. The Public School and the Palm Beach Day School require an *ITE* calculated combined total of 141 parking spaces.

An employee count for the Palm Beach Day School, Palm Beach Public School and recreation parking employees was undertaken and is in **Table 16**.

**Table 16**  
**Employees in the Seaview Park / School Area**

<b>Organization</b>	<b>Total Faculty / Staff</b>
Palm Beach Day School	82
Palm Beach Public School	59
Town Recreation Department (Average Worst Case Scenario)	45*
<b>TOTAL STAFF</b>	<b>186</b>

\*Staff presence at the recreation center varies through the season.

### **3. Public School Parking and Traffic Circulation**

Parking within the Seaview Park / School area has been a concern for many years. The recently constructed Public School, which is located between Royal Palm Way and Seaview, does not provide enough parking for its staff. Additionally, the new public school is approximately twice the size of the previous building. The hours for the public school are from 8 a.m. to 2:05 p.m. A parking lot is located on the northeast corner of the intersection at Coconut Row and Royal Palm Way. This parking only accommodates 19 vehicles for 59 staff. The parking lot can only accommodate 32 percent of staff members at the public school. Thus, 40 staff must park at the Four Arts Parking lot located 1 block to the west of Coconut Row. Field investigations during the hours of 6:45 a.m. to 8 a.m., and 1:30 p.m. to 3:30 p.m. were conducted. Public school staff was seen parking on the residential streets on the 300 block of Seaview as well as the 200 and 300 blocks Seaspray. Field reviews included observing public school staff being told to move their vehicles by the Town's parking enforcement officers.

Pick-up and drop-off traffic circulation for the public school creates much conflict at the intersection of Coconut Row and Royal Palm Way. The school drop off location, which circulates the parking lot on the northeast corner of the intersection (photo next page left) causes vehicles to queue in the eastbound to northbound left turn storage lane on Royal Palm Way coming from the west, converging with vehicles turning right from the westbound approach of the signalized intersection of Royal Palm Way and Coconut Row (photo below). During drop-off and pick-up time, the signalized intersection of Royal Palm and Coconut creates a major conflict concern, with the result that the Town's Police Department is required to control the intersection. The drop-off point located in the staff parking area is too close to the intersection to handle the influx of students being dropped off each day. **Figure 20** illustrates the location of proposed improvements in the Seaview Park / School area.



Drop-Off Location



Congestion Approaching School

a. Strategic Enhancements

**Strategy 1 – Coconut Row Red Zone Drop-off / Pick-up A**

To eliminate the congestion and potential for crashes at either the signalized intersection or in front of the school's driveway access, the existing curb line parking spaces should be temporarily converted to a RED ZONE as was done for valet parking in other areas of the Town. The parking spaces in question are along the east side of Coconut Row directly in front of the public school. There is room to queue 7 parental vehicles to operate the same drop-off and pick-up as currently being done in the existing parking lot along Coconut. The operation would allow children to safely exit the vehicles as is done now on the right passenger side and be escorted to the school building. Motorists would then be able to get back in traffic heading north on Coconut.

**Strategy 2 - Coconut Row Red Zone Drop-off / Pick-up B**

Modify the drop-off times for the either the school buses or the parents. By doing so, the school would be able to accommodate the bus zone in front of the school and extend the storage lane for drop-off of another 6 or 7 vehicles. This would provide approximately 340 feet of storage which is the length of the entire Coconut Row block. Buses are usually gone in the a.m. time period while vehicles are still converging to circulate in the parking lot on the corner.

**Strategy 3 – Property Acquisition**

Two existing properties sit on the northeast corner of Coconut Row and Seaview Avenue (Photo below). These two properties could be turned into parking spaces for the Public School. The School Board should consider acquiring these two properties.



**Strategy 4 – Parking Garage**

Because of the location of the Public school and the lack of parking, the Town could consider the option of building a public parking garage on the site that is currently occupied by the Four Arts Center parking lot. This location would allow for a single garage to serve the schools, Four Arts Center, library, and Town Docks.

### **Strategy 5 – Further Study**

The traffic circulation in the school area should be investigated further to show the impacts of the schools on the surrounding residential streets of Seabreeze, Seaview, and Seaspray.

#### ***4. Hebrew Academy Parking and Circulation***

The Hebrew Academy is located directly across from the Public School. The hours of operation for this site are 9 a.m. to 3 p.m. The Hebrew Academy starts 1 hour after the public school opens and ends 1 hour after the public school ends. There has been some recent concern that the Hebrew Academy is the contributing cause of the congestion, circulation and parking problems along the 300 block of Seaview Avenue. Residents have complained about parents parking, speeding, and causing traffic delay along the block. This resulted in re-evaluating the arrival patterns of the public school staff and the pick-up and drop-off operations of the Hebrew and Public School students.

Several field visits were conducted on different days of the week. Each visit to the site occurred from 6:30 a.m. to 9:30 a.m. During the hours of 6:45 am to about 7:05 a.m., noticeable traffic, parking and circulation by public school staff occurred. By 8:30 a.m. the intersection of Cocoanut and Seaview along with 300 block of Seaview Avenue was calm. Between 8:30 a.m. and 9:05 a.m. there was very little traffic along Seaview. Complaints coming from the residents along the 300 block of Seaview may be in regard to the Hebrew School, but field observations indicate that the Public School is the source of the concerns.

During the hours of 8:45 a.m. and 9:20 a.m., parents dropping their children off at the Hebrew Academy were observed using the rear of the Four-Arts Parking lot. This is the location as noted in their agreement with the Town.

At the meeting of the Town Council held on November 14, 2006, residents expressed concerns over the situation in the school area. The issues that were discussed could be approached in a supplemental study to this report. The following items were addressed at the Town Council:

- It was suggested that the 300 and 400 blocks of Seaview Avenue have prohibited parking prior to 10 a.m.
- Seaview Avenue could be converted to a one-way eastbound street on all blocks.
- The northbound exit to the Four Arts Plaza could be blocked off or converted to a cul-de-sac.
- A residential permit parking program could be instituted (pending the appropriate study) along Seaspray and Seaview.
- A school zone, with a lower speed limit, could be instituted along Seaspray and Seaview.

## ***5. Palm Beach Day School Parking and Circulation***

The Palm Beach Day School property is located along the 200 block of Seaview across from the Town's Recreation Center and Tennis Courts. With a staff of 82, many parking spaces are needed to accommodate them.

Traffic circulation and parking has been a serious concern and a challenge over the past 15 years. Recent coordination with the school revealed that they would assist the Town with any viable solutions to provide additional parking and reduce the congestion along Seaview. The school has made various changes in the past to work with the Town. Such changes to date include adjusting the schedules for the school start and finish times, providing drop-off assistance to parents to keep traffic moving along Seaview, and providing visor placards with student's names for parents for pick-up of the students. As the parent enters the school's pick-up area, the child is escorted to the vehicle so that the vehicle is not stopping any longer than the time it takes to place the child in the vehicle. The school also pays its employees to carpool to work at \$0.40 per mile for drivers and \$0.20 per mile for passengers.

Moreover, a Declaration of Use agreement exists between the Palm Beach Day School and the Town. Under this agreement, the Day School may use its west green field (to the west of the school) for parking only 12 times per year, and when doing so must use a valet service. Additionally, the school granted the Town an easement for on-street parking of 14 parallel spaces on the north side of Seaview Avenue along the west field.

The Day School also owns the property to the east of the school, noted as the east green field (photo below). This property was previously proposed by the school to be developed; however, through the lack of agreement by some neighbor(s) abutting the north property line, the development was ruled out.

The school owns a few other buildings along Seaview including the house directly across the street on the south side of Seaview next to the gymnasium, a building to the east of the green field, and the buildings to the east of those.



Additionally, concern was expressed that emergency vehicles have difficulty accessing Seaview Avenue because the parking is tight on the travel lane.

Many potential solutions exist with the property the Palm Beach Day school owns. This property could be used for development of Town Serving needs such as parking, since the Town can't provide it for their school system. Several

options have been developed to increase the school's capability to meet the parking needs of the public within the Palm Beach Day School area.

a. Strategic Enhancements

**Strategy 1 – West Field Concept A**

This concept would take the west field at the Day School and include 75 angled parking spaces plus an additional 3 disabled parking spaces. The existing 14 on-street parking spaces would not be displaced. Adding 75 new parking spaces in addition to the existing 14 parking spaces along Seaview would reduce the parking problems for the Day school and adjacent Seaview Park Recreation Center. This conceptual design is illustrated in **Figure 21**.

**Strategy 2 – West Field Concept B**

This conceptual design is illustrated in **Figure 22**. This concept would allow the west field to remain; however, it would require a shift in roadway alignment of Seaview, and require encroachment of 29 feet into the west field from the existing back of the sidewalk on the north side of Seaview (photo below left). This alternative would provide many positives. The shift in alignment would create a traffic calming area through Seaview. The concept allows 60 angled parking spaces to be created in lieu of the 32 existing on-street spaces. Thirty (30) parking spaces on the north side of Seaview would be solely for school staff, and 30 spaces on the south side of the school would be solely for public use. This concept adds 14 additional on-street spaces which could be used by either the Recreation Department Center or Public School. This concept also ties in an additional 9 spaces proposed on-site which would replace the existing temporary building between the west field and the main building scheduled for removal at the end of this school year. This action alone would remove vehicles from parking on the sidewalk as they currently do (photo below right). The Day School would be gaining a total of 25 parking spaces under this concept.



**Strategy 3 – Seaview South Lot Concept**

This conceptual design is illustrated in **Figure 23**. Under this concept and in meeting with the school, they expressed the idea of replacing the existing building with a possible parking area. If feasible, the existing building would be

removed and replaced with 17 on-site parking spaces, which would be comprised of 15 new spaces and 2 relocated from existing on-street parking. If Strategy 2 is implemented along with this Strategy, an additional 55 parking spaces will be created for the Palm Beach Day School.

#### **Strategy 4 – Seaview Northeast Lot Concept**

This conceptual design is illustrated in **Figure 24**. Under this concept and in meeting with the school, they expressed the idea of replacing the existing rental building property with a possible area for parking, but prefer to keep the income from the building. The existing building would be removed and replaced with 15 new on-site parking spaces. If Strategy 2 and Strategy 3 are implemented along with this Strategy, an additional 62 parking spaces will be created for the Palm Beach Day School.

#### **Strategy 5 – Eastern Lot Concept A**

This conceptual design is illustrated in **Figure 25**. The existing eastern field could be developed to accommodate 10 parking spaces and provide a drop-off and pick-up circulation area to remove vehicles from Seaview. This concept would have to be negotiated with property owners to the north. This concept would include a noise/buffer wall for the abutting properties.

#### **Strategy 6 – Eastern Lot Concept B**

This conceptual design is illustrated in **Figure 26**. The existing eastern field could be developed to only provide a drop-off/pick-up circulation area to remove vehicles from Seaview. This concept would still provide landscaped open space for children to play and a noise/buffer wall for the abutting properties.

The land in question is within the R-B Low Density Residential zoning district, which requires that landscaped open space consume 45 percent of the lot. Should Strategies 1, 2, 5 and 6 be selected, the landscaped open space requirements would be infringed upon. To pursue these options the Declaration of Use Agreement would need to be amended as well as obtaining a variance for the landscaped open space requirements. With the School prepared to work hand in hand to assist the Town in resolving the parking and circulation concerns along Seaview, these Strategies could be considered as options to improve the Town Serving requirements.

#### **Strategy 7 – Eastern Lot Concept C**

This conceptual design would include 9 angled parking spaces along the southern portion of the eastern lot on Seaview. This is illustrated in **Figure 27**.

### ***6. Town Recreation Center (Tennis Courts)***

The Town's Comprehensive Plan, Recreation / Open Space element classifies Seaview Park as a Town Serving recreation facility. Similar to the adjacent schools, Seaview Park does not have sufficient parking to grant proper access to the residents of the Town as is required by the plan (Objective 1). Our observations indicated that at times patrons of Seaview Park parked on Seaspray Avenue because of a lack of parking. The lack of parking in the area,

in effect impedes the residents of the Town reasonable access to public facilities. The current layout of Seaview Park has 8 tennis courts and 34 parking spaces available for the Recreation Center. However, this is not sufficient to satisfy the demand upon the facility.

Furthermore, the lack of parking at the school leads to congestion on the surrounding roadway network. On-site observations revealed that during the peak school hours, traffic becomes congested along Royal Palm turning north onto Cocoanut Row. As stated previously in the Comprehensive Plan Review section, Royal Palm is classified by the Treasure Coast Regional Planning Council as a regionally significant roadway facility. Additionally, the intersection of Royal Palm at Cocoanut is located less than ¼ mile from Royal Park Bridge, which is one of four critical connections between the Town and a hurricane evacuation route. This is of particular concern during the peak season, which runs concurrently with the academic school year. It is therefore prudent to consider improvements to both enhance access to public facilities and relieve congestion on the Town's roadway network by providing additional parking in the Seaview Park / School area.

### **Strategy 1 – Seaview Public Parking Lot Concept**

This concept shows a redesign of the Seaview Tennis Center to add parking by elevating the existing tennis courts. The conceptual plan is illustrated in **Figure 28**. The proposed configuration has 145 parking spaces plus an additional 8 disabled parking spaces for a total of 153 parking spaces. This will displace the tennis courts for a period of time to allow for construction.

The tennis courts are proposed to be reconstructed on an elevated deck above the ground level parking. A funding source could include joint participation with the Palm Beach Day School and/or Palm Beach County for the Public School. Between the existing on-street parking and this facility, it would provide 223 parking spaces. This is more than adequate to meet the Town Serving needs of this area.

### **Strategy 2 – Parking Facility**

Construct an underground parking facility underneath the existing soccer field on Royal Palm Way. The soccer field would remain on top of the parking deck.

### **Strategy 3 – Connection Between Parking Facilities**

Construct a covered walkway to connect the parking facilities in the school area.



**LEGEND**

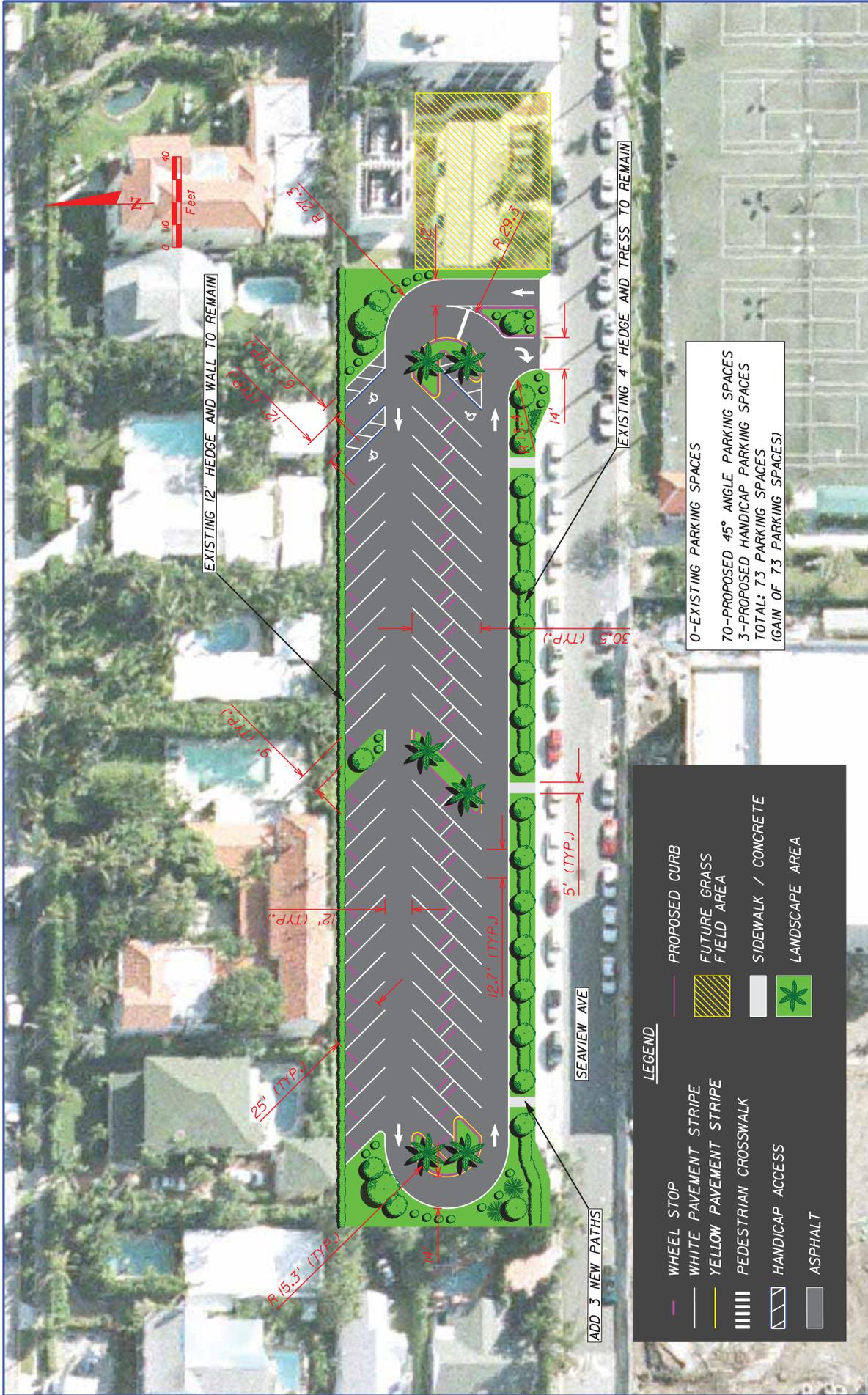
- 1 WEST FIELD PARKING CONCEPT
- 2 SEAVIEW ON AND OFF STREET PARKING CONCEPT
- 3 TENNIS COURT PARKING CONCEPT
- 4 SOUTH LOT PARKING CONCEPT
- 5 EAST FIELD PARKING CONCEPT
- 6 NORTHEAST LOT PARKING CONCEPT
- 7 PARKING FACILITY CONCEPT

DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION
<b>FIGURE 20</b>						

<b>STATE OF FLORIDA</b> <b>DEPARTMENT OF TRANSPORTATION</b>		ROAD NO. COUNTY FINANCIAL PROJECT ID
<b>SCHOOL PARKING CONCEPT</b> <b>OVERVIEW MAP</b>		
SHEET NO.		

**American**  
 Consulting Engineers of Florida, LLC  
 2000 Palm Beach Lakes Blvd., Suite 1000  
 West Palm Beach, Florida 33409  
 Phone: (561) 835-1100  
 Certificate of Authorization No. 7110

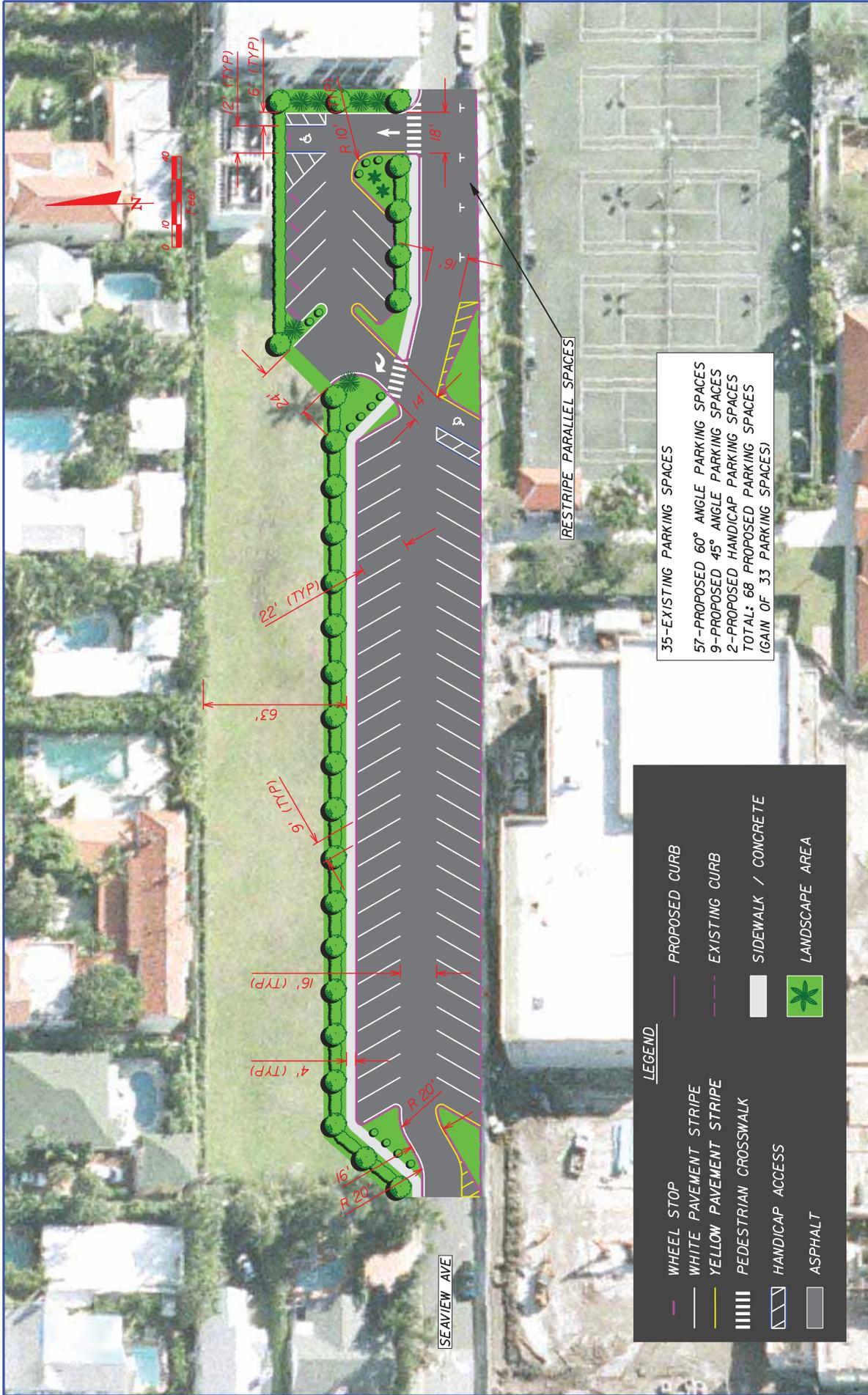


0-EXISTING PARKING SPACES  
 70-PROPOSED 45° ANGLE PARKING SPACES  
 3-PROPOSED HANDICAP PARKING SPACES  
 TOTAL: 73 PARKING SPACES  
 (GAIN OF 73 PARKING SPACES)

**LEGEND**

- WHEEL STOP
- WHITE PAVEMENT STRIPE
- YELLOW PAVEMENT STRIPE
- |||| PEDESTRIAN CROSSWALK
- ▨ HANDICAP ACCESS
- ▭ ASPHALT
- PROPOSED CURB
- ▨ FUTURE GRASS FIELD AREA
- ▭ SIDEWALK / CONCRETE
- ▭ LANDSCAPE AREA

DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION
<b>FIGURE 21</b>						
<p>American Consulting Engineers of Florida, LLC          2000 Palm Beach Lakes Blvd., Suite 1000          West Palm Beach, Florida 33409          Phone: 561-833-1111          Certificate of Authorization No. 7110</p>			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SHEET NO.
<b>WEST FIELD 600 BLOCK SCHOOL PARKING LOT CONCEPT (A)</b>						



<b>WEST FIELD 600 BLOCK</b> <b>SCHOOL PARKING LOT</b> <b>CONCEPT (B)</b>		SHEET NO.	
ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
American Consulting Engineers of Florida, LLC 2000 Palm Beach Lakes Blvd., Suite 1000 West Palm Beach, Florida 33409 Phone: 561-833-8661 Certificate of Authorization No. 7119			
11/28/2006 USEN, Brower		44959 PM F:\Project\060825\Phase 1-Traffic Study\Task3-Concept & Traffic Control Plan.dwg	

**FIGURE 22**



3-EXISTING ON STREET PARALLEL SPACES  
 7-EXISTING ANGLED PARKING SPACES  
 1-PROPOSED ON STREET PARALLEL SPACE  
 17-PROPOSED 60° ANGLE PARKING SPACES  
 TOTAL: 18 PARKING SPACES  
 (GAIN OF 8 PARKING SPACES)

**LEGEND**

- WHEEL STOP
- WHITE PAVEMENT STRIPE
- YELLOW PAVEMENT STRIPE
- ▬ PEDESTRIAN CROSSWALK
- ▨ HANDICAP ACCESS
- PROPOSED CURB
- ▭ SIDEWALK / CONCRETE
- ▭ LANDSCAPE AREA
- ▭ ASPHALT

DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION
<b>FIGURE 23</b>						
			<b>American</b> Consulting Engineers of Florida, LLC 2000 Palm Beach Lakes Blvd., Suite 1000 West Palm Beach, Florida 33409 Phone: 561-833-1661 Certificate of Authorization No. 7119		ROAD NO. COUNTY FINANCIAL PROJECT ID	SHEET NO.

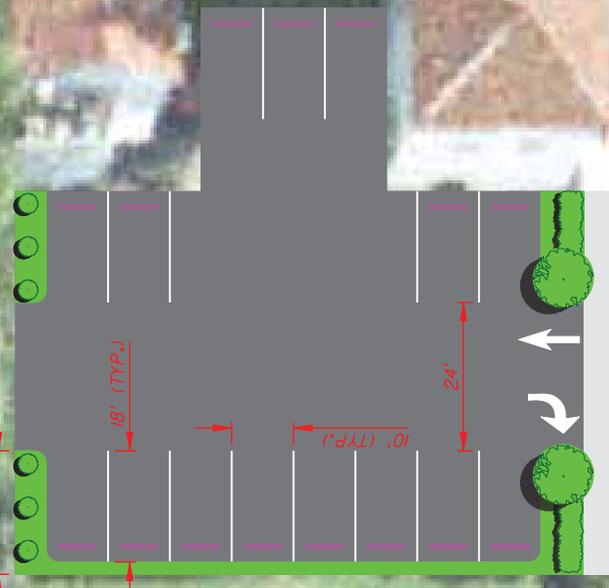
**LEGEND**

	WHEEL STOP		PROPOSED CURB
	WHITE PAVEMENT STRIPE		SIDEWALK / CONCRETE
	YELLOW PAVEMENT STRIPE		LANDSCAPE AREA
	PEDESTRIAN CROSSWALK		ASPHALT
	HANDICAP ACCESS		

15' WIDENING ONTO EAST FIELD OF SCHOOL

EAST FIELD

7-EXISTING PARKING SPACES  
 15-PROPOSED 90° ANGLE PARKING SPACES  
 TOTAL: 15 PARKING SPACES  
 (GAIN OF 8 PARKING SPACES)



**American**  
 Consulting Engineers of Florida, LLC  
 2000 Palm Beach Lakes Blvd., Suite 1000  
 West Palm Beach, Florida 33409  
 Phone: (561) 833-1861  
 Certificate of Authorization No. 7110

ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SHEET NO.

**FIGURE 24**

DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION



**LEGEND**

	WHEEL STOP		PROPOSED CURB
	WHITE PAVEMENT STRIPE		SIDEWALK / CONCRETE
	YELLOW PAVEMENT STRIPE		LANDSCAPE AREA
	PEDESTRIAN CROSSWALK		ASPHALT
	HANDICAP ACCESS		

0-EXISTING PARKING SPACES  
 10-PROPOSED 45° ANGLE PARKING SPACES  
 TOTAL: 10 PARKING SPACES  
 (GAIN OF 10 PARKING SPACES)

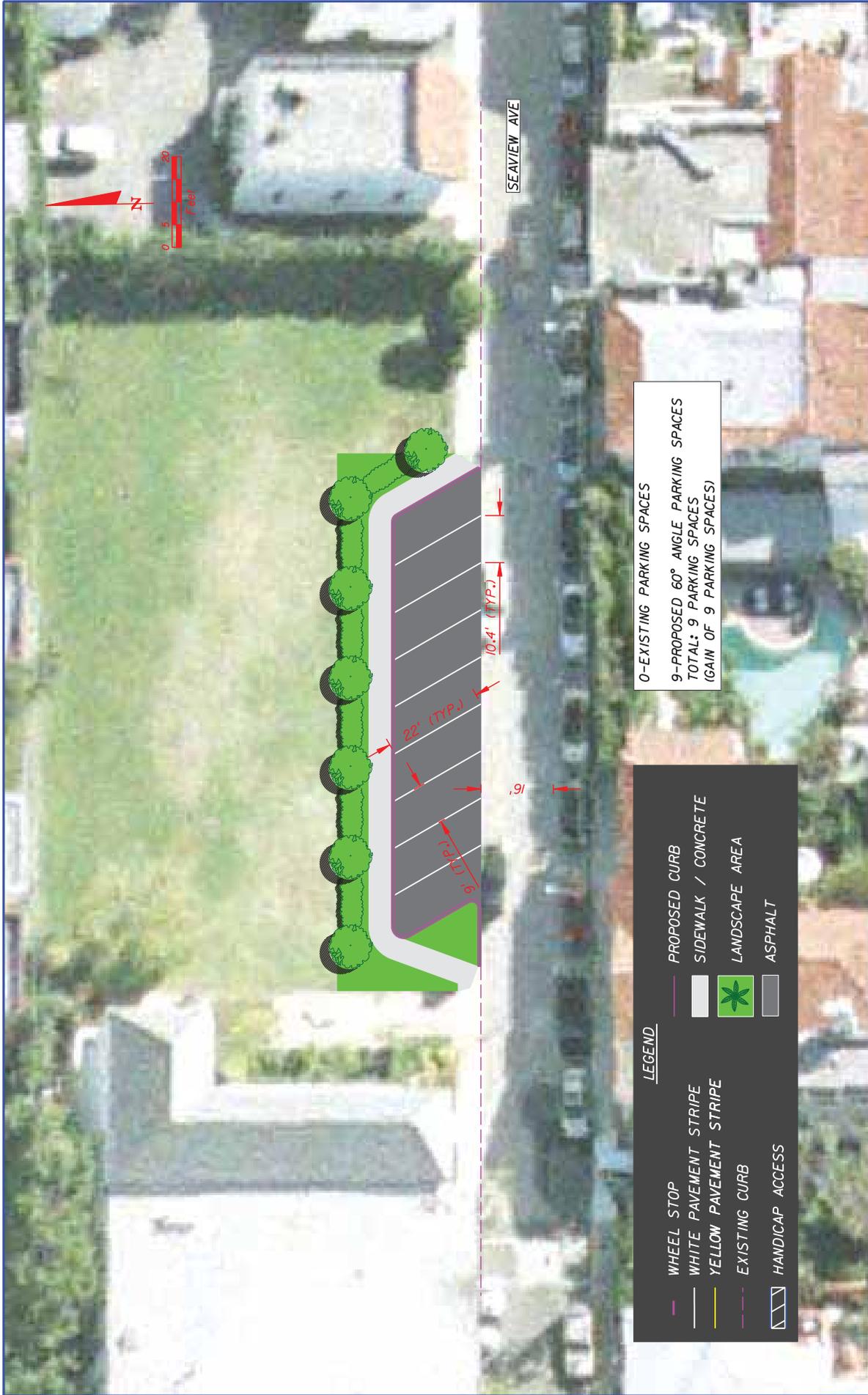
DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION
			<b>FIGURE 25</b>			

 American Consulting Engineers of Florida, LLC 2000 Palm Beach Lakes Blvd., Suite 1000 West Palm Beach, Florida 33409 Phone: (561) 833-8851 Certificate of Authorization No. 7110		ROAD NO. COUNTY FINANCIAL PROJECT ID	<b>EAST FIELD (200 BLOCK)          SCHOOL PARKING LOT          CONCEPT (A)</b>	SHEET NO.
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DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION
<b>FIGURE 26</b>						
 American Consulting Engineers of Florida, LLC 2000 Palm Beach Lakes Blvd., Suite 1000 West Palm Beach, Florida 33409 Phone: 561-833-8661 Certificate of Authorization No. 7119						
		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		SHEET NO.
<b>EAST FIELD (200 BLOCK) SCHOOL DROP OFF CONCEPT (B)</b>						



0-EXISTING PARKING SPACES  
 9-PROPOSED 60° ANGLE PARKING SPACES  
 TOTAL: 9 PARKING SPACES  
 (GAIN OF 9 PARKING SPACES)

**LEGEND**

- WHEEL STOP
- WHITE PAVEMENT STRIPE
- YELLOW PAVEMENT STRIPE
- EXISTING CURB
- ▨ HANDICAP ACCESS
- PROPOSED CURB
- ▭ SIDEWALK / CONCRETE
- 🌿 LANDSCAPE AREA
- ▭ ASPHALT

DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION	
<b>FIGURE 27</b>							
 American Consulting Engineers of Florida, LLC 2000 Palm Beach Lakes Blvd., Suite 1000 West Palm Beach, Florida 33409 Phone: (561) 861-1100 Certificate of Authorization No. 7110			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	<b>EAST FIELD (200 BLOCK)          SCHOOL PARKING          CONCEPT (C)</b>	SHEET NO.
11/28/2006 USEN, Brower 437425 PM F:\Project\358925\Phase 1-Traffic Study\Task3-Condor & Traffic Counter Field							



## **H. ONE-WAY STREET EVALUATION (SUNRISE AVENUE & SUNSET AVENUE)**

An analysis of traffic circulation was conducted as well as a field study of the Publix access on Sunset Avenue and Sunrise Avenue.

### ***1. Methodology***

Field reviews of the existing signalized intersections of Sunrise and Sunset Avenues with Bradley Place and N. County Road were conducted during the peak hours of 8 a.m., 12 p.m. and 5 p.m. A parking inventory was conducted along with a review of the possibilities of providing additional parking along Sunrise Avenue and Sunset Avenue. The review focused on reducing the vehicular conflicts at the intersection of Bradley Place and Sunset Avenue and the Publix access on Sunset Avenue. The Town provided peak season turning movement counts for the intersection of Sunset at Bradley Place. This evaluation looked at turning Sunset and Sunrise into a one-way pair.

### ***2. Traffic Circulation***

Prior studies of the intersection of Bradley Place at Sunset Avenue during the peak season over the past four years showed the mid-day peak is the worst condition. The westbound approach has a control delay of 73.7 seconds/vehicle. The mid-day westbound peak operates at a LOS F. During the mid-day peak-hour, at the time the count was taken, the westbound to southbound left turn movement was 125 vehicles, 201 vehicles turn right from northbound Bradley to eastbound Sunset, and 382 vehicles headed northbound on Bradley.

Peak-season traffic counts were not available at the time of this evaluation in the mid-day peak for Sunset at N. County Road, Sunrise at Bradley and Sunset at N. County Road, a further evaluation of these intersections should be conducted.

A circulation review was undertaken by following traffic northbound on Bradley to Sunset and then leaving the Publix lot. Visual inspection revealed more Publix patrons tend to use the Publix driveway access on Sunset to ingress and egress the site, than the north access on Sunrise, most likely because drivers would need to wait for the traffic light at Sunrise to go south on Bradley. It is evident that traffic congestion at Bradley and Sunset is worsened by the store patrons. Vehicles in the westbound direction on Sunset queue eastward to the second Publix driveway which is used by the Publix delivery trucks. A majority of traffic leaving Publix exited from the Sunset access, turning right (westbound) on Sunset and left (southbound) on Bradley. Although traffic data was not provided for the Sunrise at Bradley Place intersection, visual observations indicated that the westbound approach on Sunrise did have capacity to handle additional traffic volume during the mid-day. This would need to be confirmed with a peak-season traffic count.

A mid-day circulation review was undertaken around the Sunset, N. County Road, Sunrise and Bradley Place block. Visual and driving inspection of the Sunset at North County, Sunrise at Bradley and Sunset at N. County Road intersections did not reveal severe delay and conflict conditions as experienced at the Bradley at Sunset intersection, only because these intersections are signalized.

Evaluation of converting Sunrise and Sunset into a one-way pair would change the operation, delay and LOS for the westbound approach at the Bradley Place/Sunset Avenue intersection. The conflicts, if any, at the Publix driveway won't be known until the change is made. Patrons who now leave the Sunset access to head south on Bradley would need to determine if it is more feasible for them to head east on Sunset or leave the Sunrise access, and wait for the signal to go south on Bradley. Bradley does have more storage length in the southbound direction between Sunset and Sunrise for motorists heading south. Publix patrons also wouldn't have to wait for a gap in traffic as they do now to make the westbound to southbound, and then left from Sunset to Bradley. Under the one-way condition, Publix patrons leaving the Sunrise access would have to wait for the signal to head southbound then left on Bradley; however they would have less delay and conflict heading in the through direction at the stop sign at Bradley in the southbound direction.

Redistribution of traffic at Publix would most likely be split around the 4 block roadway network. This might not impact the existing signalized intersections; however, visual observations of these intersections revealed that they should be further analyzed with peak-season traffic counts to support the mid-day peak traffic impacts to the signalized intersections.

A meeting with the current Publix store manager was held. Modifications to the driveway accesses were discussed as well as delivery truck circulation. Deliveries currently come into the Sunset access from Bradley. The Publix Supermarket parking lot near the northeast corner of the store would be changed to contain 11 on-site parking spaces to allow better access for delivery trucks. This change would eliminate one parking space inside the parking lot. Publix officials stated they are willing to work with the Town to enhance the circulation around the Sunset and Sunrise area.

### ***3. Parking***

The evaluation of turning Sunset and Sunrise into a one-way pair has greater benefits when comparing the operational conditions to the Town's long standing concerns over not having enough public parking to accommodate the needs of the area. A thorough parking data collection effort was undertaken along Sunrise Avenue and Sunset Avenue. By going to a one-way pair, both roadways could accommodate additional on-street parking. At the present time, 43 parallel parking spaces are available on Sunrise Avenue and 39 parallel parking spaces are available on Sunset Avenue. Evaluation of the required parking in the Royal Poinciana Commercial Area revealed that the Sunrise and Sunset corridors need more parking than is currently available. Construction of surface

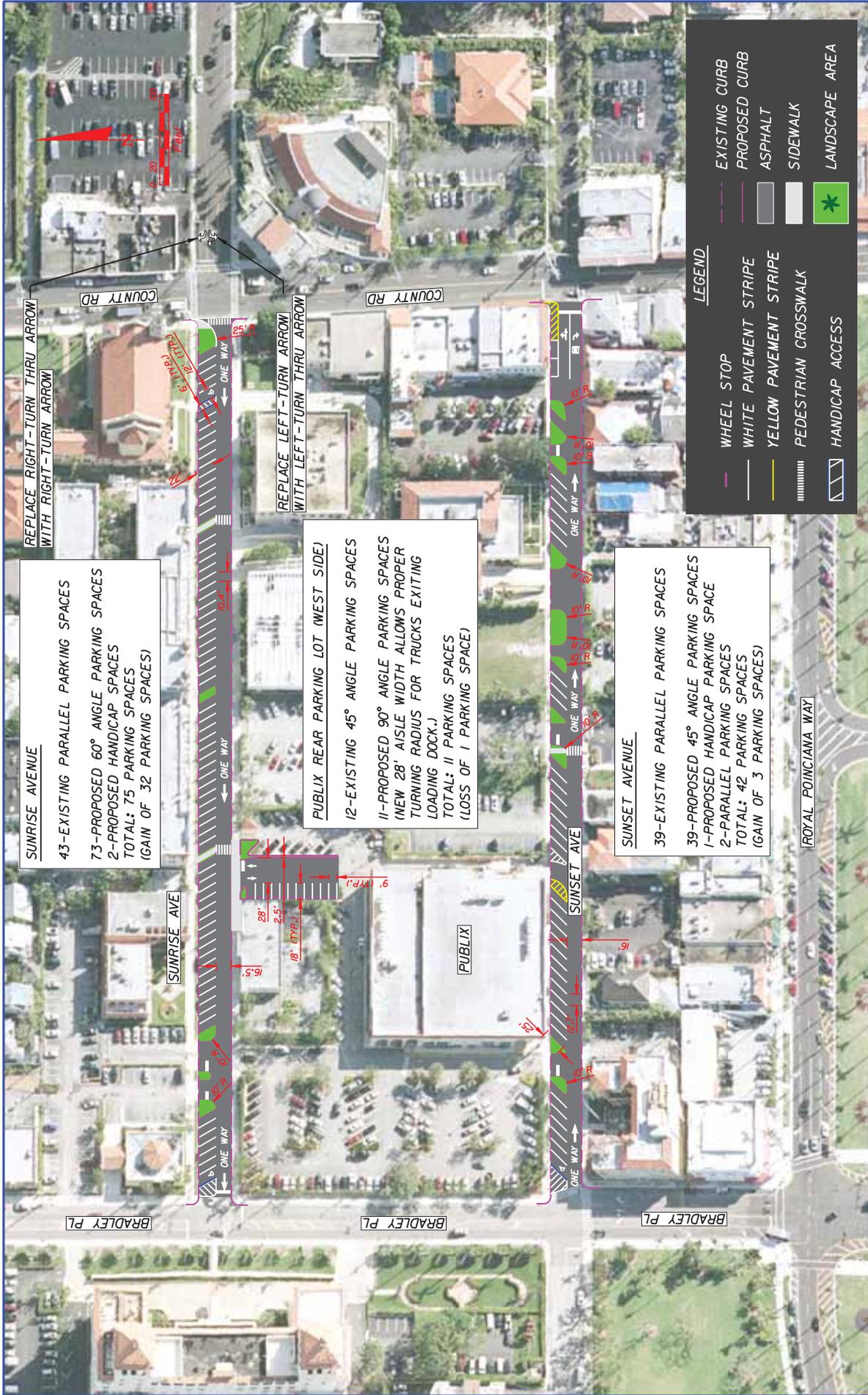
parking lots or a garage is a difficult option since the Town does not own any property within the area. Some businesses within the area have shared-use parking. Converting the existing parking spaces from parallel to diagonal parking on both streets would create additional spaces. Converting Sunset would not create a great number of additional spaces, but 4 additional spaces are more than there is now. Converting Sunrise, on the other hand, would create 32 additional on-street parking spaces. Landscaped islands would compliment the angled parking spaces, creating an aesthetic enhancement for both roadways.

#### ***4. Strategic Enhancements***

##### **Strategy 1 – One-Way Pair**

The proposed alterations to the Sunrise and Sunset corridors are illustrated in **Figure 29**. The alterations would change Sunrise Avenue to one-way in the westbound direction. The conceptual design would include 79 on-street angled parking spaces, 2 being disabled parking spaces and 7 landscaped traffic islands. Additionally, the Publix Supermarket parking lot at the northeast corner of the store with an entrance on the south side of Sunrise Avenue would be revised to contain 11 on-site parking spaces to allow better access for delivery trucks.

The Sunset Avenue conceptual design involves changing the roadway to one-way eastbound. This concept would construct 39 on-street parking spaces plus a disabled space and 2 parallel parking spaces and 10 landscaped traffic islands.



**SUNRISE AVENUE**  
 43-EXISTING PARALLEL PARKING SPACES  
 73-PROPOSED 60° ANGLE PARKING SPACES  
 2-PROPOSED HANDICAP SPACES  
 TOTAL: 75 PARKING SPACES  
 (GAIN OF 32 PARKING SPACES)

**PUBLICX REAR PARKING LOT (WEST SIDE)**  
 12-EXISTING 45° ANGLE PARKING SPACES  
 11-PROPOSED 90° ANGLE PARKING SPACES  
 (NEW 28' AISLE WIDTH ALLOWS PROPER  
 TURNING RADIUS FOR TRUCKS EXITING  
 LOADING DOCK.)  
 TOTAL: 11 PARKING SPACES  
 (LOSS OF 1 PARKING SPACE)

**SUNSET AVENUE**  
 39-EXISTING PARALLEL PARKING SPACES  
 39-PROPOSED 45° ANGLE PARKING SPACES  
 1-PROPOSED HANDICAP PARKING SPACE  
 2-PARALLEL PARKING SPACES  
 TOTAL: 42 PARKING SPACES  
 (GAIN OF 3 PARKING SPACES)

**LEGEND**

--- (dashed line)	EXISTING CURB
--- (solid line)	PROPOSED CURB
--- (dashed line)	ASPHALT
--- (dashed line)	SIDEWALK
--- (dashed line)	LANDSCAPE AREA
--- (dashed line)	WHEEL STOP
--- (dashed line)	WHITE PAVEMENT STRIPE
--- (dashed line)	YELLOW PAVEMENT STRIPE
--- (dashed line)	PEDESTRIAN CROSSWALK
--- (dashed line)	HANDICAP ACCESS

DATE	BY	DESCRIPTION	REVISIONS	DATE	BY	DESCRIPTION
<b>FIGURE 29</b>						
<b>American</b> Consulting Engineers of Florida, LLC 2000 Palm Beach Lakes Blvd., Suite 1000 West Palm Beach, Florida 33409 Phone: (561) 833-1100 Certificate of Authorization No. 7119			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SHEET NO.
			<b>SUNRISE &amp; SUNSET AVENUE (200 BLOCK) PARKING CONCEPT</b>			

## **I. EXISTING CODE OF ORDINANCES**

The Town Code of Ordinance was examined to see if changes are needed.

### ***1. Methodology***

The existing zoning code was reviewed with respect to tasks associated with strategic enhancement and other audits conducted under this project to determine the landscaped open space requirement.

### ***2. Zoning Code Audit***

The Town has 15 zoning districts which are described in **Table 17** and are shown graphically in **Figure 30** and **Figure 31**. The zoning code is written so that each district is a division of the zoning chapter (134). The landscaped open space is a sub-paragraph in each division, which falls under the lot requirements. For example, landscaped open space for R-AA Large Estate Residential is found at Sec. 134-793(a)(12).

**Table 17**  
**Town Zoning Districts**

Zoning District	Description
R-AA	Large Estate Residential
R-A	Estate Residential
R-B	Low Density Residential
R-C	Medium Density Residential
R-D(1)	Moderate Density Residential
R-D(2)	High Density Residential
C-TS	Commercial-Town Serving
C-WA	Commercial-Worth Avenue
C-OPI	Commercial-Office, Professional, Institutional
C-PC	Commercial-Planned Center
C-B	Commercial, Offices
C	Conservation
PUD-A	Planned Unit Development
PUD-B	Planned Unit Development
PUD-C	Planned Unit Development
Beach Area	Beach Area

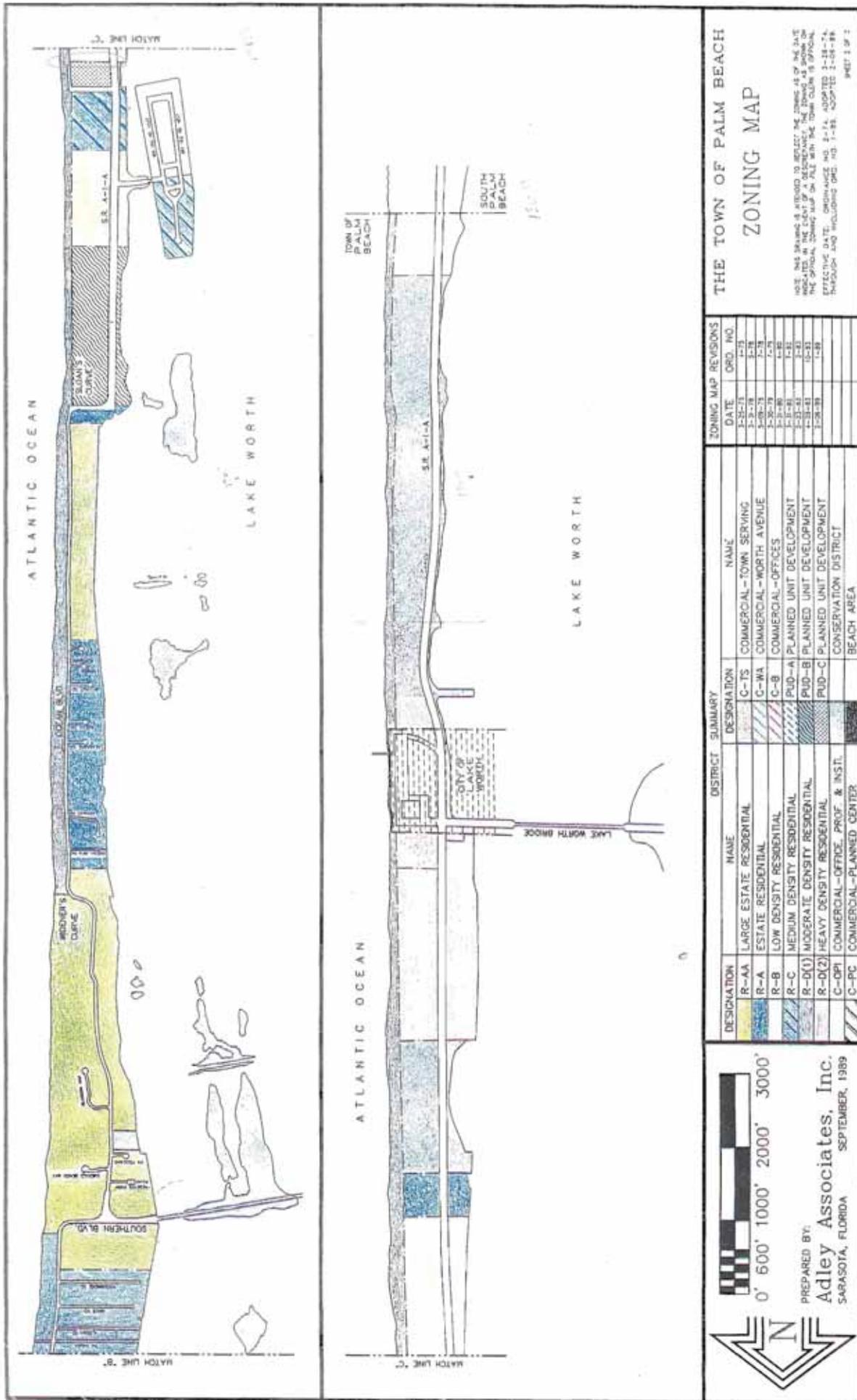
#### **a. Landscaped Open Space**

The landscaped open space requirements vary throughout the Town depending on the zoning district and type of building that is on a lot. The minimum landscaped open space ranges from 15 percent to 50 percent considering all zoning districts. Most of the areas that are being considered for additional parking are in the Low Density Residential District, which requires a minimum of 45 percent of landscaped open space, and Commercial-Town Serving, which

requires a minimum landscaped open space of 15 percent for one-story buildings and 25 percent for two-story buildings.

If the strategic enhancements found throughout this report are implemented then landscaped open space may be displaced depending upon the final design. All efforts are being made to displace as little landscaped open space as possible but it may not be feasible in all situations. Therefore, for the strategic enhancements contained in this report to be implemented, variances or special exceptions from the landscaped open space requirements may be necessary.





**THE TOWN OF PALM BEACH**  
**ZONING MAP**

NOTE: THIS DRAWING IS INTENDED TO REFLECT THE ZONING AS OF THE DATE OF THE APPROVAL OF THIS ZONING MAP. ALL ZONING MAPS SHALL BE SUBJECT TO THE ZONING MAP ACT, CHAPTER 218, F.S., AS AMENDED, AND ANY SUBSEQUENT AMENDMENTS THEREOF. THE ZONING MAP IS SUBJECT TO THE ZONING MAP ACT, CHAPTER 218, F.S., AS AMENDED, AND ANY SUBSEQUENT AMENDMENTS THEREOF. THE ZONING MAP IS SUBJECT TO THE ZONING MAP ACT, CHAPTER 218, F.S., AS AMENDED, AND ANY SUBSEQUENT AMENDMENTS THEREOF.

DATE: 09/15/89  
 PREPARED BY: ADLEY ASSOCIATES, INC.  
 APPROVED BY: [Signature]  
 TITLE: ZONING MAP  
 SHEET 1 OF 2

**ZONING MAP REVISIONS**

DATE	ORD. NO.
1-28-75	1-75
3-28-76	3-76
5-28-76	5-76
7-28-76	7-76
9-28-76	9-76
11-28-76	11-76
1-28-77	1-77
3-28-77	3-77
5-28-77	5-77
7-28-77	7-77
9-28-77	9-77
11-28-77	11-77
1-28-78	1-78
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7-28-78	7-78
9-28-78	9-78
11-28-78	11-78

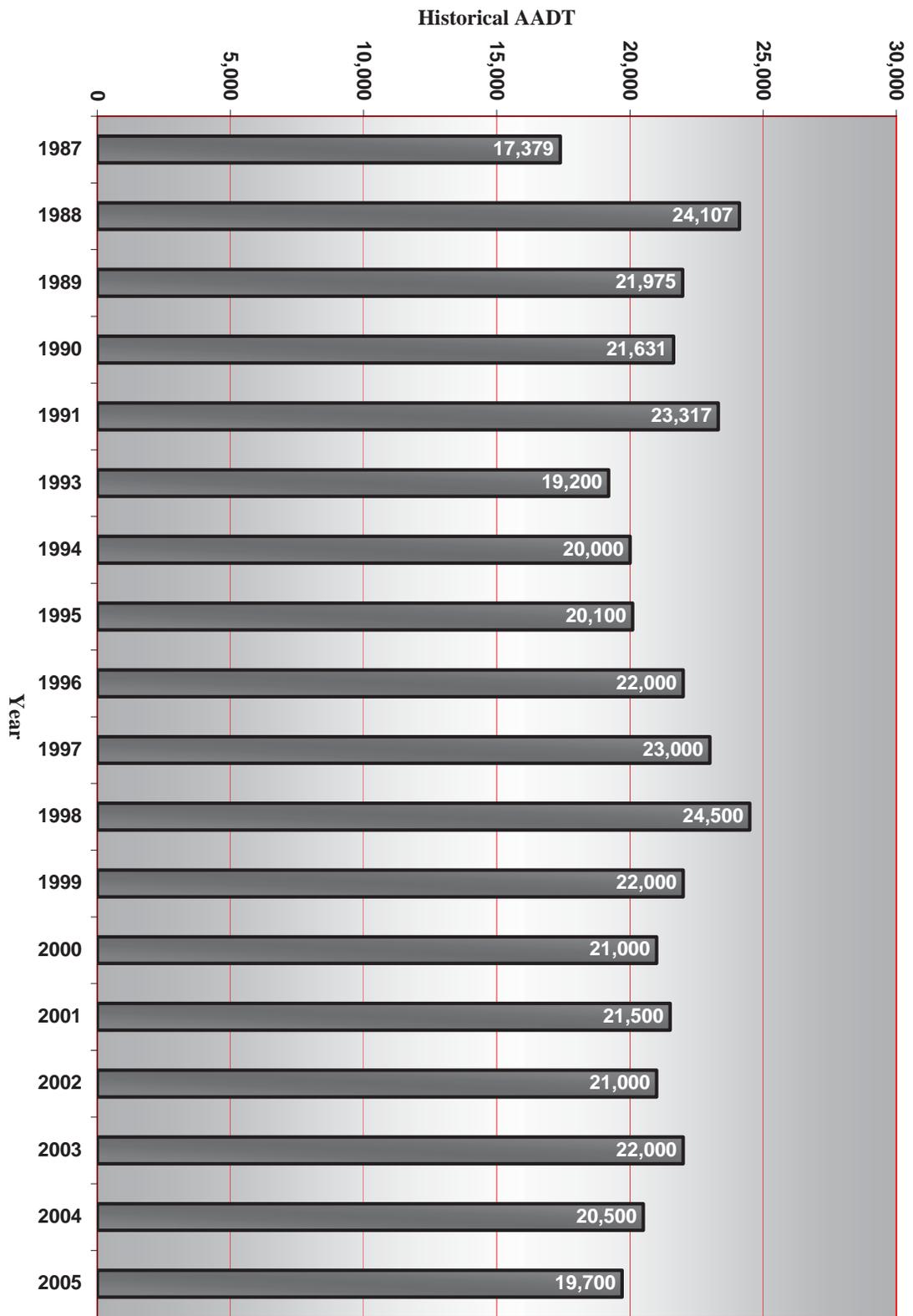
**DISTRICT SUMMARY**

DESIGNATION	NAME	DESIGNATION	NAME
R-AA	LARGE ESTATE RESIDENTIAL	C-TS	COMMERCIAL-TOWN SERVING
R-A	ESTATE RESIDENTIAL	C-WA	COMMERCIAL-WORTH AVENUE
R-B	LOW DENSITY RESIDENTIAL	C-B	COMMERCIAL-OFFICES
R-C	MEDIUM DENSITY RESIDENTIAL	PUD-A	PLANNED UNIT DEVELOPMENT
R-D(1)	MODERATE DENSITY RESIDENTIAL	PUD-B	PLANNED UNIT DEVELOPMENT
R-D(2)	HEAVY DENSITY RESIDENTIAL	PUD-C	PLANNED UNIT DEVELOPMENT
C-OP1	COMMERCIAL-OFFICE, PROF. & INST.		CONSERVATION DISTRICT
C-PC	COMMERCIAL-PLANNED CENTER		BEACH AREA

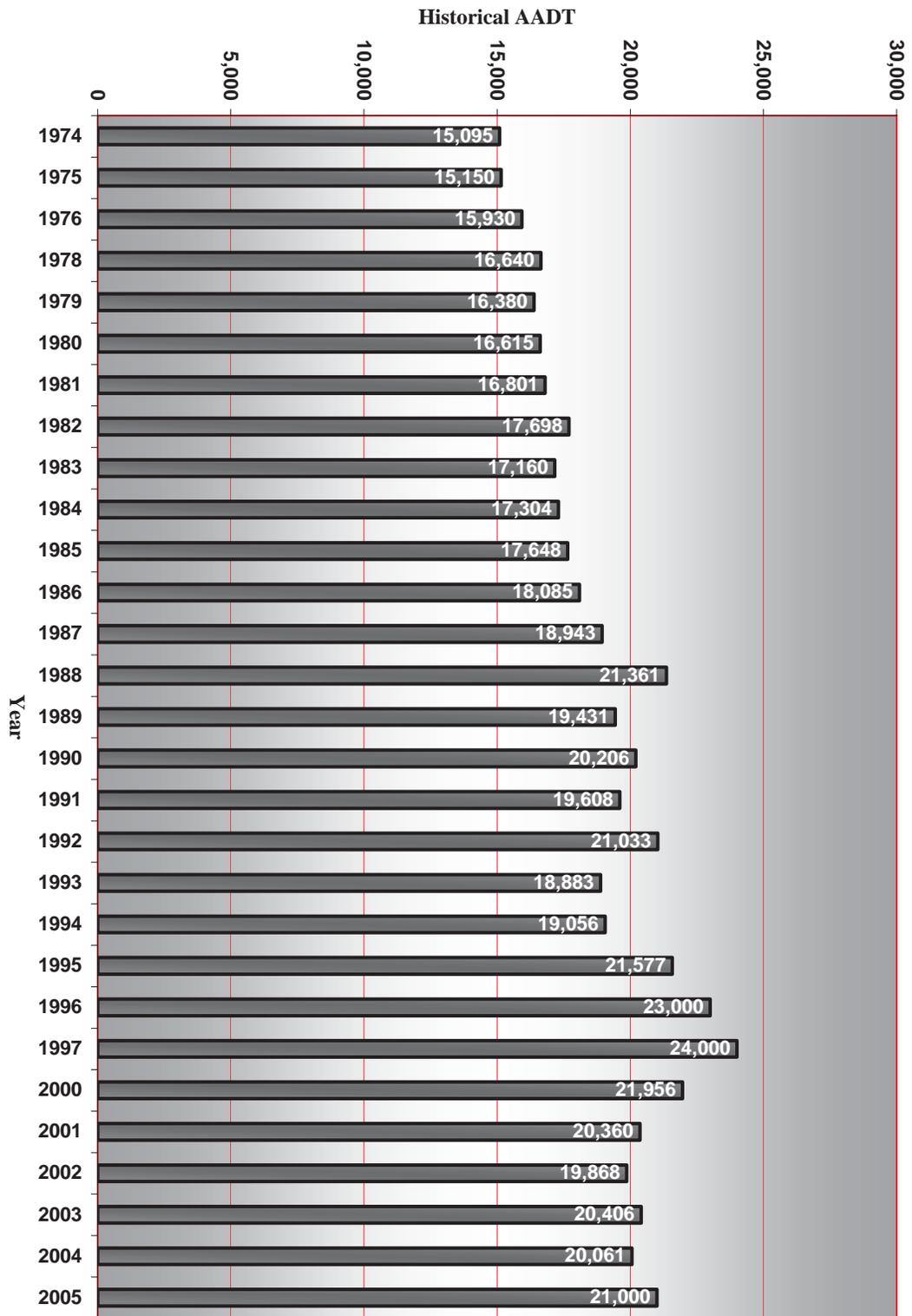
0' 500' 1000' 2000' 3000'

PREPARED BY:  
**Adley Associates, Inc.**  
 SARASOTA, FLORIDA      SEPTEMBER, 1989

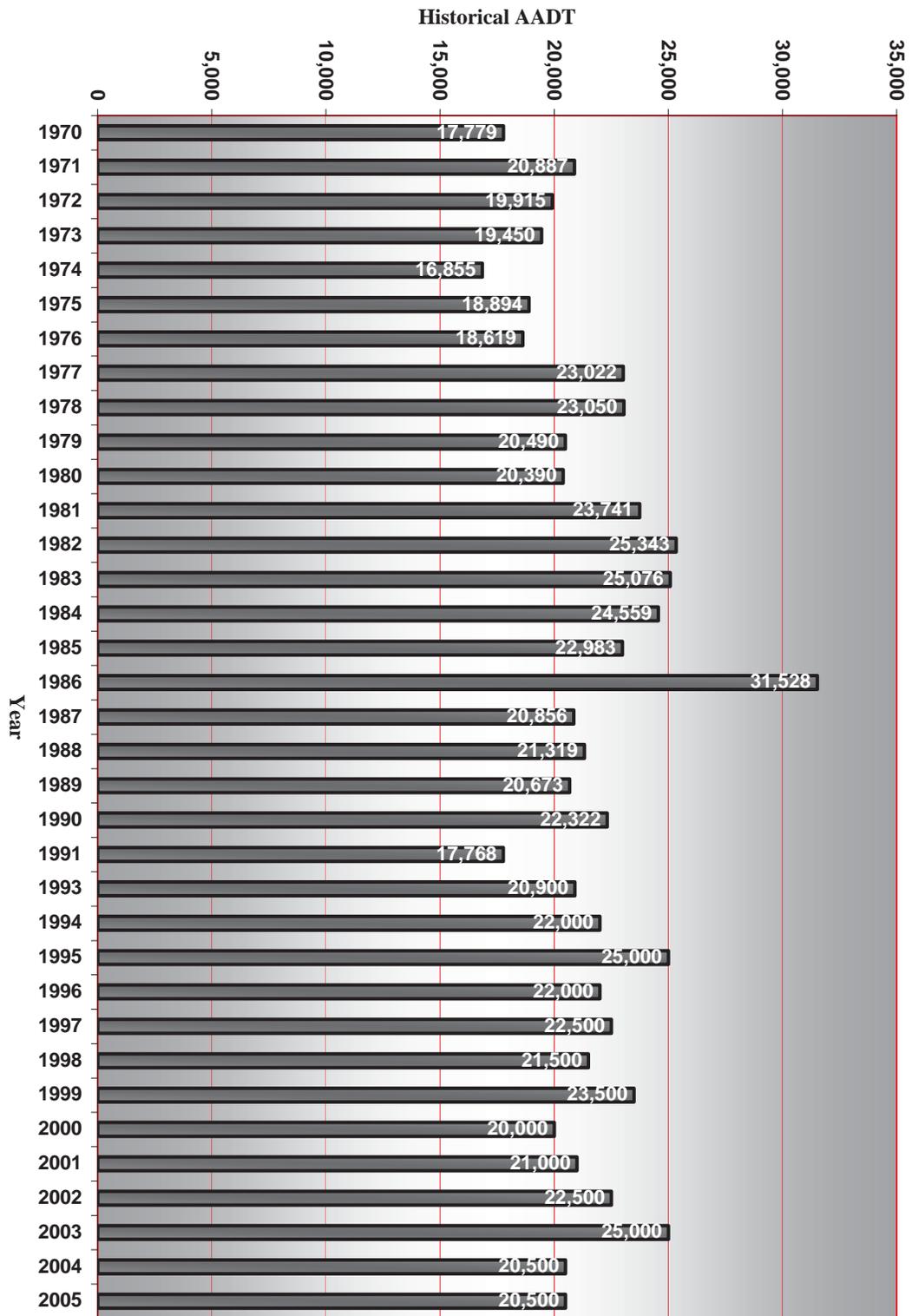
**FIGURE 31**



SR 11A - West End of Flagler Memorial Bridge

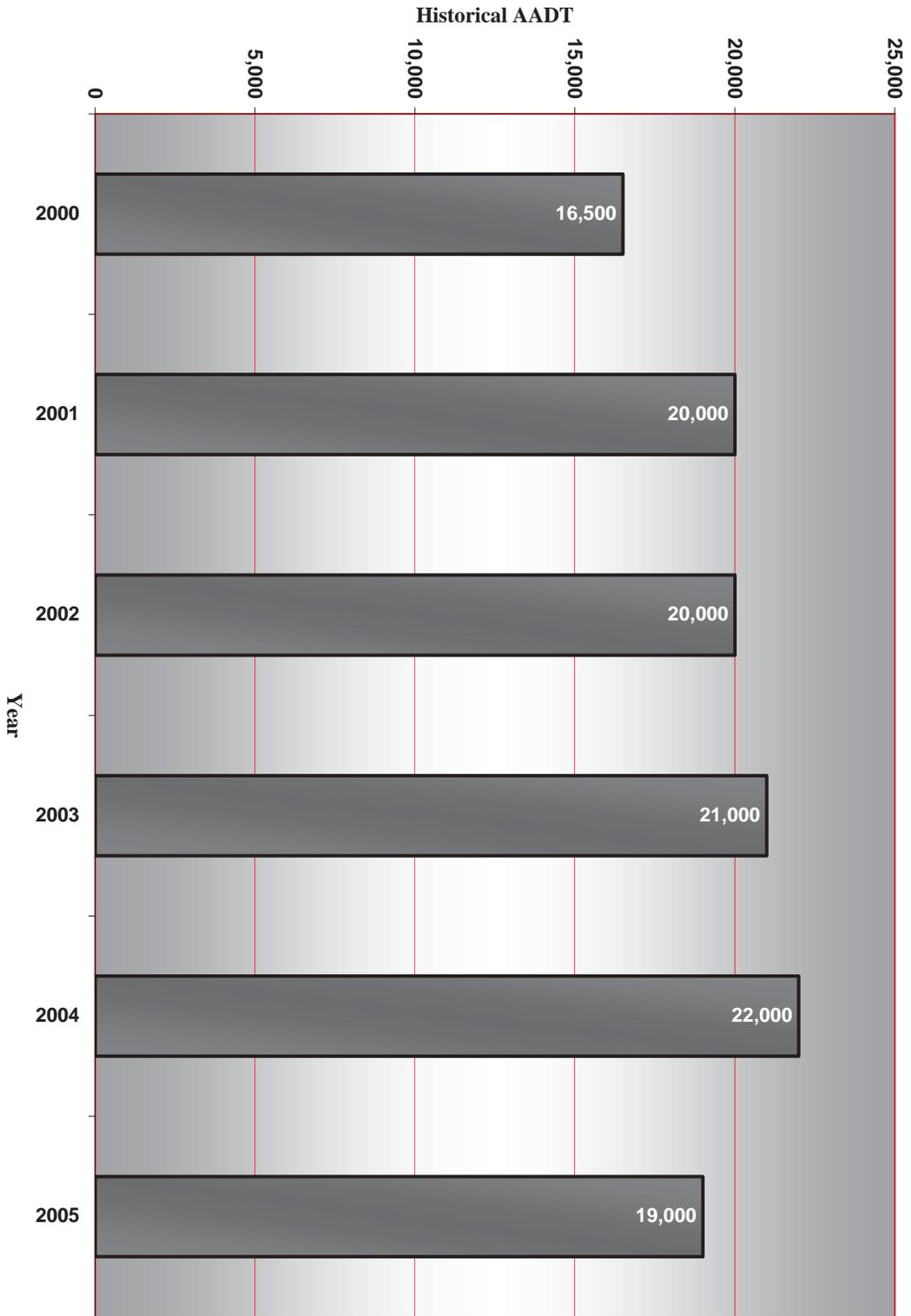


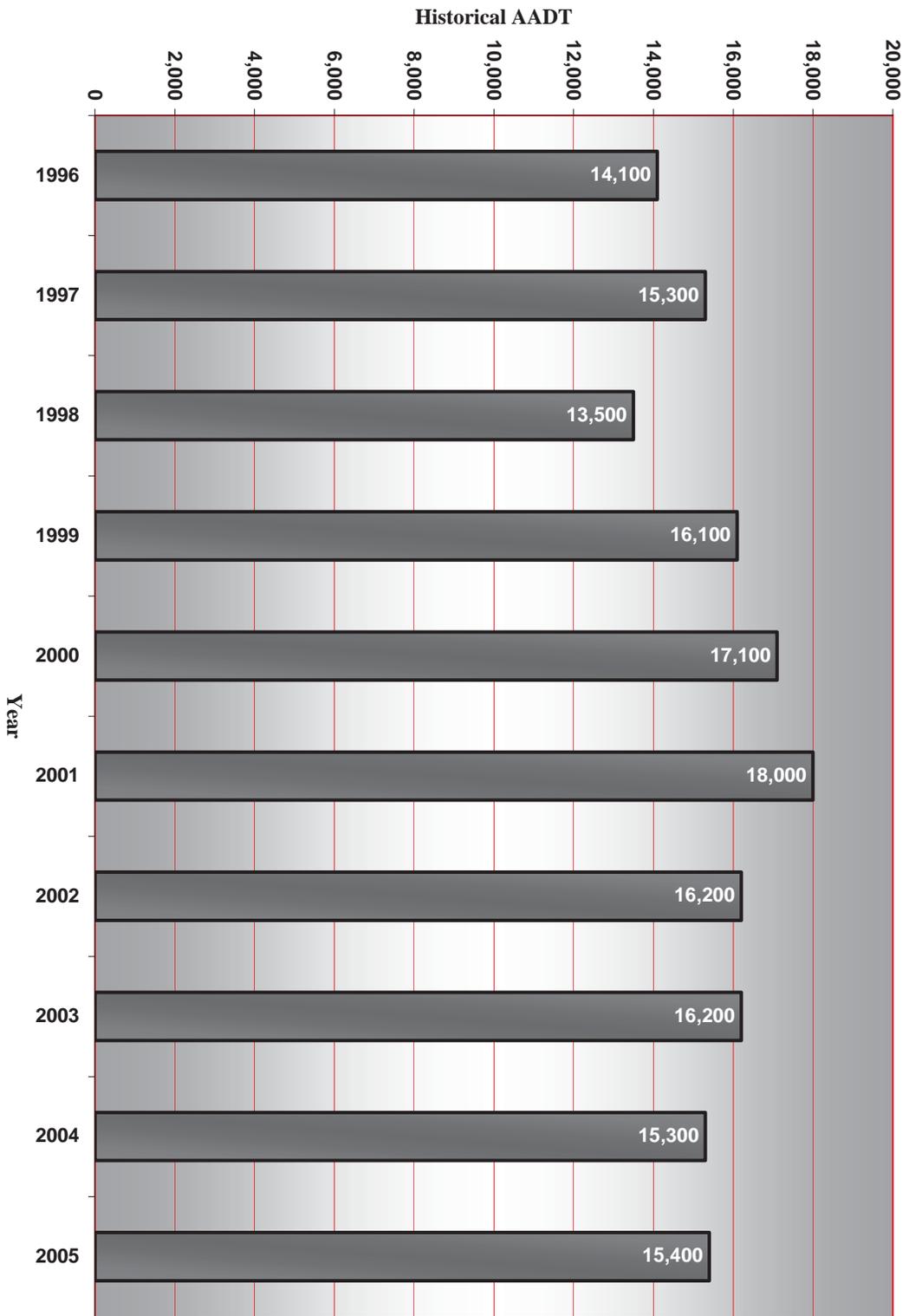
**SR A1A - East End of Flagler Memorial Bridge**



SR 704 - East End of Royal Park Bridge

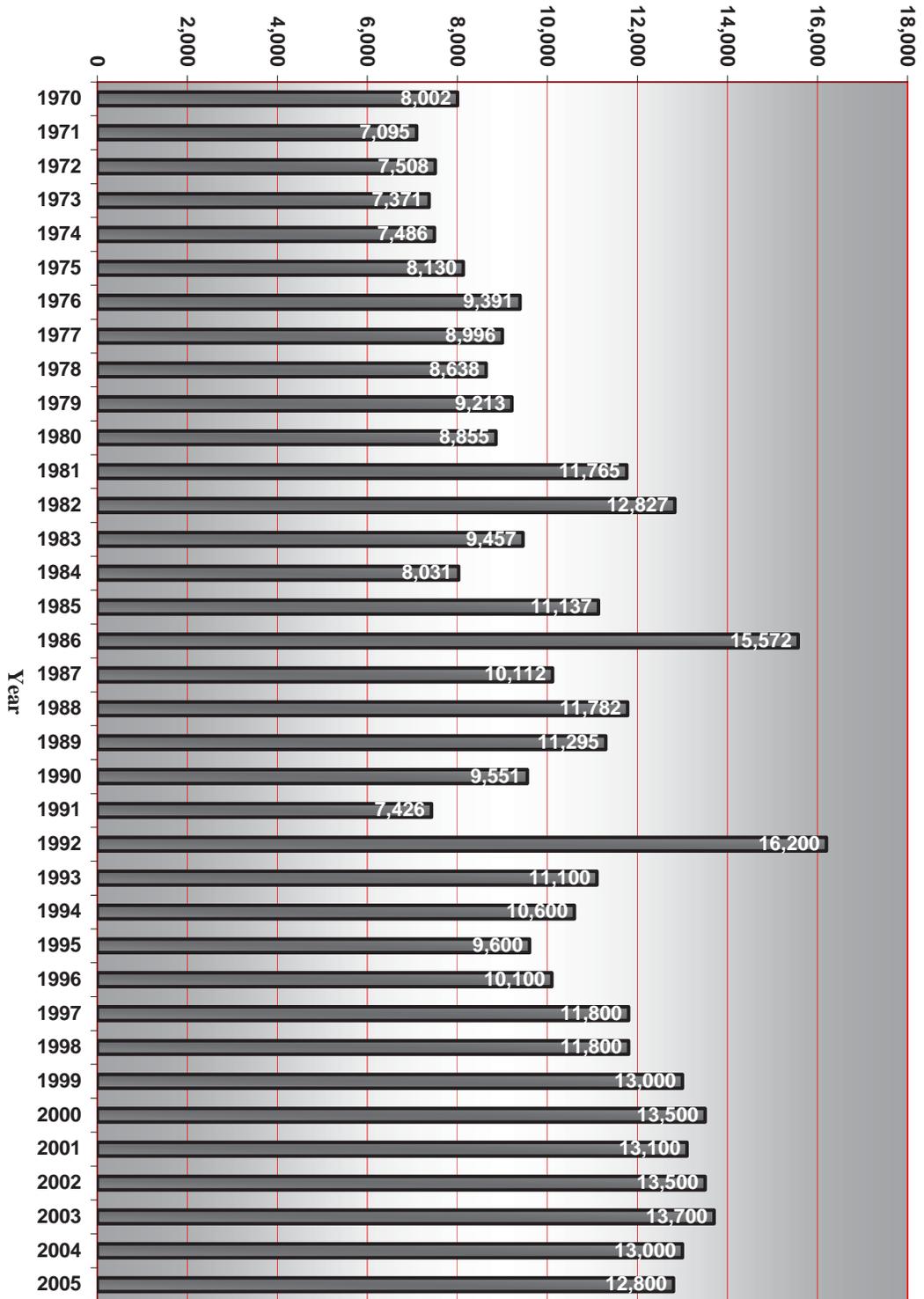
**SR 704 - West of Royal Park Bridge (Westbound Direction)**



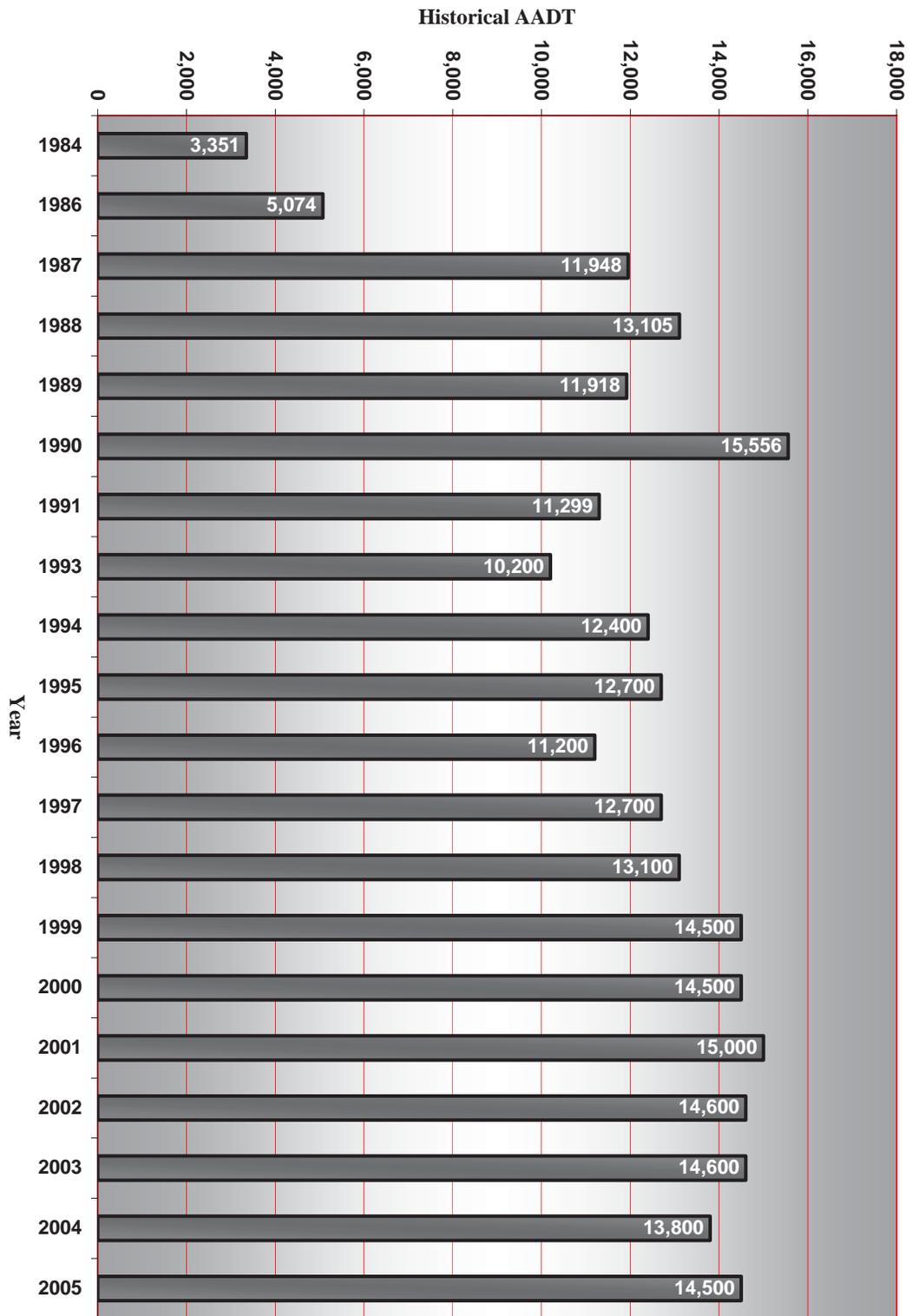


SR 80 - West of Post Memorial Causeway

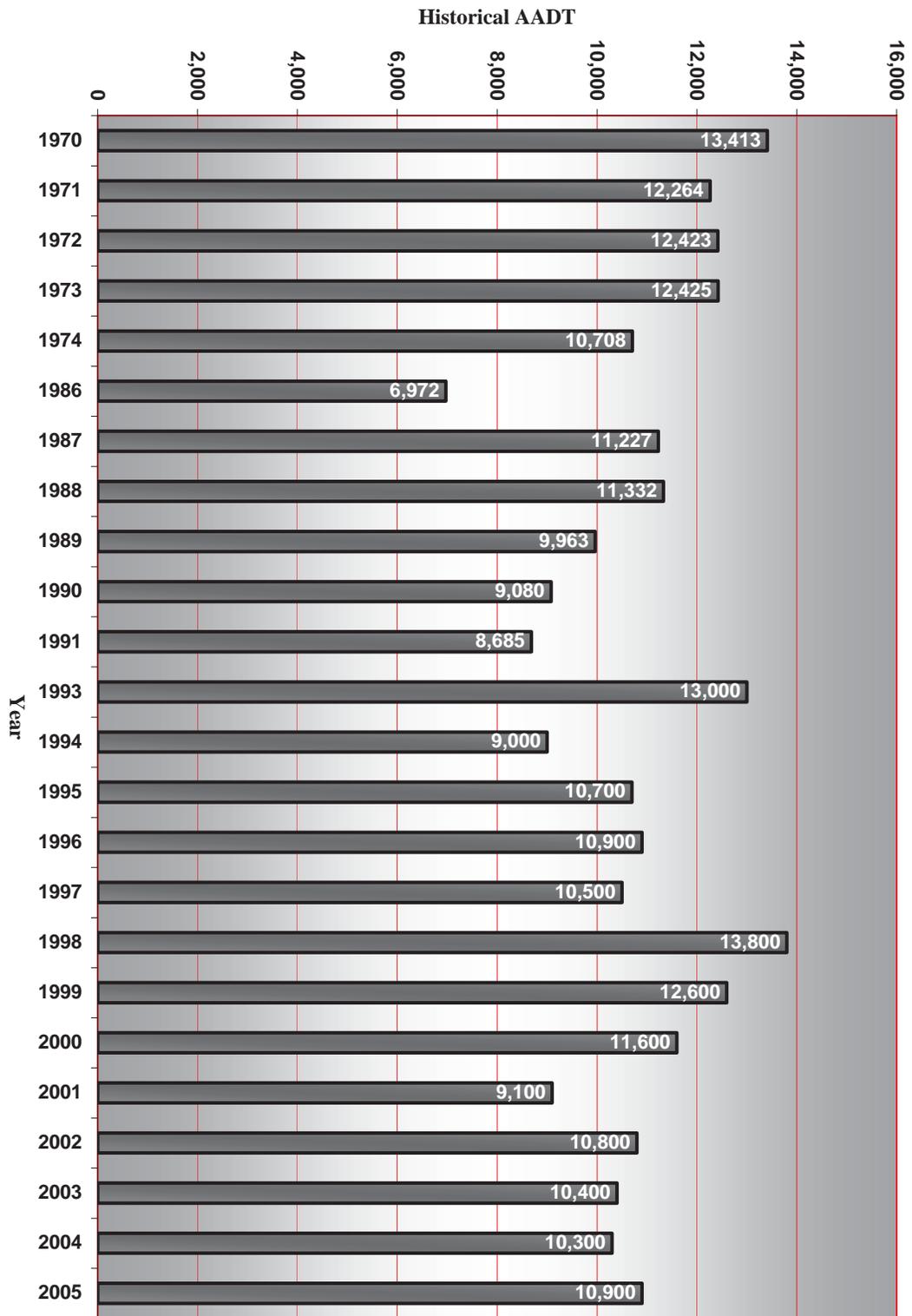
Historical AADT



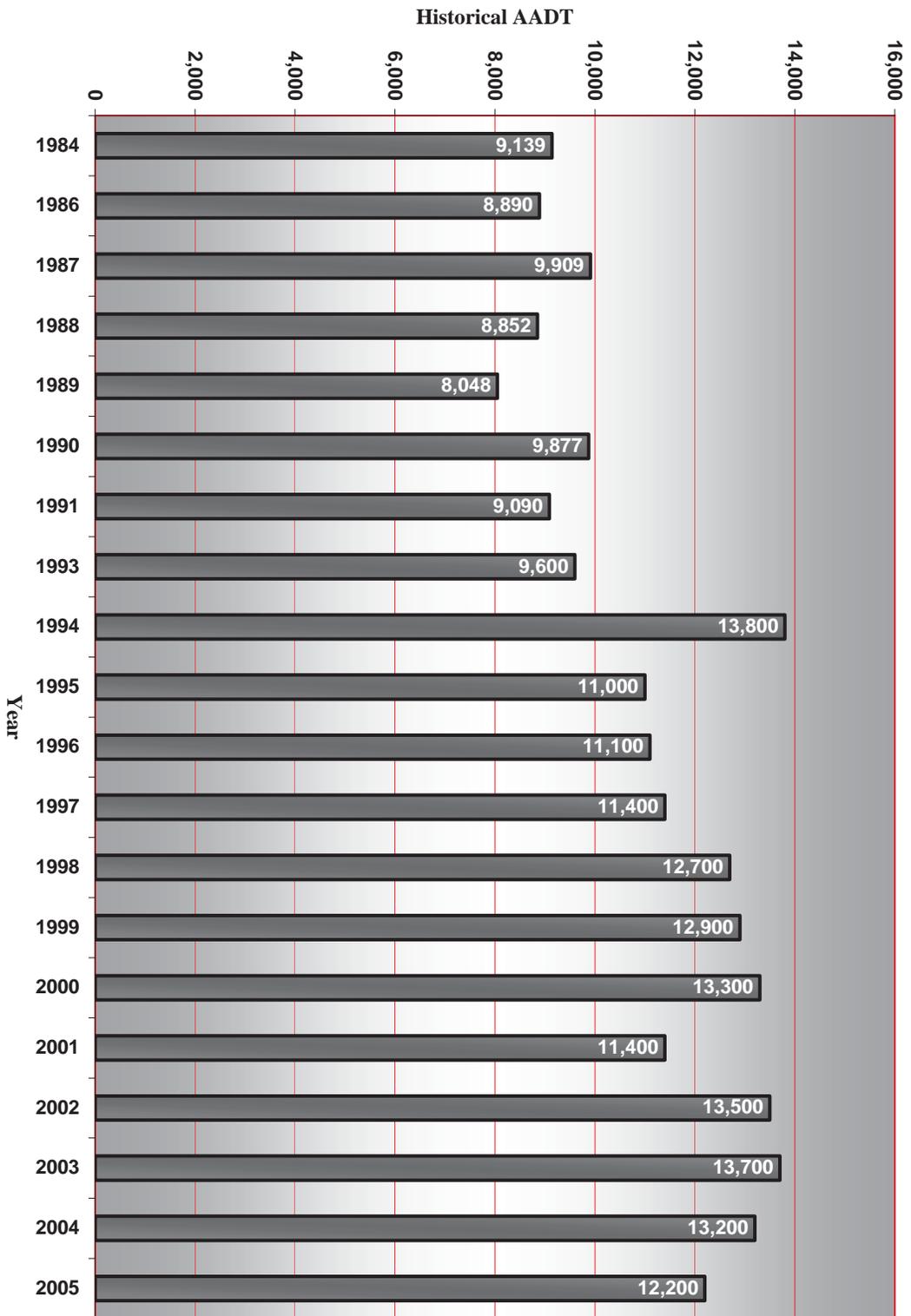
SR 80 - East End of Post Memorial Causeway



SR AIA (County Rd) - North of SR 80 (Southern Blvd)

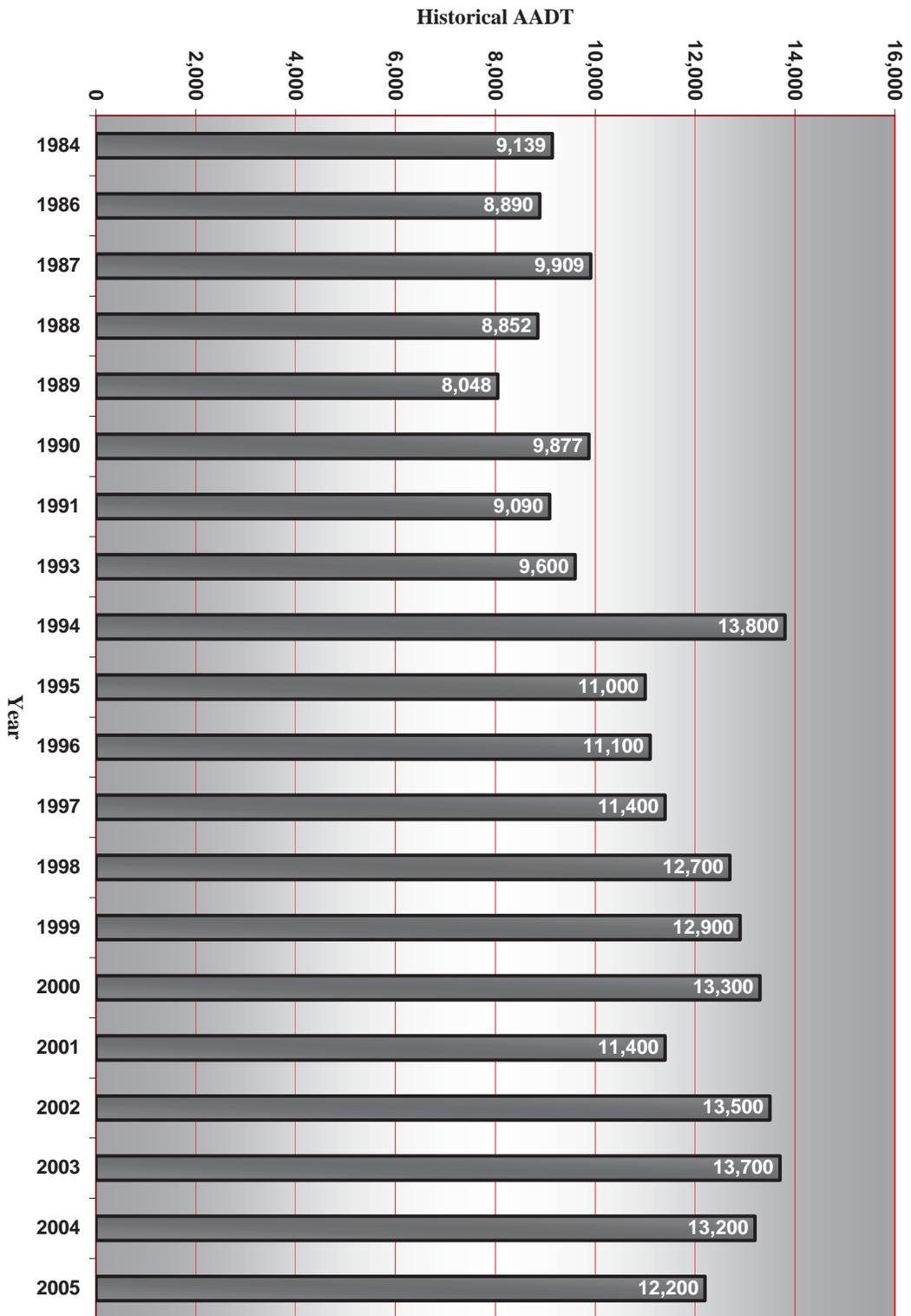


SR AIA (County Rd) - South of SR 704 (Royal Palm Way)

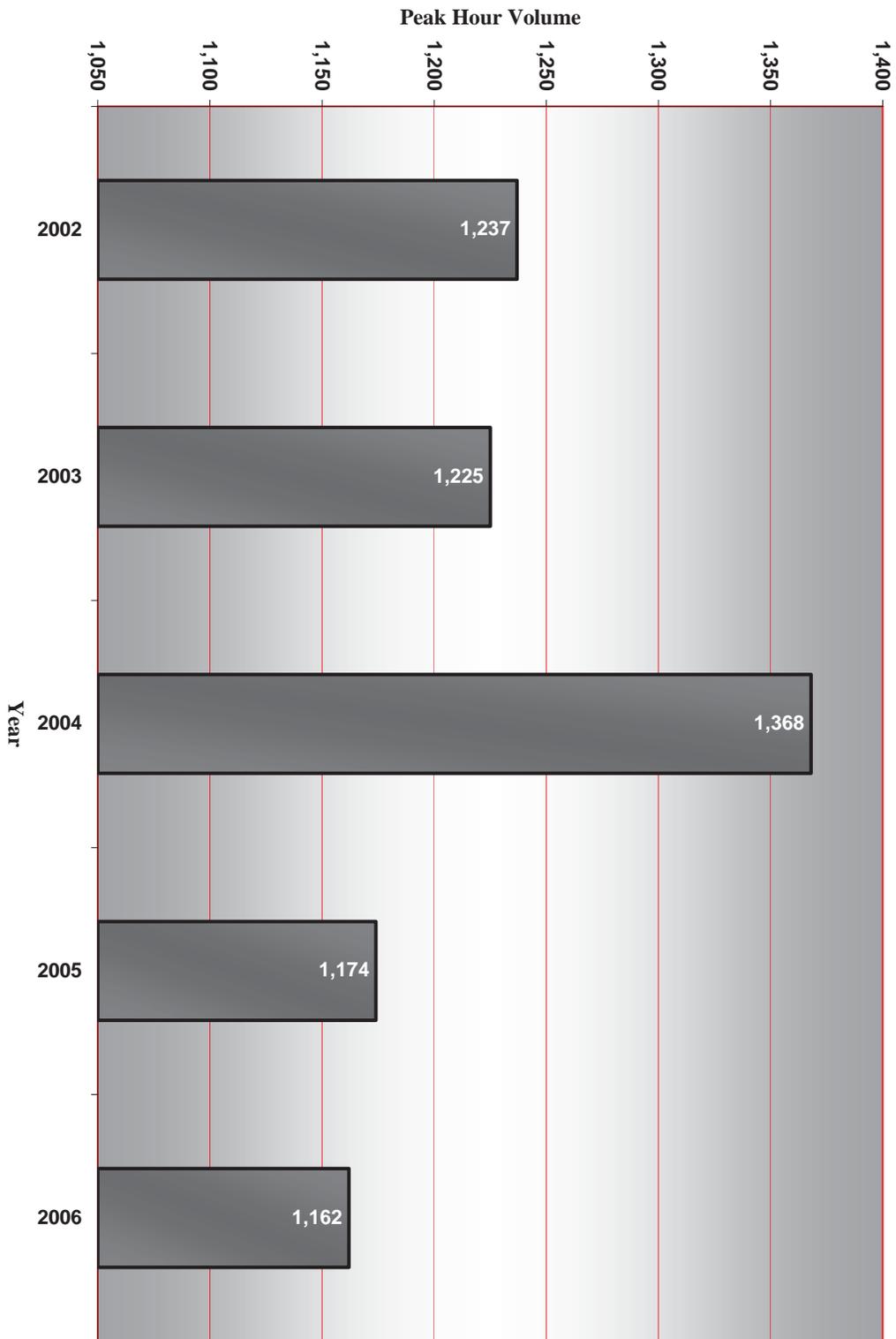


SR A1A (County Rd) - North of SR 704 (Royal Palm Way)

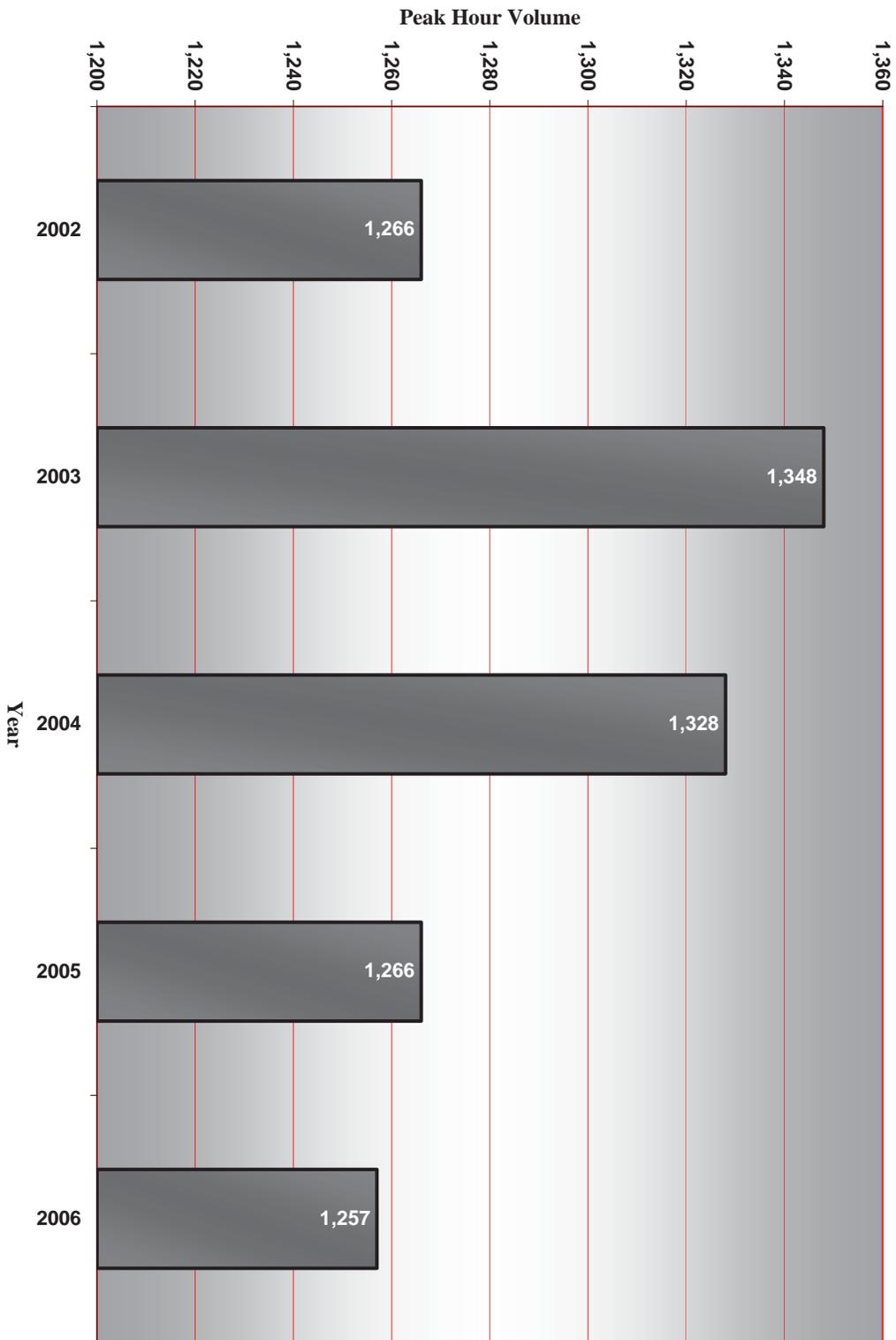
**SR A1A (Royal Poinciana Way) - East of Coconut Row**



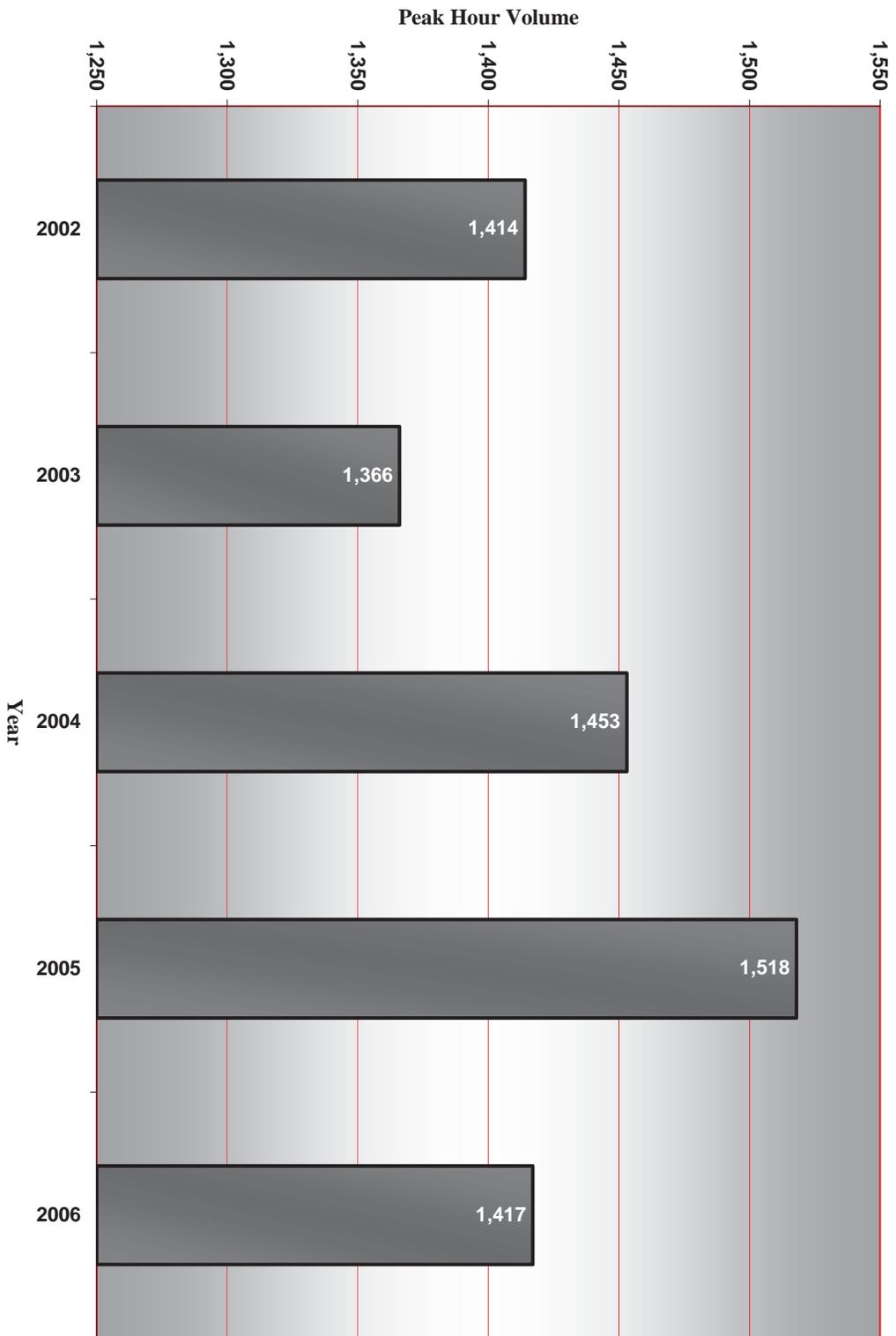
**Southern Boulevard - West of SR A1A  
Yearly AM Peak Hour Peak Season**



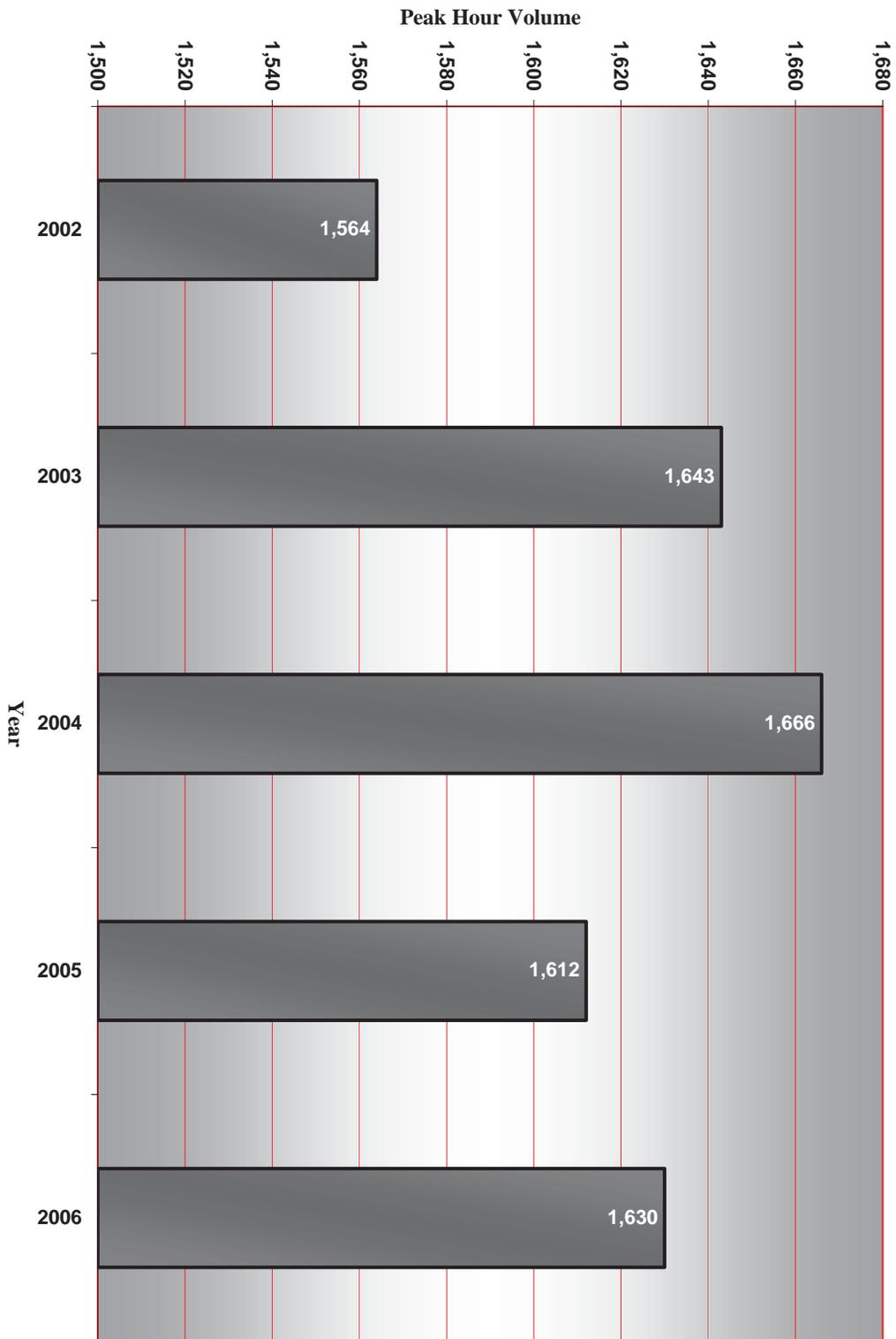
**Southern Boulevard - West of SR A1A**  
**Yearly PM Peak Hour Peak Season**



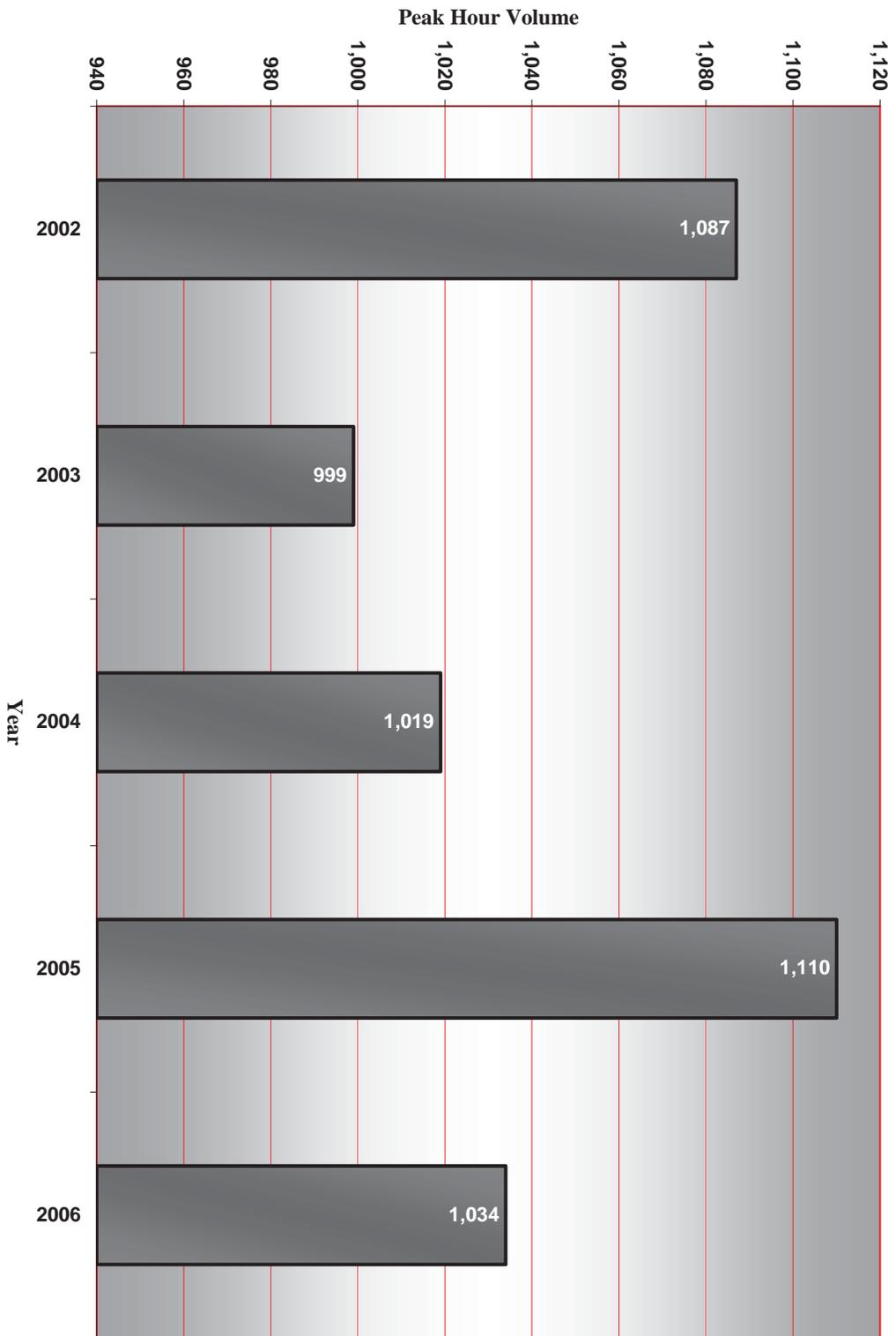
**SR 11A - North of Via Del Lago**  
**Yearly AM Peak Hour Peak Season**



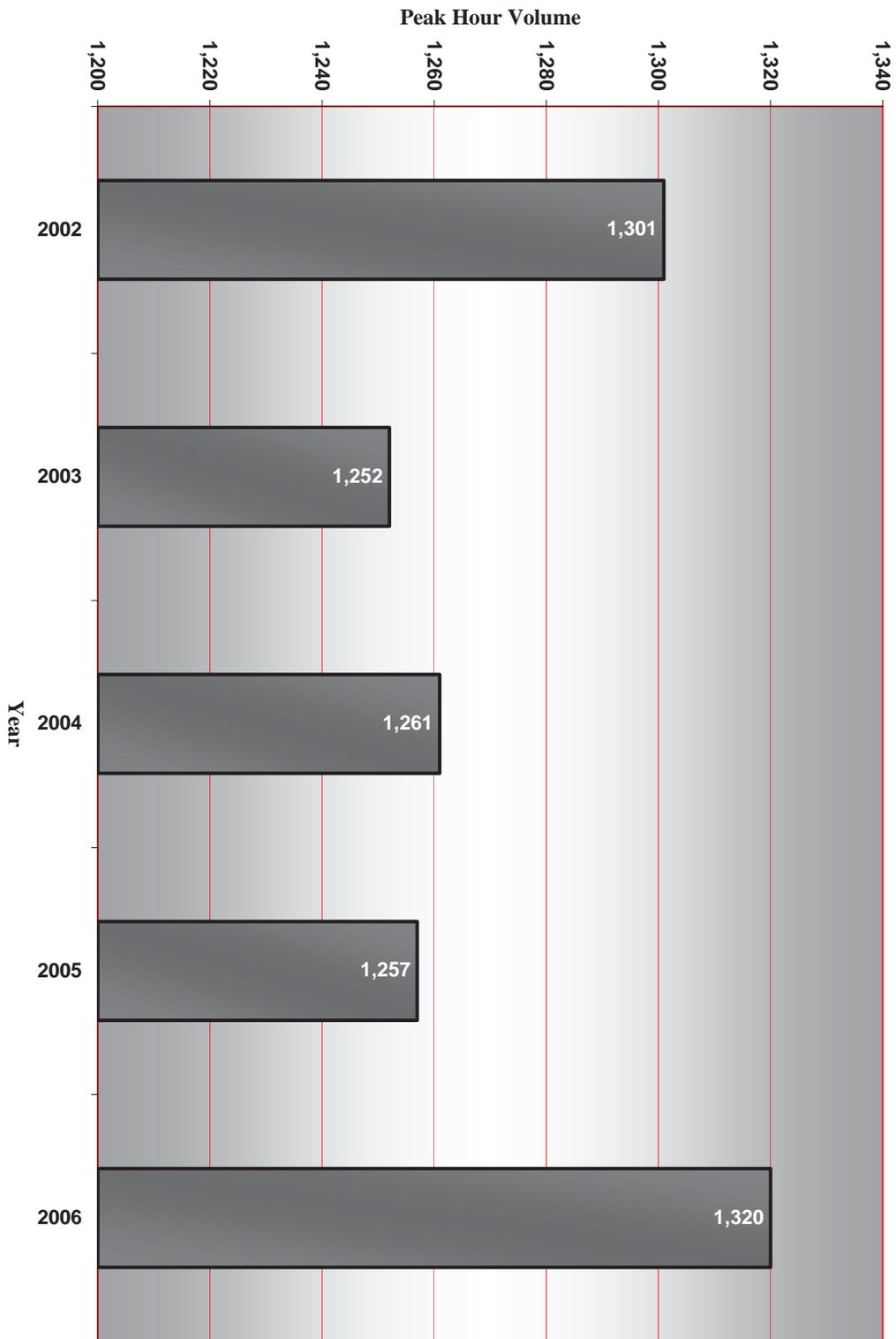
**SR A1A - North of Via Del Lago**  
**Yearly PM Peak Hour Peak Season**



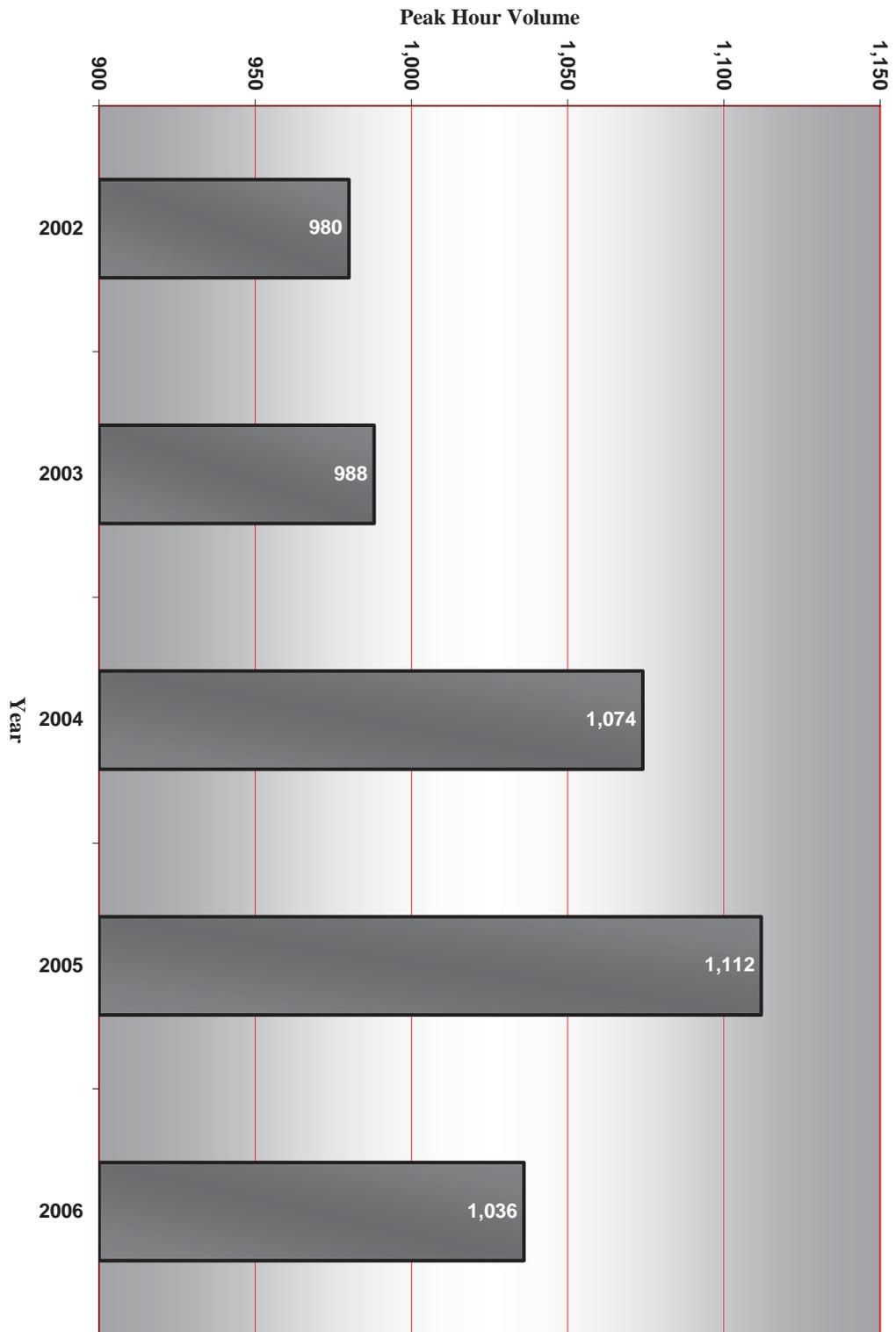
**SR A1A - South of Via Pelicano  
Yearly AM Peak Hour Peak Season**



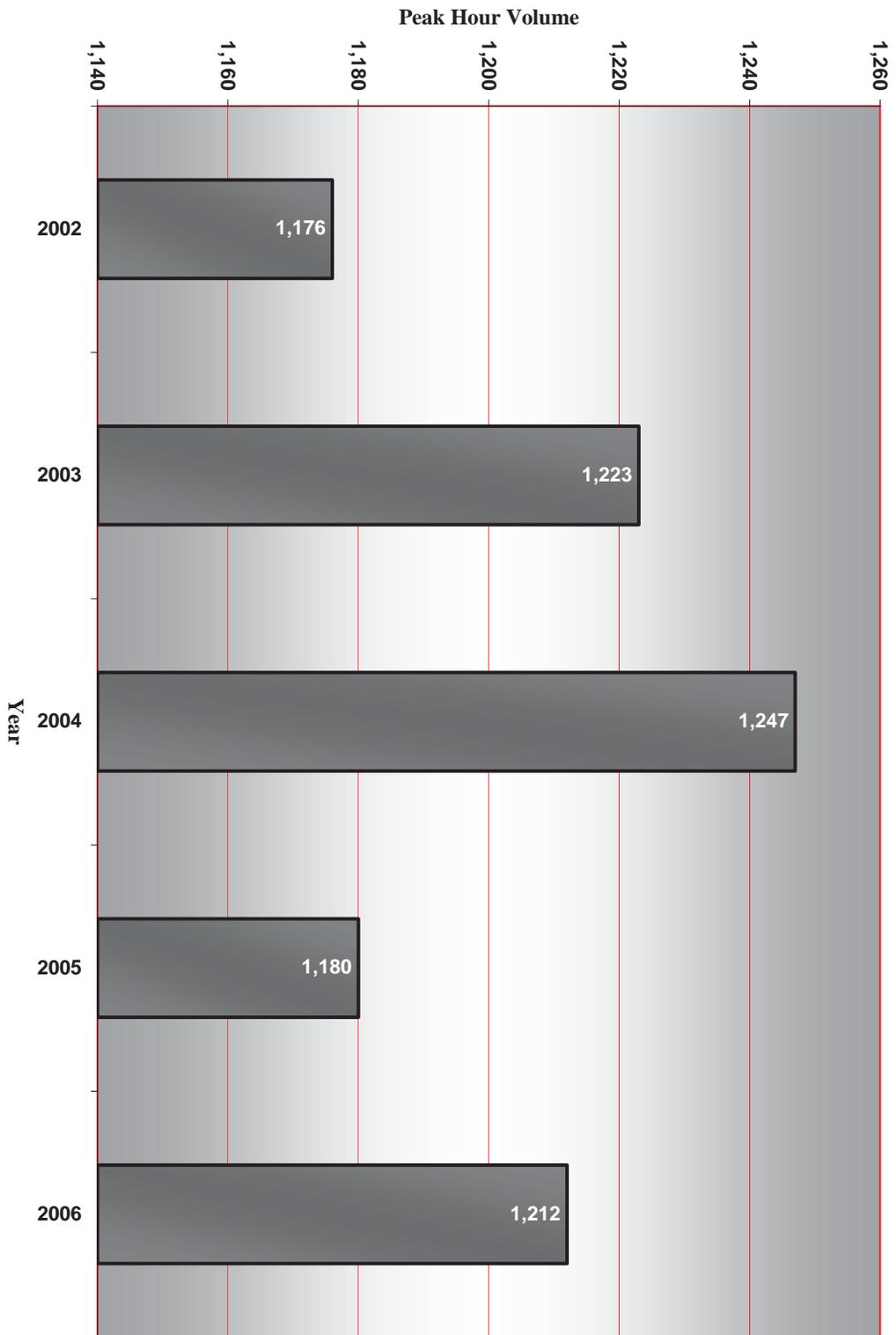
**SR A1A - South of Via Pelicano  
Yearly PM Peak Hour Peak Season**



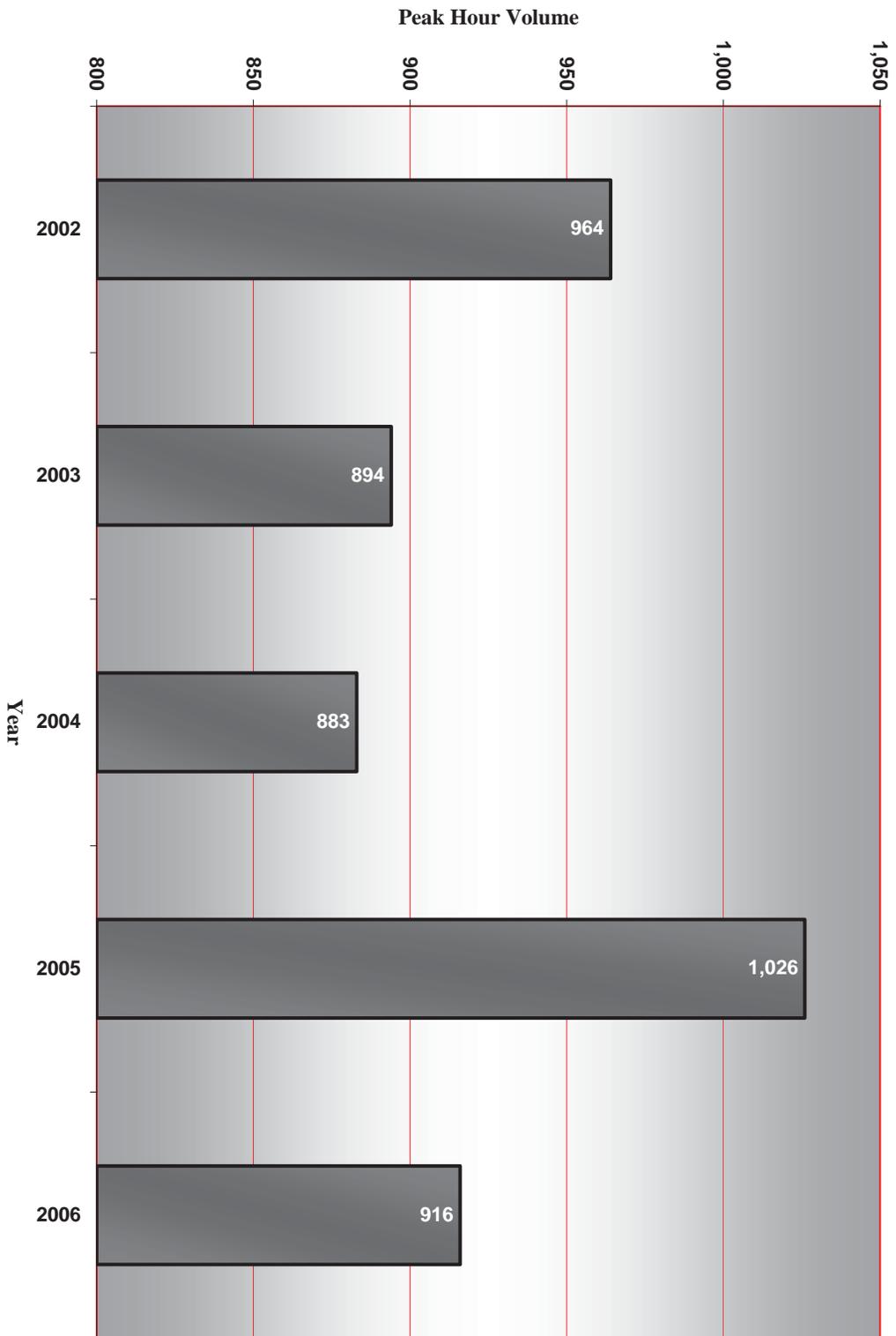
Ocean Boulevard - North of El Vedado Road  
Yearly AM Peak Hour Peak Season



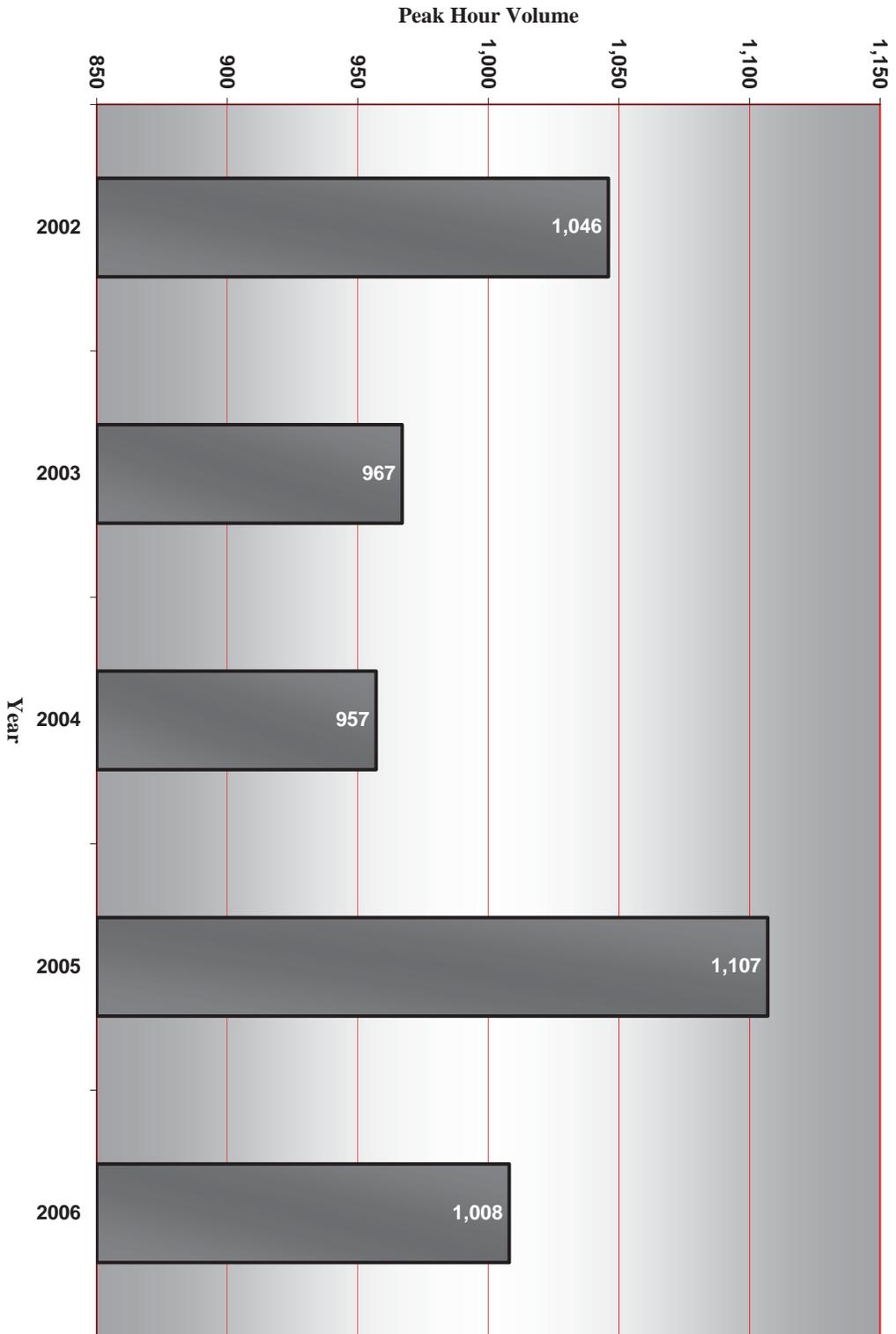
Ocean Boulevard - North of El Vedado Road  
Yearly PM Peak Hour Peak Season



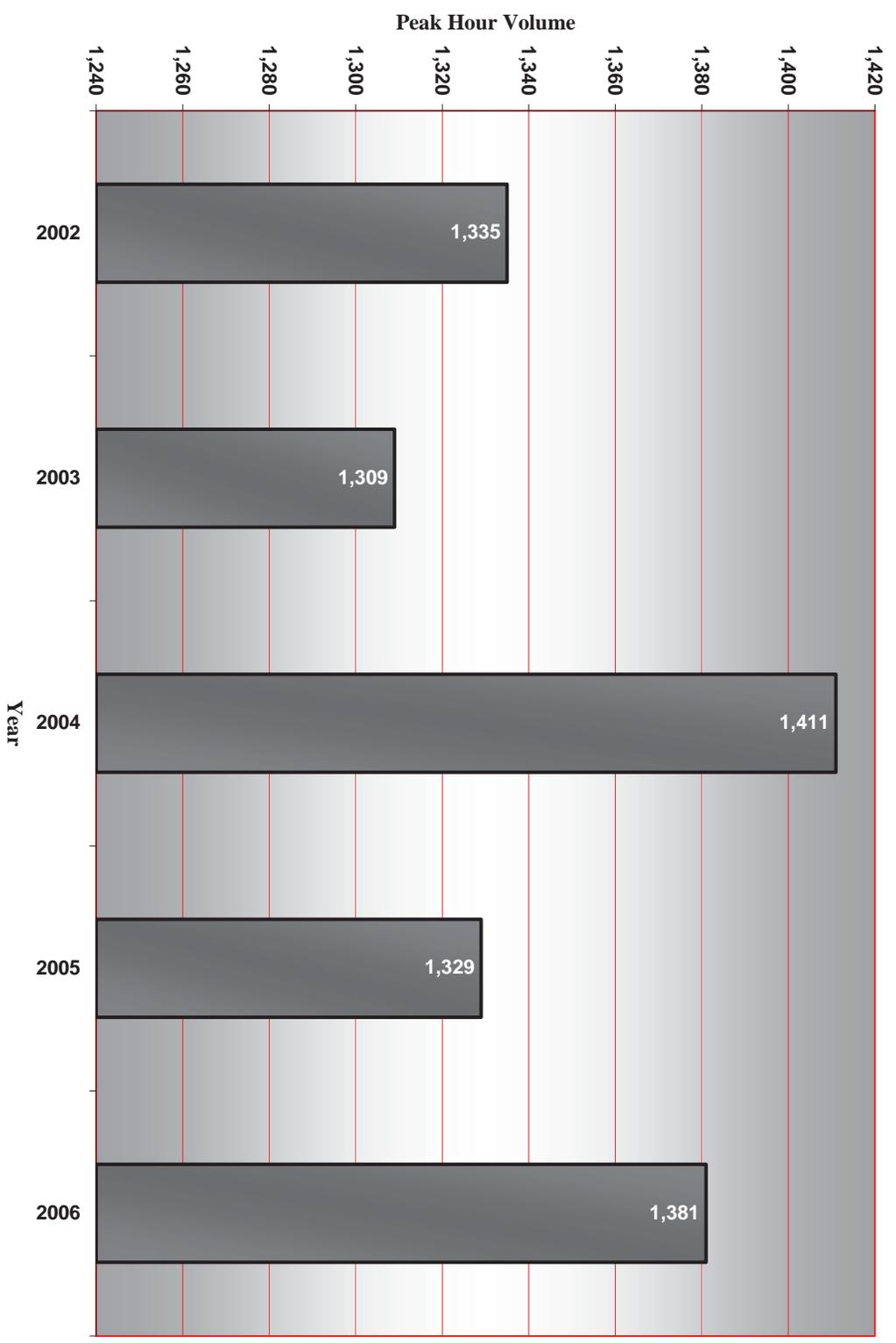
**South County Road - North of Peruvian Ave**  
**Yearly AM Peak Hour Peak Season**



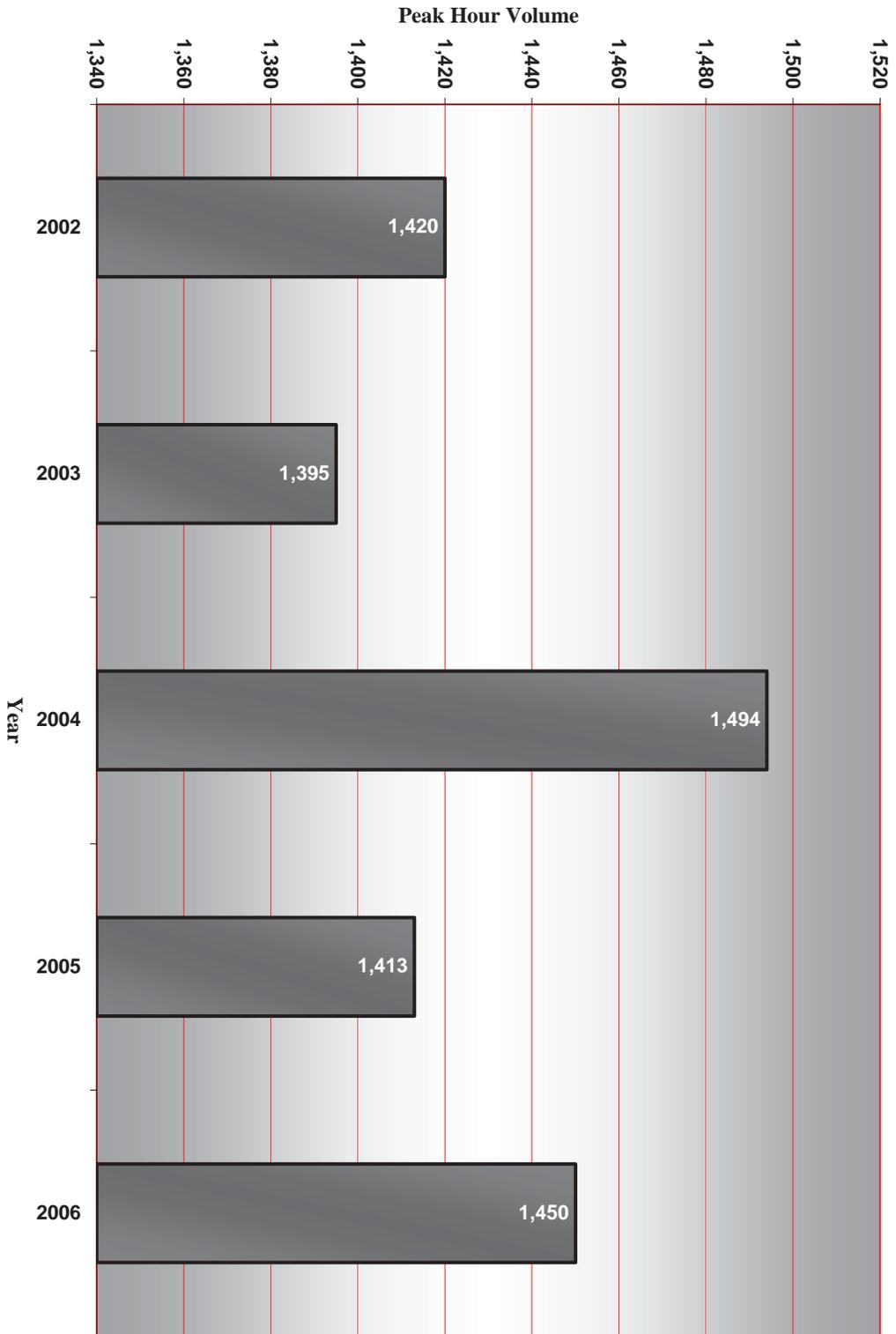
South County Road - North of Peruvian Ave  
Yearly PM Peak Hour Peak Season



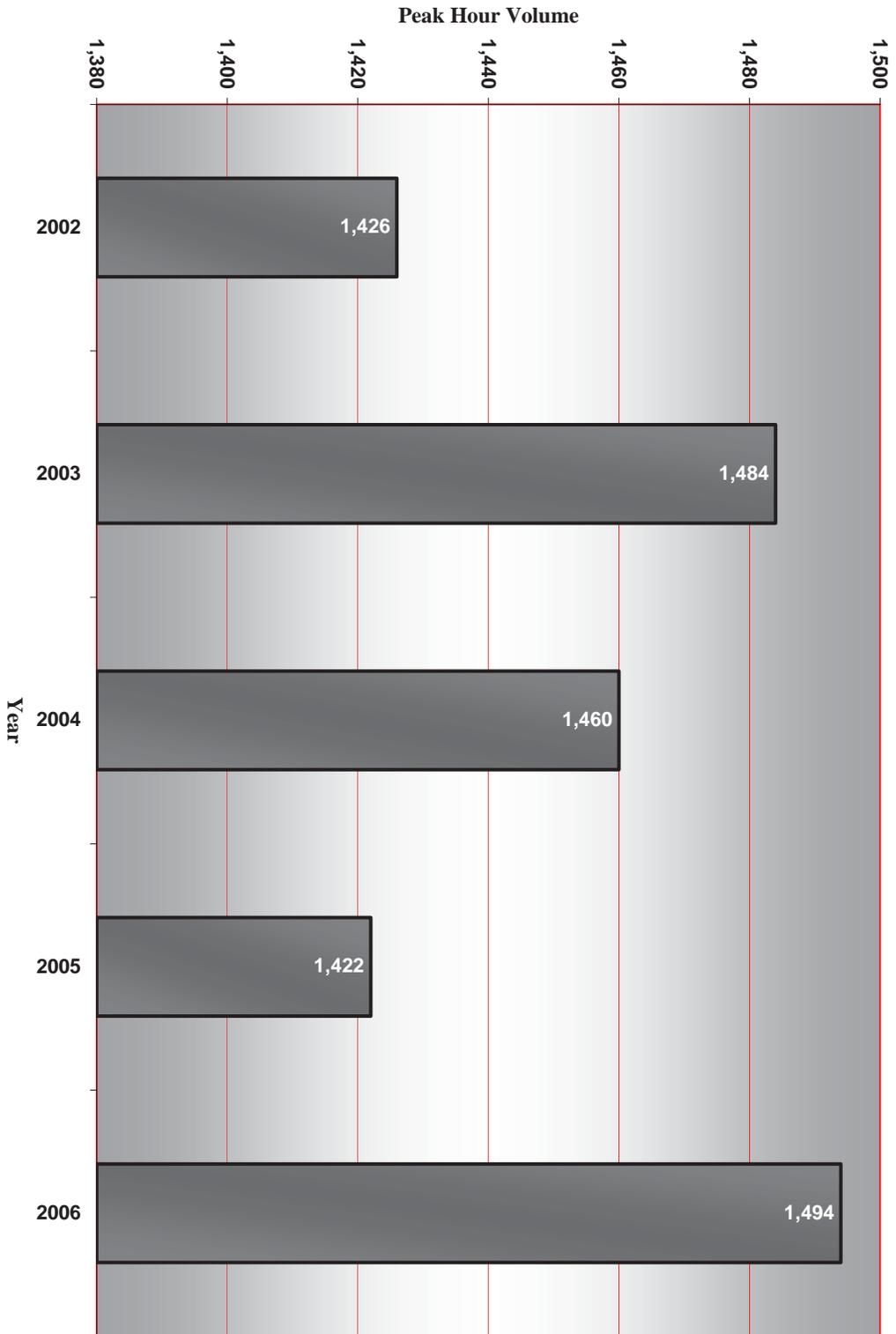
**North County Road - North of Breakers Row**  
**Yearly AM Peak Hour Peak Season**



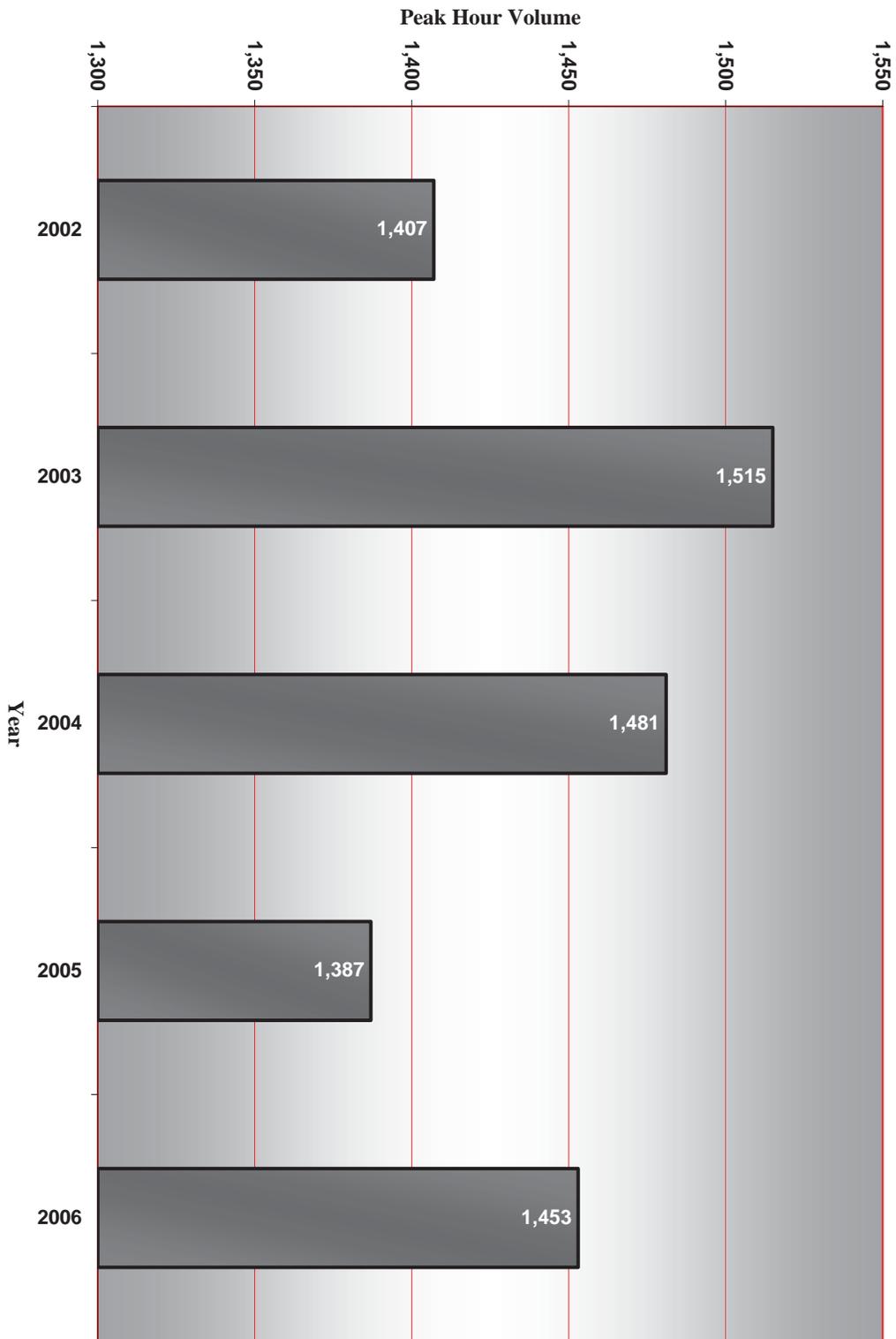
**North County Road - North of Breakers Row**  
**Yearly PM Peak Hour Peak Season**



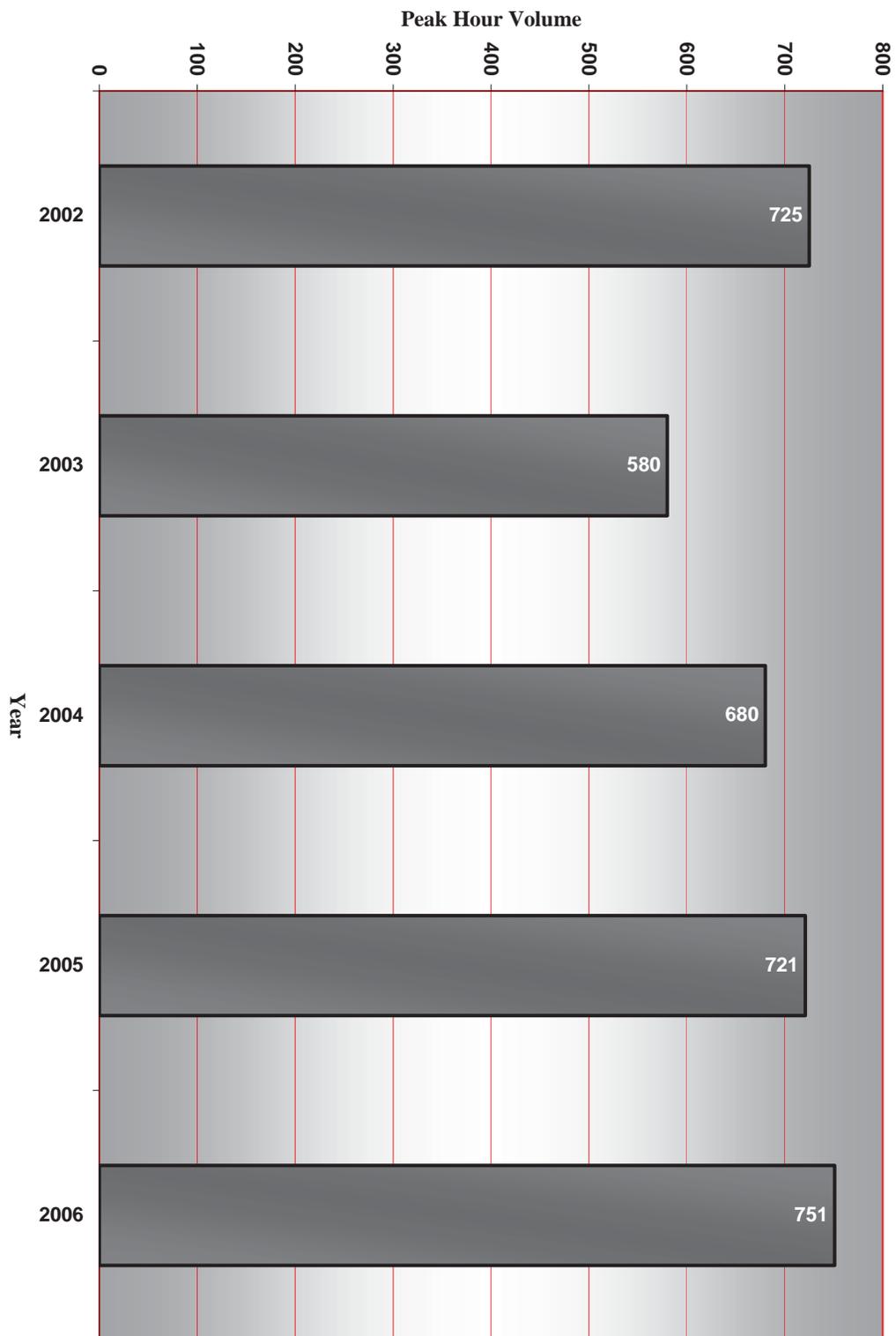
North County Road - North of Royal Poinciana Way  
Yearly AM Peak Hour Peak Season



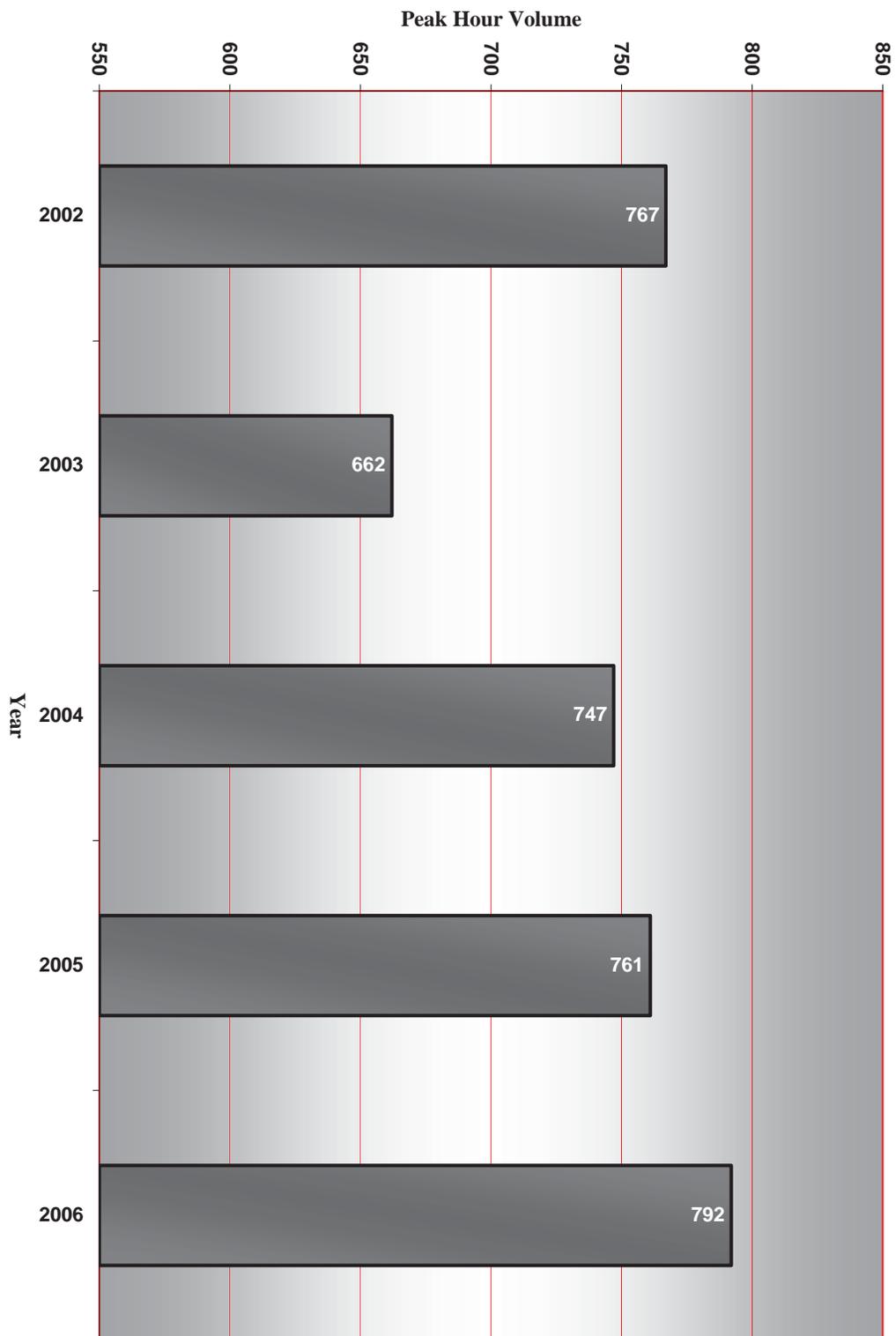
**North County Road - North of Royal Poinciana Way**  
**Yearly PM Peak Hour Peak Season**



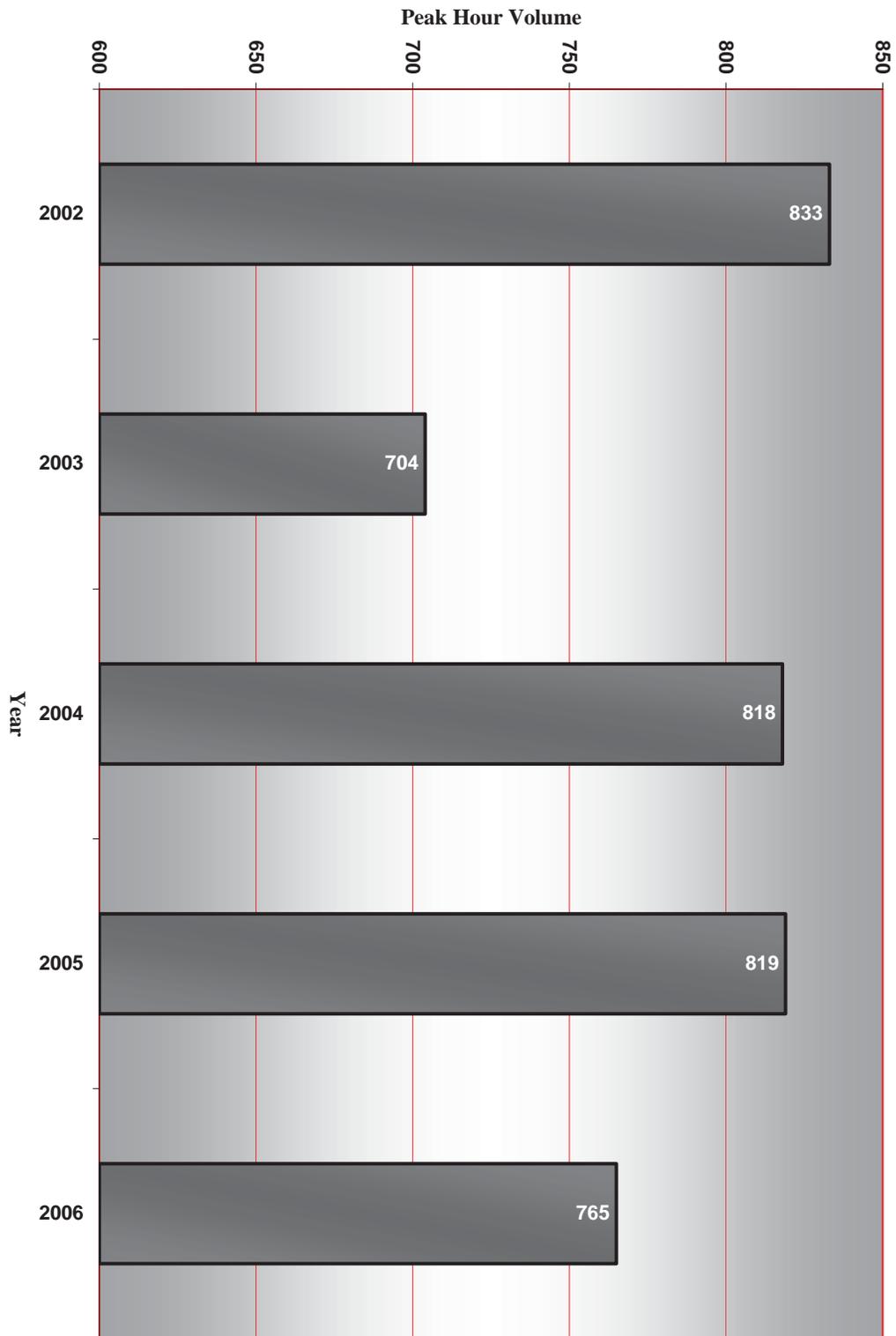
Cocoanut Row - South of Seabreeze Ave  
Yearly AM Peak Hour Peak Season



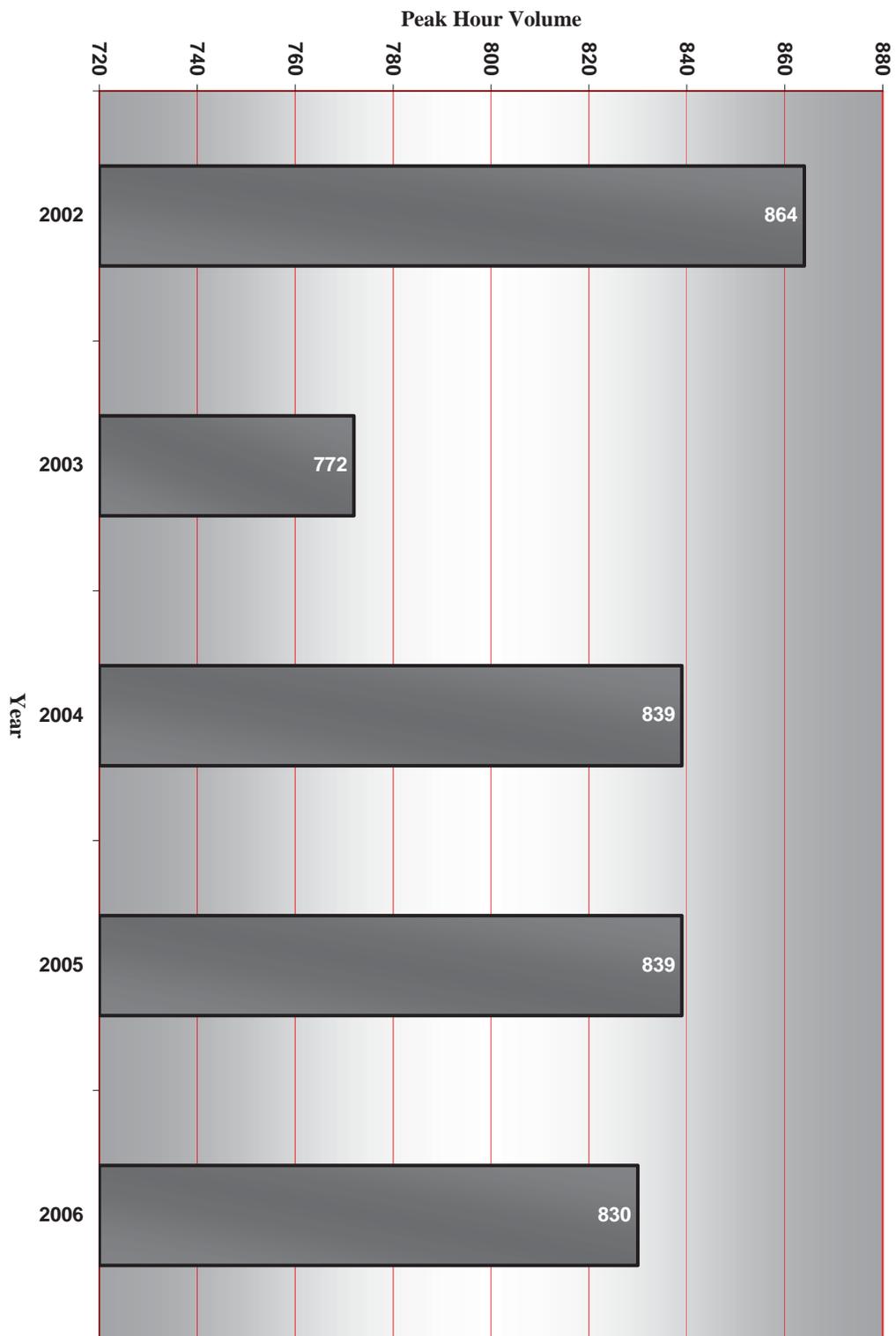
Cocoanut Row - South of Seabreeze Ave  
Yearly PM Peak Hour Peak Season



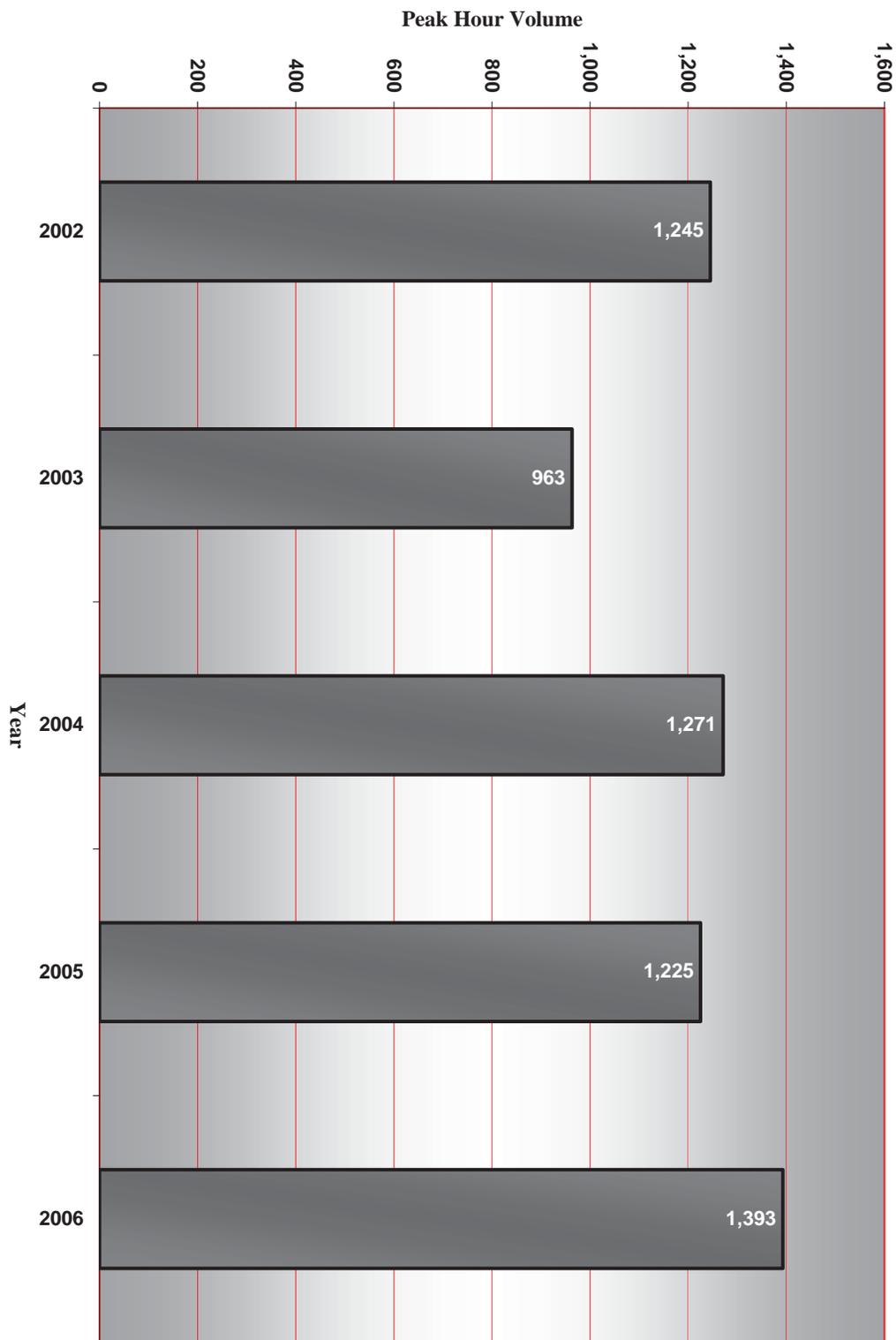
**Cocoanut Row - North of Whitehall Way**  
**Yearly AM Peak Hour Peak Season**



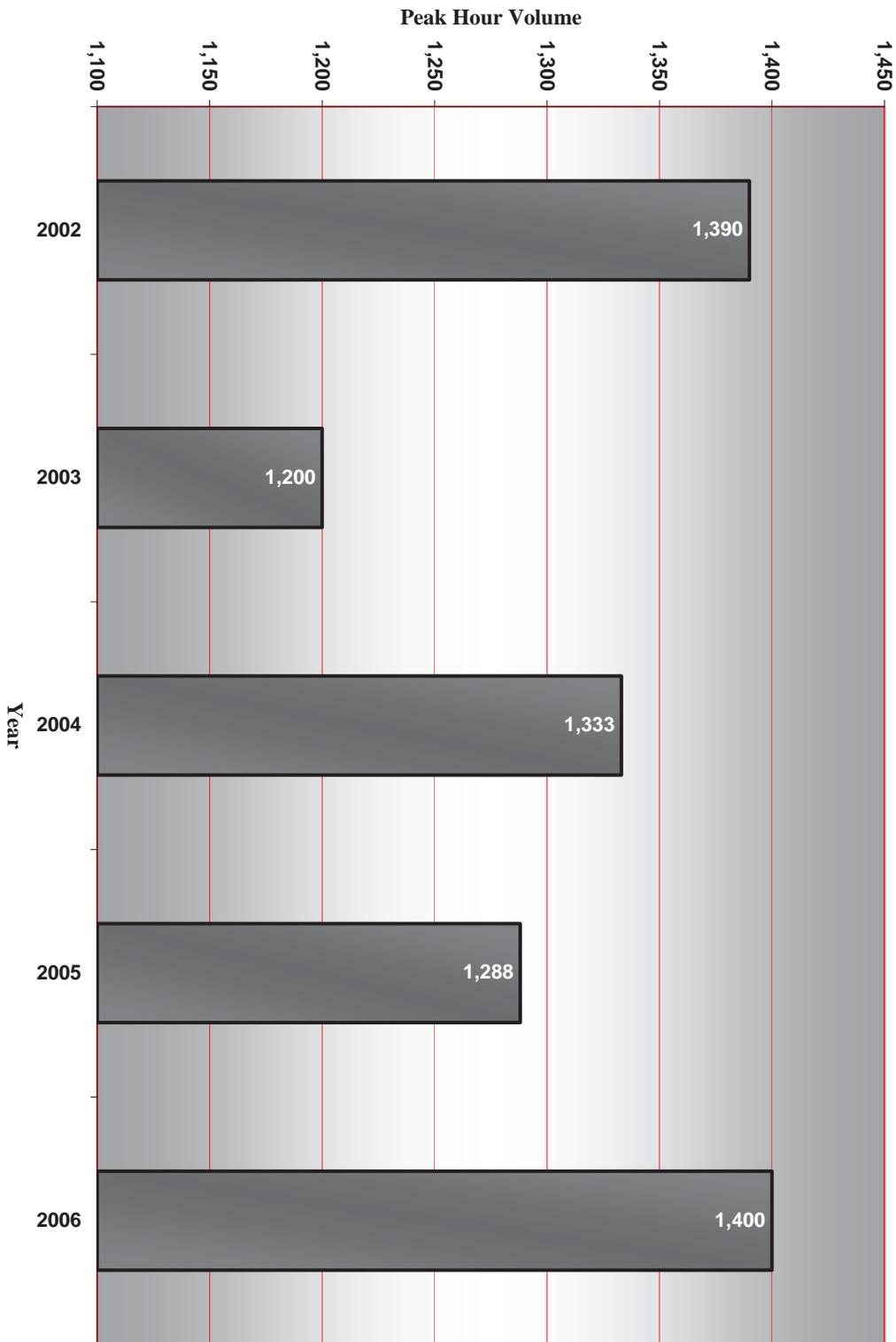
Cocanut Row - North of Whitehall Way  
Yearly PM Peak Hour Season



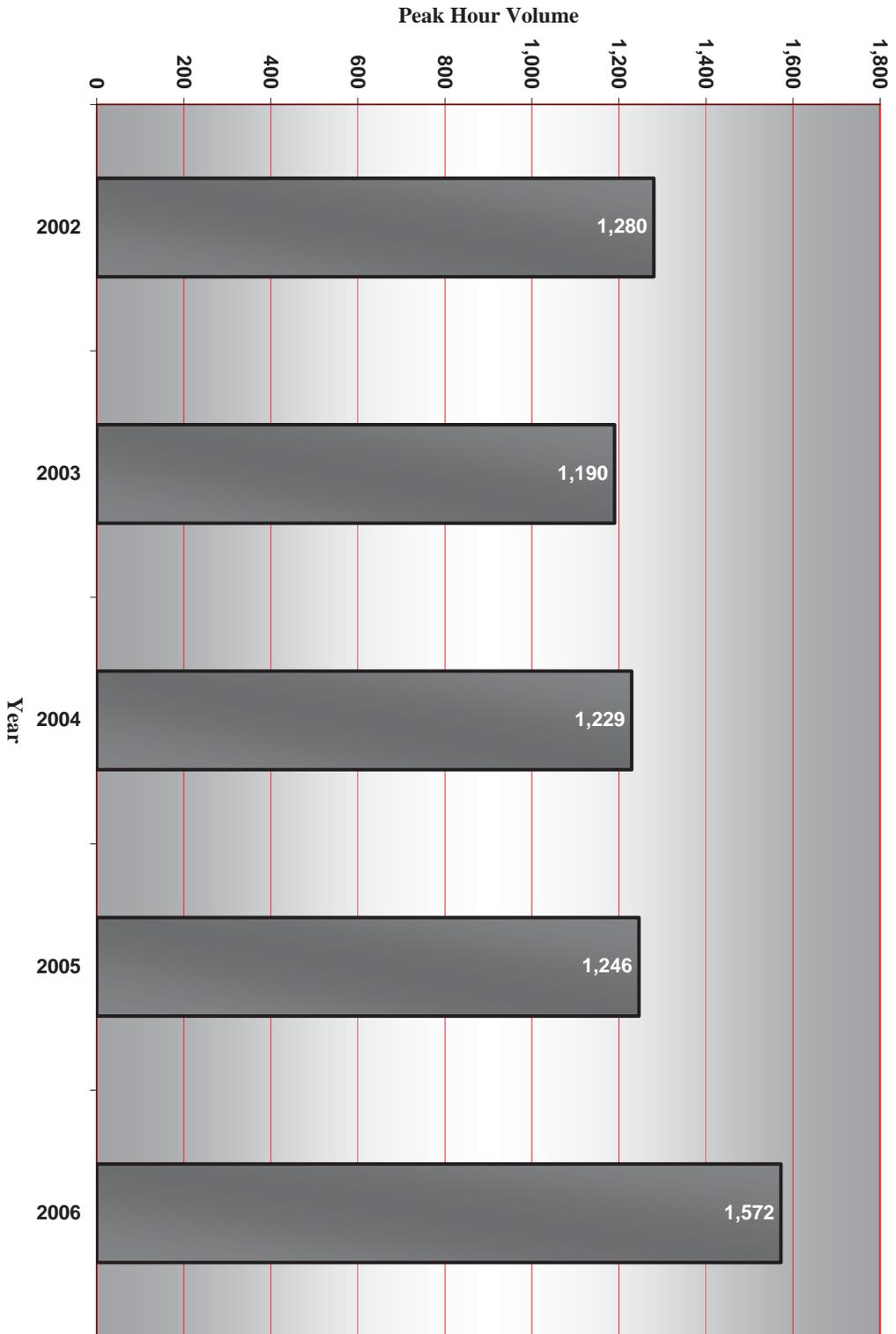
**Bradley Place - North of Royal Poinciana Way**  
**Yearly AM Peak Hour Peak Season**



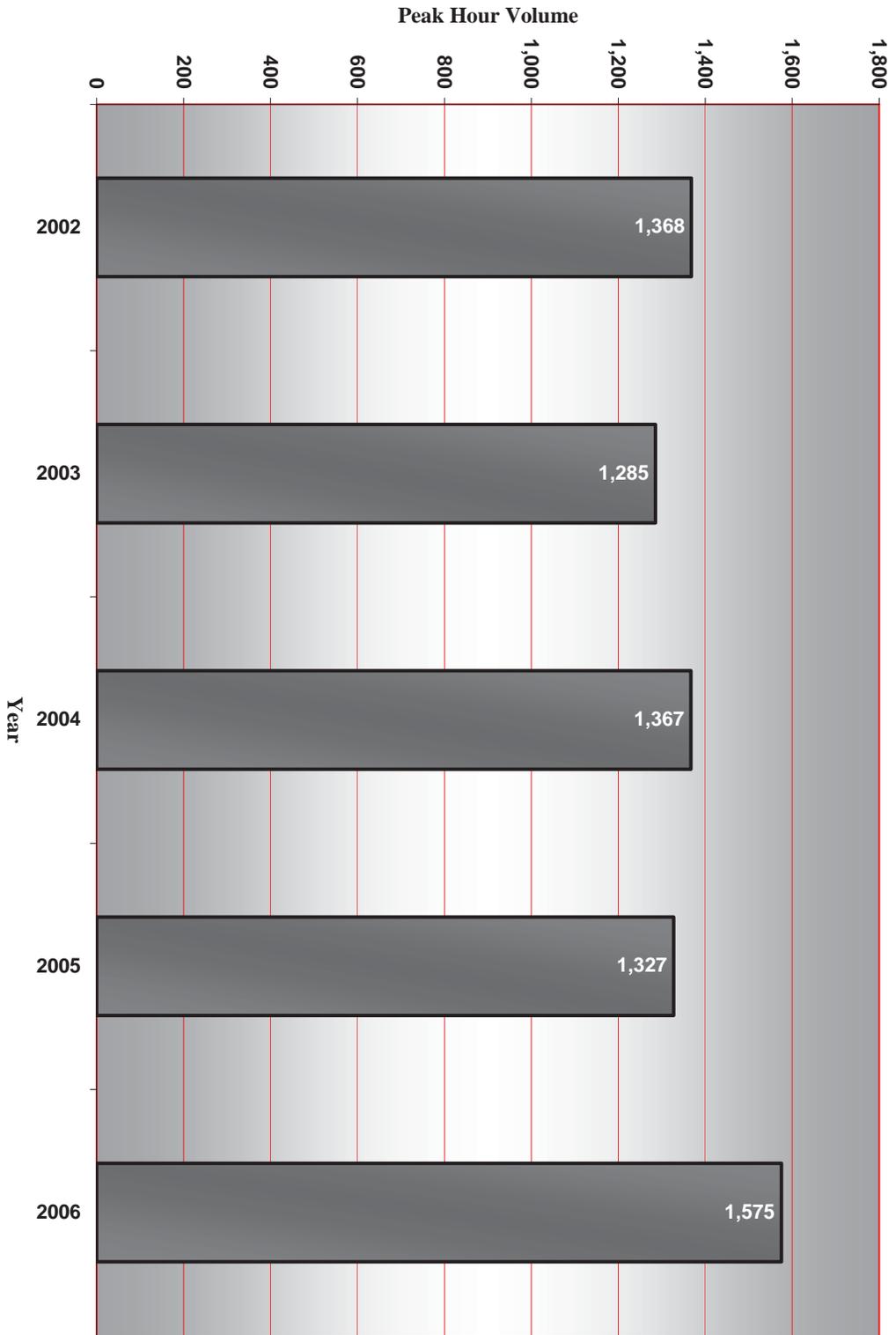
**Bradley Place - North of Royal Poinciana Way**  
**Yearly PM Peak Hour Peak Season**



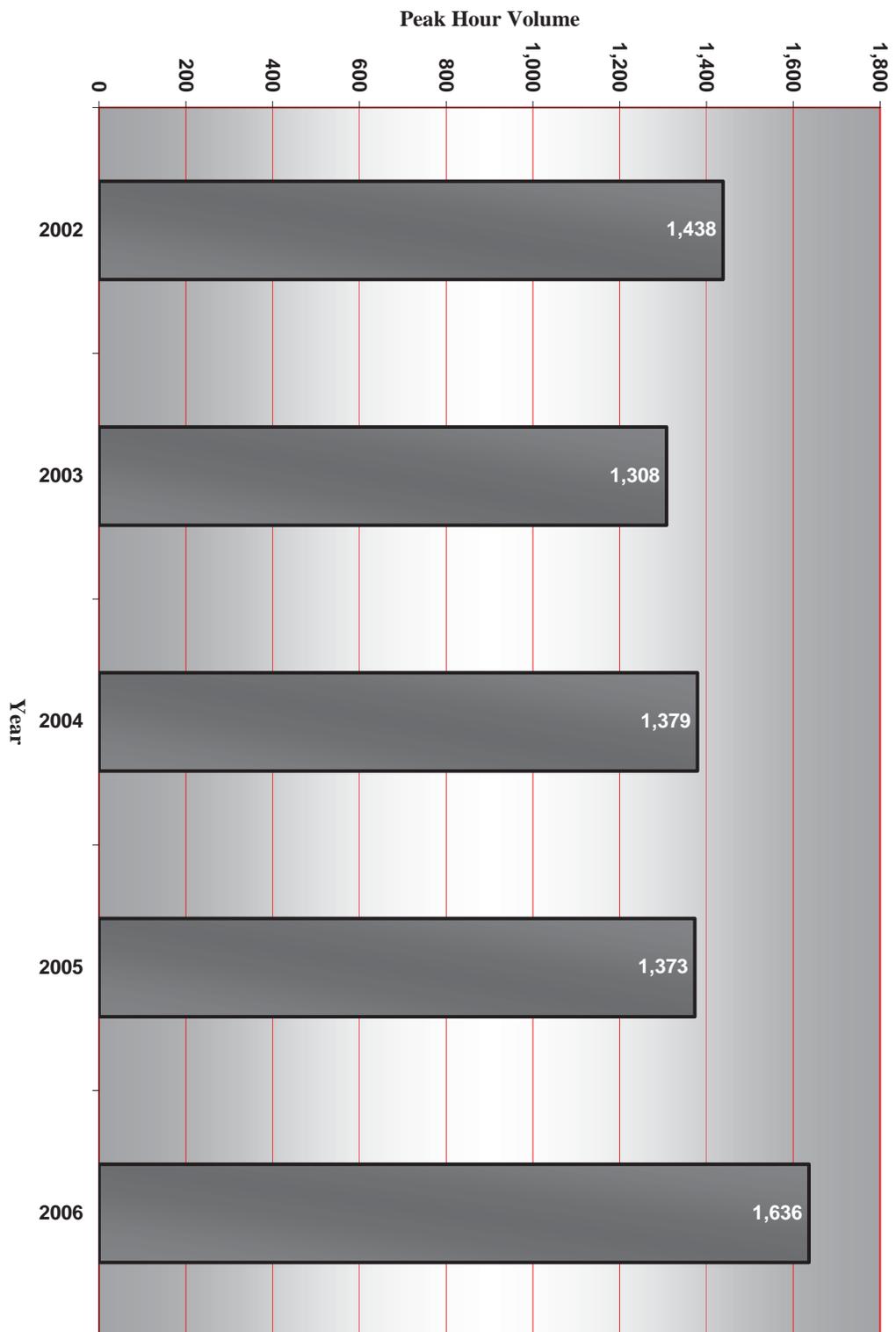
**Royal Palm Way - East of Hibiscus Avenue**  
**Yearly AM Peak Hour Peak Season**



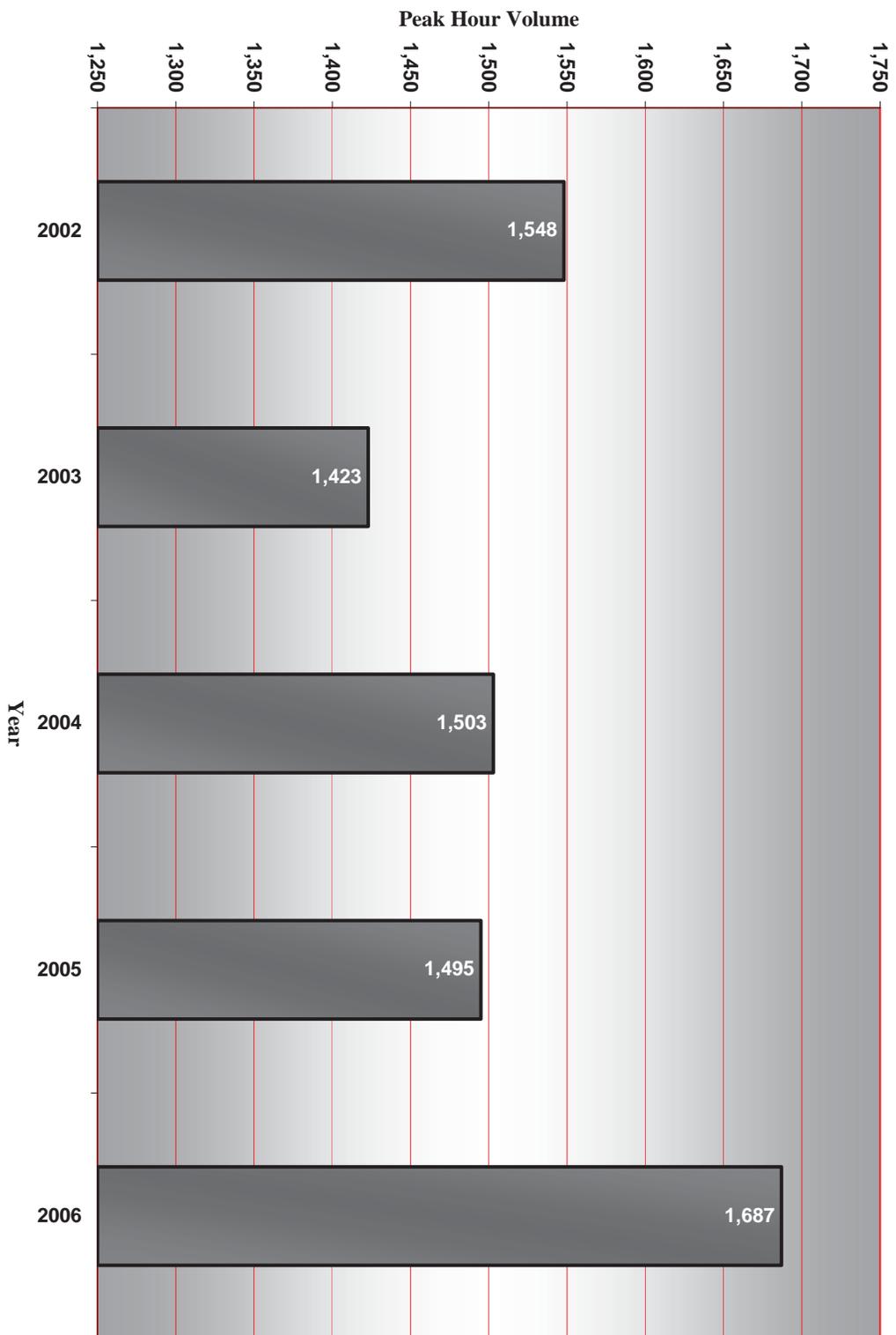
**Royal Palm Way - East of Hibiscus Avenue**  
**Yearly PM Peak Hour Peak Season**



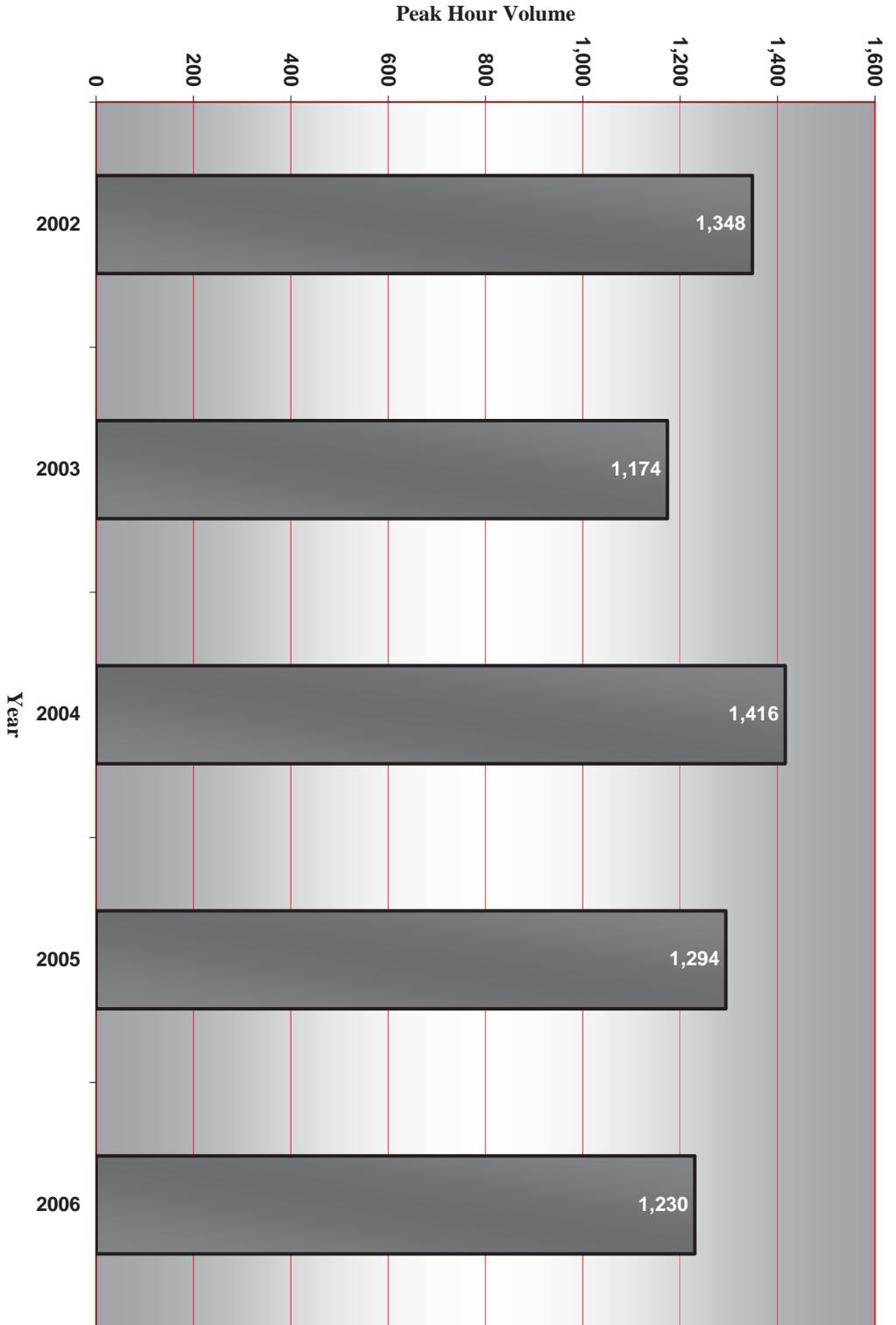
**Royal Palm Way - West of Hibiscus Avenue**  
**Yearly AM Peak Hour Peak Season**



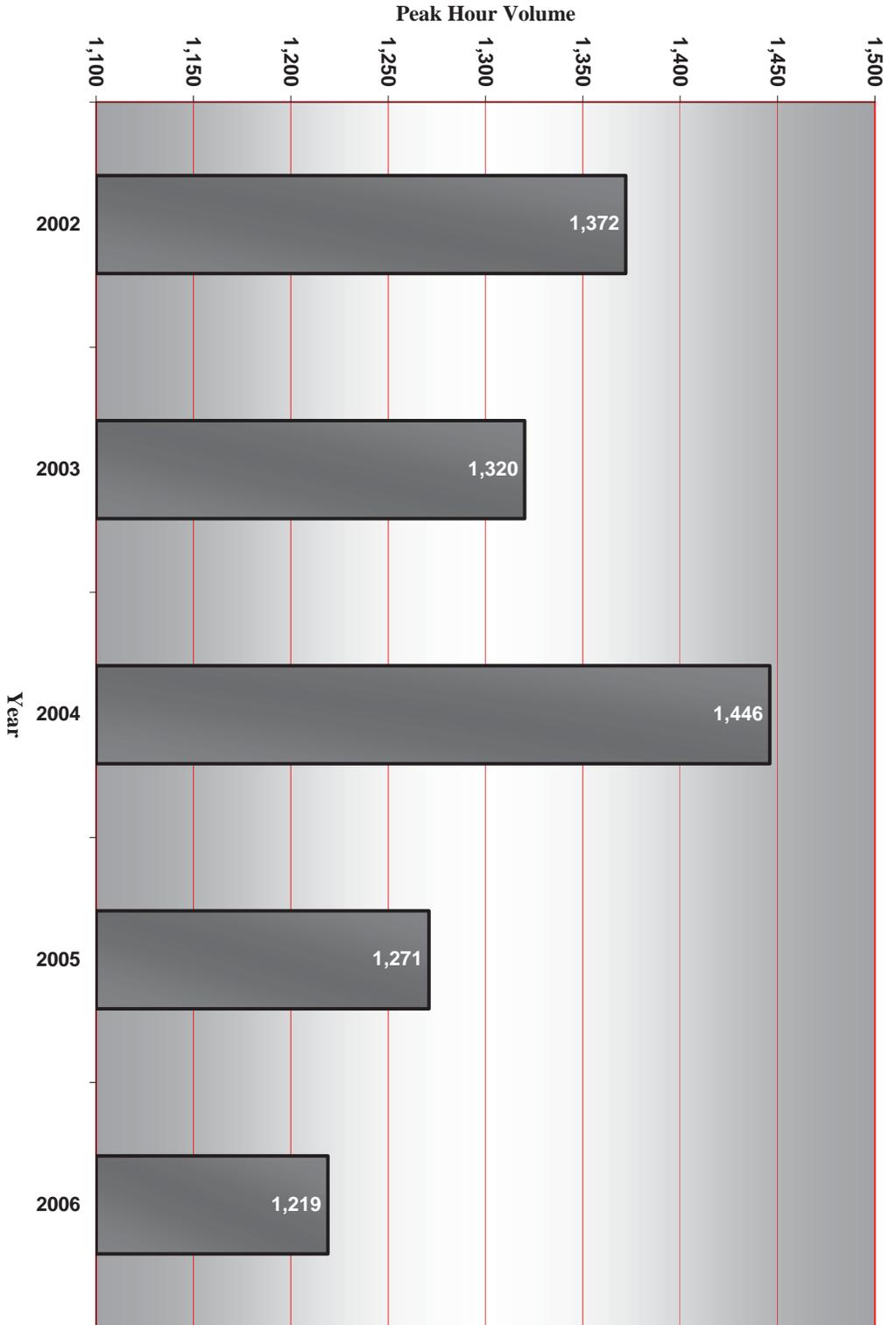
**Royal Palm Way - West of Hibiscus Avenue**  
**Yearly PM Peak Hour Peak Season**



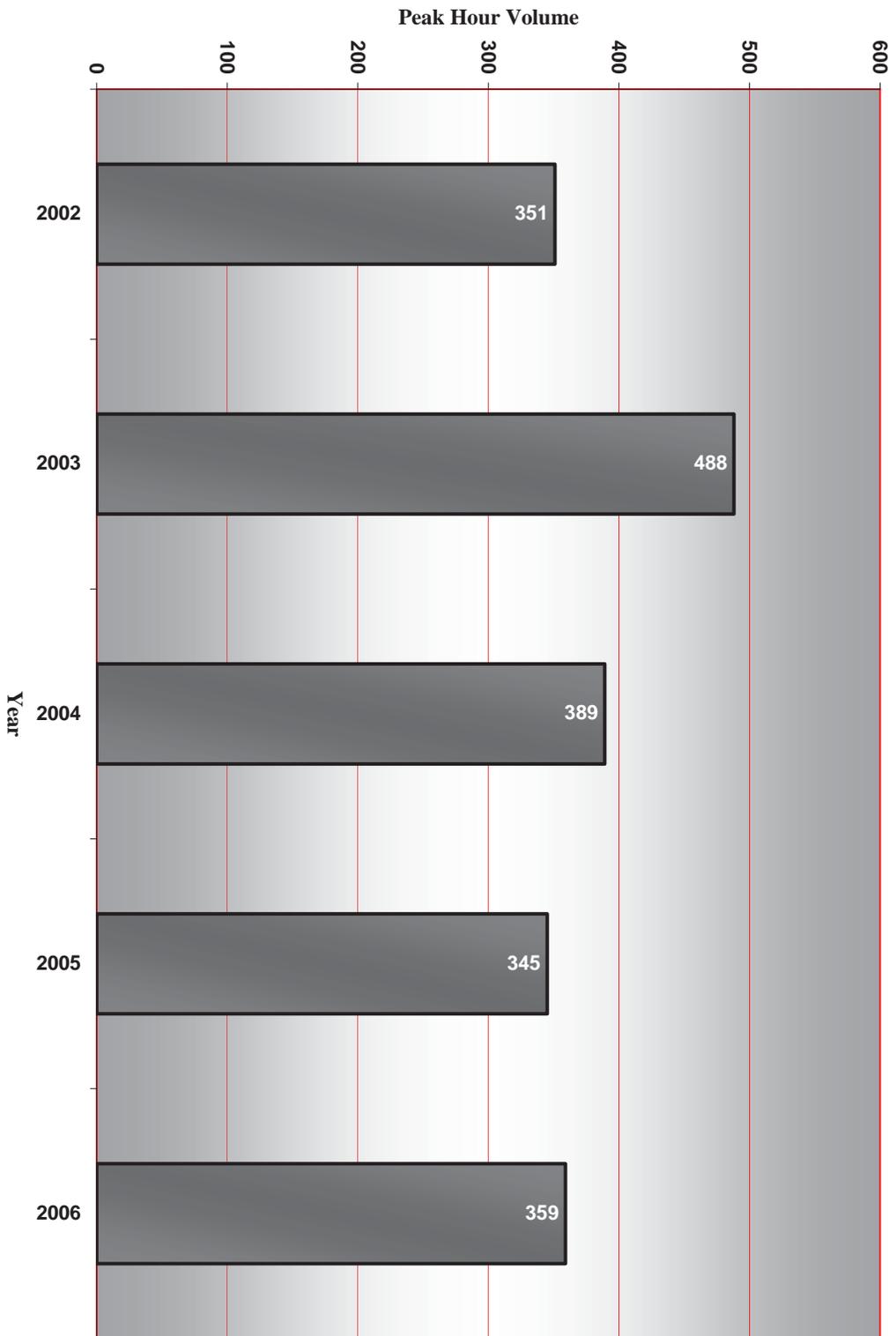
**Royal Poinciana Way - East of Coconut Row**  
**Yearly AM Peak Hour Peak Season**



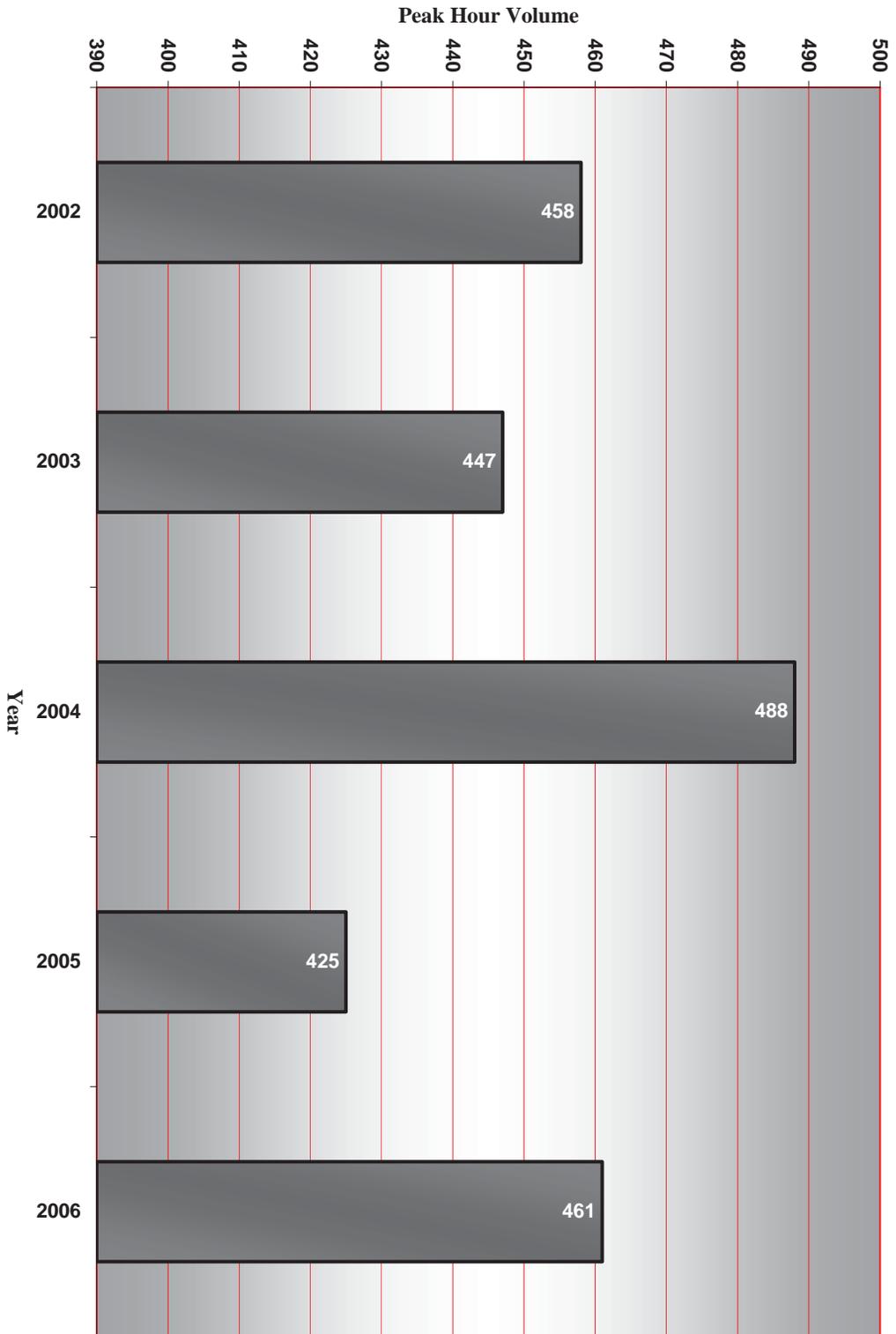
**Royal Poinciana Way - East of Coconut Row**  
**Yearly PM Peak Hour Peak Season**



**Royal Poinciana Way - East of County Road**  
**Yearly AM Peak Hour Peak Season**



**Royal Poinciana Way - East of County Road**  
**Yearly PM Peak Hour Peak Season**



**TABLE 4 - 1  
GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S  
URBANIZED AREAS\***

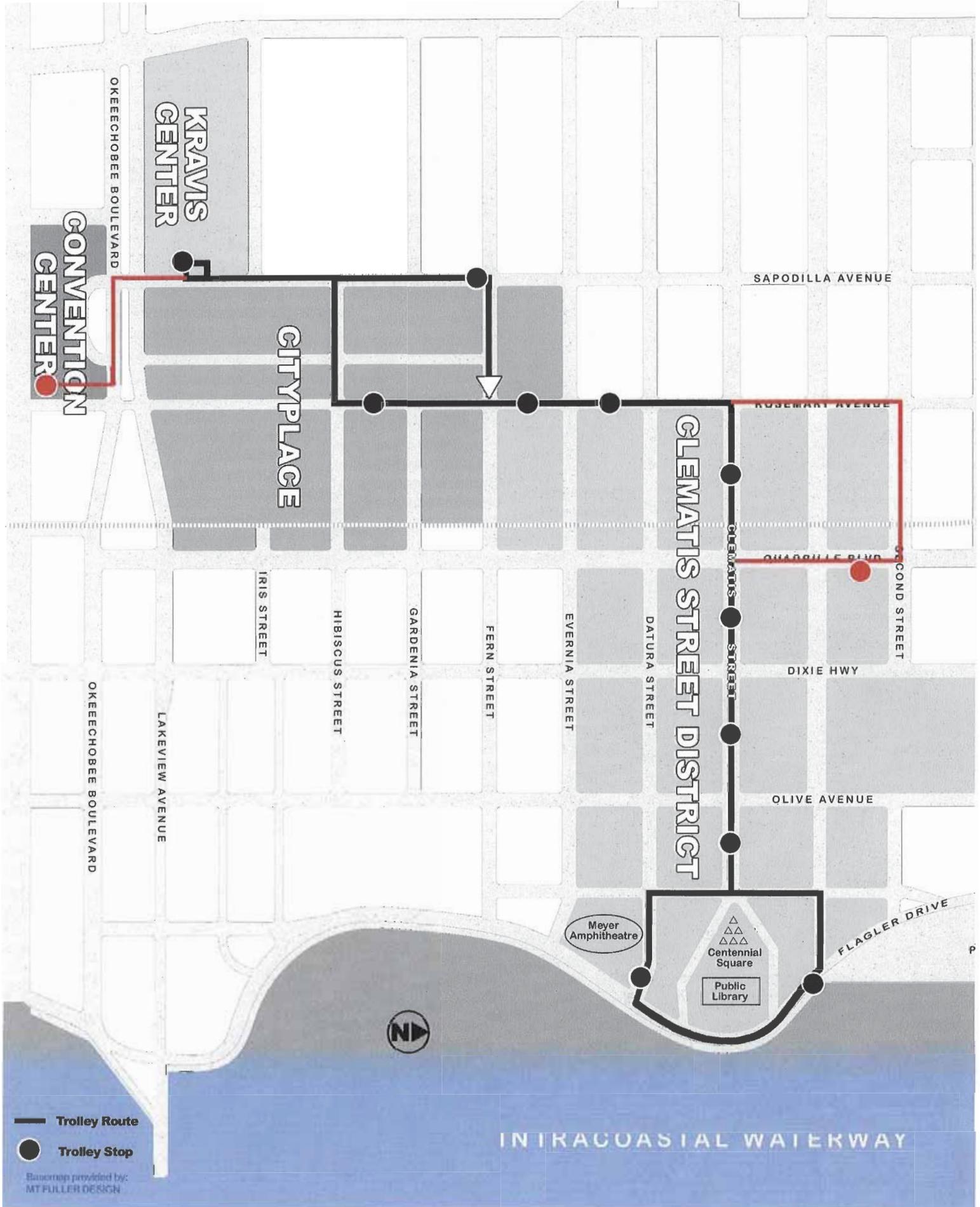
UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS					
Level of Service						Level of Service					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
2 Undivided	2,000	7,000	13,800	19,600	27,000	4	23,800	39,600	55,200	67,100	74,600
4 Divided	20,400	33,000	47,800	61,800	70,200	6	36,900	61,100	85,300	103,600	115,300
6 Divided	30,500	49,500	71,600	92,700	105,400	8	49,900	82,700	115,300	140,200	156,000
						10	63,000	104,200	145,500	176,900	196,400
						12	75,900	125,800	175,500	213,500	237,100
<b>STATE TWO-WAY ARTERIALS</b>						<b>BICYCLE MODE</b>					
Class I (>0.00 to 1.99 signalized intersections per mile)						(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Level of Service						Level of Service					
Lanes Divided	A	B	C	D	E	Paved Shoulder/ Bicycle Lane Coverage	A	B	C	D	E
2 Undivided	**	4,200	13,800	16,400	16,900	**	**	3,200	13,800	>13,800	
4 Divided	4,800	29,300	34,700	35,700	***	50-84%	**	2,500	4,100	>4,100	***
6 Divided	7,300	44,700	52,100	53,500	***	85-100%	3,100	7,200	>7,200	***	***
8 Divided	9,400	58,000	66,100	67,800	***						
Class II (2.00 to 4.50 signalized intersections per mile)						<b>PEDESTRIAN MODE</b>					
Level of Service						(Note: Level of service for the pedestrian mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Lanes Divided	A	B	C	D	E	Sidewalk Coverage	A	B	C	D	E
2 Undivided	**	1,900	11,200	15,400	16,300	0-49%	**	**	**	6,400	15,500
4 Divided	**	4,100	26,000	32,700	34,500	50-84%	**	**	**	9,900	19,000
6 Divided	**	6,500	40,300	49,200	51,800	85-100%	**	2,200	11,300	>11,300	***
8 Divided	**	8,500	53,300	63,800	67,000						
Class III (more than 4.5 signalized intersections per mile and not within primary city central business district of an urbanized area over 750,000)						<b>BUS MODE (Scheduled Fixed Route)</b>					
Level of Service						(Buses per hour)					
Lanes Divided	A	B	C	D	E	Sidewalk Coverage	A	B	C	D	E
2 Undivided	**	**	5,300	12,600	15,500	0-84%	**	>5	≥4	≥3	≥2
4 Divided	**	**	12,400	28,900	32,800	85-100%	>6	>4	≥3	≥2	≥1
6 Divided	**	**	19,500	44,700	49,300						
8 Divided	**	**	25,800	58,700	63,800						
Class IV (more than 4.5 signalized intersections per mile and within primary city central business district of an urbanized area over 750,000)						<b>ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS</b>					
Level of Service						<b>DIVIDED/UNDIVIDED</b>					
Lanes Divided	A	B	C	D	E	(alter corresponding volume by the indicated percent)					
2 Undivided	**	**	5,200	13,700	15,000	Lanes	Median	Left Turns	Lanes	Adjustment Factors	
4 Divided	**	**	12,300	30,300	31,700	2	Divided	Yes		+5%	
6 Divided	**	**	19,100	45,800	47,600	2	Undivided	No		-20%	
8 Divided	**	**	25,900	59,900	62,200	Multi	Undivided	Yes		-5%	
						Multi	Undivided	No		-25%	
<b>NON-STATE ROADWAYS</b>						<b>ONE-WAY FACILITIES</b>					
Major City/County Roadways						Decrease corresponding two-directional volumes in this table by 40% to obtain the equivalent one directional volume for one-way facilities.					
Level of Service											
Lanes Divided	A	B	C	D	E						
2 Undivided	**	**	9,100	14,600	15,600						
4 Divided	**	**	21,400	31,100	32,900						
6 Divided	**	**	33,400	46,800	49,300						
Other Signalized Roadways (signalized intersection analysis)											
Level of Service											
Lanes Divided	A	B	C	D	E						
2 Undivided	**	**	4,800	10,000	12,600						
4 Divided	**	**	11,100	21,700	25,200						
Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450 <a href="http://www11.myflorida.com/planning/systems/sm/los/default.htm">http://www11.myflorida.com/planning/systems/sm/los/default.htm</a>											
*This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are two-way annual average daily volumes (based on K <sub>100</sub> factors) for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. The table's input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.											
**Cannot be achieved using table input value defaults.											
***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.											

SUNSET AVENUE & BRADLEY PLACE  
PALM BEACH, FLORIDA

Start Date: 03/25/05

ALL VEHICLES & PEDS

Date 03/25/05	BRADLEY PLACE From North				SUNSET AVENUE From East				BRADLEY PLACE From South				SUNSET AVENUE From West				Vehicle Total
	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	
11:00	1	2	96	7	6	10	1	23	5	44	77	6	3	7	1	2	276
11:15	2	5	111	10	6	13	3	31	1	47	88	3	1	5	3	3	322
11:30	2	4	114	6	6	7	2	34	7	41	106	8	0	7	3	1	355
11:45	1	5	127	12	4	12	3	28	18	46	104	4	0	8	2	2	353
<b>Hr Total</b>	<b>6</b>	<b>16</b>	<b>468</b>	<b>35</b>	<b>22</b>	<b>42</b>	<b>9</b>	<b>116</b>	<b>31</b>	<b>178</b>	<b>377</b>	<b>21</b>	<b>4</b>	<b>27</b>	<b>9</b>	<b>8</b>	<b>1306</b>
12:00	20	3	148	10	18	9	4	34	2	66	89	11	3	10	1	3	388
12:15	4	3	128	11	8	14	1	29	2	48	81	7	0	3	4	3	332
12:30	5	1	109	2	5	3	0	27	6	47	98	5	2	7	2	0	301
12:45	1	2	138	7	4	7	1	18	7	55	87	6	0	5	2	2	350
<b>Hr Total</b>	<b>30</b>	<b>9</b>	<b>523</b>	<b>30</b>	<b>35</b>	<b>33</b>	<b>6</b>	<b>128</b>	<b>17</b>	<b>216</b>	<b>355</b>	<b>29</b>	<b>5</b>	<b>25</b>	<b>9</b>	<b>8</b>	<b>1371</b>
13:00	1	3	125	16	11	8	1	38	8	58	92	6	2	12	2	5	366
13:15	3	5	95	6	7	10	5	37	6	56	92	6	7	7	0	3	320
13:30	0	2	131	6	6	8	1	22	0	44	80	4	3	4	2	0	306
13:45	0	3	99	14	3	9	0	14	9	67	84	13	2	10	2	1	335
<b>Hr Total</b>	<b>4</b>	<b>13</b>	<b>450</b>	<b>42</b>	<b>27</b>	<b>35</b>	<b>9</b>	<b>131</b>	<b>23</b>	<b>225</b>	<b>348</b>	<b>29</b>	<b>14</b>	<b>33</b>	<b>6</b>	<b>7</b>	<b>1328</b>
<b>HRBAK</b>																	
17:00	1	0	99	3	1	5	1	37	3	52	64	7	3	1	0	0	271
17:15	0	0	62	2	4	4	1	32	7	33	74	7	0	3	1	0	219
17:30	0	2	92	5	5	1	1	26	7	47	52	4	2	3	0	0	233
17:45	3	1	70	6	6	5	1	40	6	45	71	10	0	4	4	1	260
<b>Hr Total</b>	<b>4</b>	<b>3</b>	<b>323</b>	<b>18</b>	<b>16</b>	<b>25</b>	<b>4</b>	<b>135</b>	<b>23</b>	<b>177</b>	<b>263</b>	<b>28</b>	<b>5</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>983</b>
18:00	0	0	86	8	5	6	0	26	6	46	48	5	0	3	0	2	230
18:15	0	0	88	7	4	6	2	38	1	50	63	5	0	5	0	1	265
18:30	6	0	79	7	0	3	1	22	6	37	57	8	4	6	1	1	222
18:45	4	0	64	3	0	6	1	18	5	42	36	4	1	5	1	0	180
<b>Hr Total</b>	<b>10</b>	<b>0</b>	<b>317</b>	<b>25</b>	<b>9</b>	<b>21</b>	<b>4</b>	<b>104</b>	<b>18</b>	<b>175</b>	<b>209</b>	<b>22</b>	<b>5</b>	<b>19</b>	<b>2</b>	<b>4</b>	<b>897</b>
<b>*TOTAL*</b>	<b>54</b>	<b>41</b>	<b>2081</b>	<b>150</b>	<b>109</b>	<b>146</b>	<b>32</b>	<b>614</b>	<b>112</b>	<b>971</b>	<b>1547</b>	<b>129</b>	<b>31</b>	<b>115</b>	<b>31</b>	<b>28</b>	<b>5885</b>



**KRAVIS CENTER**

**CONVENTION CENTER**

**KRAVIS CENTER**

**CITYPLACE**

**CLEMATIS STREET DISTRICT**

SAPODILLA AVENUE

ROSEMARY AVENUE

QUIBBLE BLVD

SECOND STREET

DIXIE HWY

OLIVE AVENUE

FLAGLER DRIVE

OKEECHOBEE BOULEVARD

OKEECHOBEE BOULEVARD

LAKEVIEW AVENUE

IRIS STREET

HIBISCUS STREET

GARDENIA STREET

FERN STREET

EVERNIA STREET

DATURA STREET

Meyer Amphitheatre

Centennial Square  
Public Library



INTRACOASTAL WATERWAY

**Trolley Route**

**Trolley Stop**

Base map provided by:  
MT FULLER DESIGN

### Overall Summary

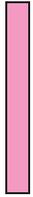
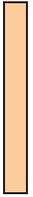
City/Town: Town of Palm Beach

County: Palm Beach

Date(s): January 2005 - December 2005

Total No.	Fatal	Injury	Property Damage	Angle	Side Swipe	Rear End	Parked Vehicle	Backed Into
323	1	58	233	82	23	80	42	30
%	0.3	18	72	25	7	25	13	9
<b>Pedestrian/ Bicyclist</b>	<b>All Other Accidents</b>	<b>Day</b>	<b>Night</b>	<b>Wet</b>	<b>Dry</b>	<b>Excessive Speed</b>	<b>Failure to Yield R/W</b>	<b>Driving Under Influence</b>
14	52	280	43	30	293	4	52	8
4	16	87	13	9	91	1	16	2

### Crash Summary Legend

	Angle		Hit Barrier Wall
	Rear End		Collision W/ MV
	Sideswipe		Hit Sign/Sign Post
	Hit Parked Vehicle		Hit Tree/Hit Shrubbery
	Backed Into		Hit Utility/Light Pole
	Hit Pedestrian		Overtaken
	Collision W/ Bicycle		Head On
	Hit Fixed Object		

**Crash Summary**

City/Town: *Town of Palm Beach*

County: *Palm Beach*

Date(s): *January 2005 - December 2005*

No.	Date	Day	Time	Street 1	Street 2	Type	Fatal	Injury	Property Damage	Day/ Night	Wet/ Dry	Contributing Cause
1	1/1/05	Sat.	3:45 PM	S. Ocean Blvd.	--	Rear End	0	3	\$2,700	Day	Dry	Careless Driving
2	1/2/05	Sun.	4:15 PM	N. Ocean Blvd.	E. Inlet Dr.	Hit Fixed Object	0	2	\$2,200	Day	Dry	Drove Left of Center
3	1/2/05	Sun.	5:20 PM	S. County Rd.	Seabreeze Ave.	Angle	0	0	\$3,000	Day	Dry	Improper Lane Change
4	1/3/05	Mon.	9:50 AM	Worth Ave.	--	Hit Fixed Object	0	0	\$15,000	Day	Dry	Careless Driving
5	1/3/05	Mon.	10:52 AM	Akrona Ct.	--	Hit Parked Vehicle	0	0	\$500	Day	Dry	Careless Driving
6	1/3/05	Mon.	10:59 AM	La Costa Way	--	Hit Parked Vehicle	0	0	\$4,000	Day	Dry	Careless Driving
7	1/3/05	Mon.	6:47 PM	S. Ocean Blvd.	--	Angle	0	0	\$4,000	Night	Dry	FTY ROW
8	1/4/05	Mon.	2:55 PM	Australian Ave.	--	Hit Parked Vehicle	0	0	\$100	Day	Dry	Improper Backing
9	1/5/05	Wed.	1:30 PM	S. Ocean Blvd.	--	Sideswipe	0	0	\$900	Day	Dry	Improper Lane Change
10	1/6/05	Thurs.	2:15 PM	Sunrise Ave.	--	Angle	0	0	\$400	Day	Dry	FTY ROW/ Disregarded Traffic Signal
11	1/7/05	Fri.	11:29 AM	S. County Rd.	Royal Palm Way	Angle	0	4	\$8,000	Day	Dry	Disregarded Traffic Signal
12	1/8/05	Sat.	9:44 AM	S. Ocean Blvd.	--	Hit Fixed Object	0	0	\$400	Day	Dry	Careless Driving
13	1/8/05	Sat.	10:25 AM	Oleander Ave.	--	Hit Parked Vehicle	0	0	\$200	Day	Dry	Improper Backing/illegal Parking
14	1/9/05	Sun.	11:40 AM	Cocconut Row	--	Collision w/ Bicycle	0	2	\$150	Day	Dry	FTY ROW
15	1/10/05	Mon.	3:36 PM	N. County Rd.	--	Rear End	0	0	\$6,000	Day	Dry	Careless Driving/Defective Brake Light
16	1/10/05	Mon.	5:20 PM	Royal Poinciana Way	--	Rear End	0	0	\$3,500	Day	Dry	Careless Driving
17	1/11/05	Tues.	4:40 PM	Canterbury Ln.	--	Angle	0	0	\$1,500	Day	Dry	Careless Driving
18	1/12/05	Wed.	12:00 PM	E. Inlet Dr.	--	Hit Parked Vehicle	0	0	\$5,000	Day	Dry	Careless Driving
19	1/12/05	Wed.	1:50 PM	S. County Rd.	Royal Palm Way	Angle	0	0	\$4,500	Day	Dry	FTY ROW
20	1/12/05	Wed.	3:58 PM	S. Ocean Blvd.	--	Angle	0	0	\$675	Day	Wet	Followed Too Closely
21	1/12/05	Wed.	5:17 PM	Barton Ave.	--	Collision w/ Bicycle	0	0	\$800	Day	Dry	FTY ROW
22	1/13/05	Thurs.	11:05 AM	S. Ocean Blvd.	--	Rear End	0	0	\$2,500	Day	Dry	Followed Too Closely
23	1/13/05	Thurs.	12:33 PM	Cocconut Row	--	Angle	0	0	\$8,000	Day	Dry	FTY ROW
24	1/14/05	Fri.	4:00 PM	Woodbridge Rd.	--	Rear End	0	0	\$2,500	Day	Wet	Followed Too Closely
25	1/14/05	Fri.	4:16 PM	Worth Ave.	--	Rear End	0	0	\$800	Day	Wet	Followed Too Closely/Improper Backing
26	1/17/05	Mon.	1:45 PM	Sunset Ave.	(Parking Lot)	Hit Parked Vehicle	0	0	\$2,750	Day	Dry	Careless Driving
27	1/18/05	Tues.	8:20 AM	Flagler Bridge	--	Rear End	0	0	\$2,800	Day	Dry	Careless Driving
28	1/18/05	Tues.	11:55 AM	S. Ocean Blvd.	--	Hit Barrier Wall	0	1	\$5,000	Day	Dry	Careless Driving
29	1/18/05	Tues.	7:35 PM	Royal Poinciana Plz	--	Hit Parked Vehicle	0	0	\$4,000	Night	Wet	Careless Driving
30	1/19/05	Wed.	1:00 PM	Royal Poinciana Way	--	Angle	0	0	\$2,000	Day	Dry	Improper Turn
31	1/20/05	Thurs.	11:25 AM	Worth Ave.	--	Backed Into	0	0	\$1,250	Day	Dry	Careless Driving
32	1/21/05	Fri.	3:48 PM	Royal Poinciana Way	--	Rear End	0	0	\$6,000	Day	Dry	Careless Driving
33	1/22/05	Sat.	11:40 AM	Royal Poinciana Way	(Parking Lot)	Hit Parked Vehicle	0	0	\$200	Day	Dry	Improper Backing
34	1/23/05	Sun.	4:48 PM	Sunrise Ave.	(Parking Lot)	Hit Parked Vehicle	0	0	\$3,500	Day	Dry	Inconclusive
35	1/26/05	Wed.	8:00 AM	N. Ocean Blvd.	Angler Ave.	Hit Fixed Object	0	0	\$2,000	Day	Dry	Hit Utility Pole/Careless Driving
36	1/26/05	Wed.	9:11 AM	N. County Rd.	--	Rear End	0	0	\$2,300	Day	Dry	Careless Driving
37	1/27/05	Thurs.	4:40 PM	Atlantic Ave.	--	Collision w/MV	0	0	\$500	Day	Dry	Obstructing Traffic
38	1/28/05	Fri.	8:50 AM	Worth Ave.	--	Angle	0	0	\$600	Day	Dry	Inconclusive
39	1/28/05	Fri.	5:30 PM	Hibiscus Ave.	Royal Palm Way	Backed Into	0	0	\$2,000	Day	Dry	Careless Driving
40	1/28/05	Fri.	6:30 PM	S. Ocean Blvd.	--	Rear End	0	0	\$1,800	Night	Dry	Careless Driving
41	1/29/05	Sat.	6:50 AM	N. Ocean Blvd.	--	Hit Barrier Wall	0	0	\$20,000	Night	Dry	Careless Driving
42	1/29/05	Sat.	3:30 PM	S. Ocean Blvd.	--	Hit Parked Vehicle	0	0	\$4,500	Day	Dry	Careless Driving
43	1/31/05	Mon.	1:59 PM	Clarke Ave.	--	Hit Parked Vehicle	0	0	\$15,000	Day	Dry	Careless Driving
44	2/1/05	Tues.	10:10 AM	Chilian Ave.	--	Sideswipe	0	0	\$7,700	Day	Dry	Careless Driving

**Crash Summary**

City/Town: *Town of Palm Beach*

County: *Palm Beach*

Date(s): *January 2005 - December 2005*

No.	Date	Day	Time	Street 1	Street 2	Type	Fatal	Injury	Property Damage	Day/ Night	Wet/ Dry	Contributing Cause
45	2/2/05	Wed.	6:02 AM	S. Ocean Blvd.	--	Collision w/ Bicycle	0	1	\$5,500	Night	Dry	Careless Driving
46	2/2/05	Wed.	12:20 PM	S. Ocean Blvd.	--	Rear End	0	0	\$4,200	Day	Dry	Careless Driving
47	2/2/05	Wed.	1:20 PM	Sunrise Ave.	--	Hit Parked Vehicle	0	0	\$1,300	Day	Dry	Careless Driving
48	2/3/05	Thurs.	5:20 PM	Royal Poinciana Plz	(Parking Lot)	Hit Parked Vehicle	0	0	\$200	Day	Dry	Careless Driving
49	2/4/05	Fri.	9:15 AM	Jungle Rd.	--	Backed Into	0	0	\$300	Day	Dry	Improper Backing
50	2/4/05	Fri.	6:30 PM	S. Ocean Blvd.	--	Rear End	0	0	\$500	Night	Dry	Followed Too Closely
51	2/4/05	Fri.	10:04 PM	S. County Rd.	--	Hit Fixed Object	0	1	\$10,000	Night	Dry	Hit Utility Pole/Driver Distraction
52	2/6/05	Sun.	11:30 PM	S. Ocean Blvd.	--	Hit Sign/Sign Post	0	0	\$2,300	Night	Dry	Careless Driving
53	2/7/05	Mon.	11:34 AM	S. Ocean Blvd.	--	Rear End	0	0	\$800	Day	Dry	Followed Too Closely
54	2/7/05	Mon.	12:10 PM	Peruvian Ave.	--	Backed Into	0	0	\$1,200	Day	Dry	Improper Backing
55	2/7/05	Mon.	4:20 PM	S. County Rd.	Phipps Plz	Angle	0	0	\$7,000	Day	Dry	Improper Turn/No Traffic Control
56	2/8/05	Tues.	4:03 PM	Bradley Pl.	--	Rear End	0	0	\$1,500	Day	Dry	Careless Driving
57	2/10/05	Thurs.	12:45 PM	Royal Poinciana Way	Cocanut Row	Backed Into	0	0	\$750	Day	Dry	Improper Backing at Traffic Signal
58	2/10/05	Thurs.	1:00 PM	Royal Poinciana Plz	(Parking Lot)	Backed Into	0	0	\$400	Day	Dry	Improper Backing
59	2/10/05	Thurs.	3:44 PM	N. County Rd.	Plantation Rd.	HR Tree/hit Shrubbery	0	1	\$7,000	Day	Dry	Careless Driving
60	2/10/05	Thurs.	4:05 PM	S. Ocean Blvd.	--	Rear End	0	0	\$1,500	Day	Dry	Careless Driving
61	2/11/05	Fri.	1:46 PM	Sunset Ave.	(Parking Lot)	Backed Into	0	0	\$200	Day	Dry	Improper Backing
62	2/12/05	Sat.	9:07 AM	Royal Palm Way	S. County Rd.	Rear End	0	0	\$3,600	Day	Dry	Hit and Run
63	2/12/05	Sat.	7:43 AM	S. Ocean Blvd.	Via Marina	Angle	0	1	\$3,600	Day	Dry	FTY ROW/Improper Passing
64	2/12/05	Sat.	3:48 PM	S. County Rd.	Clarke Ave.	Angle	0	0	\$7,025	Day	Dry	Careless Driving/Sun Glare
65	2/16/05	Wed.	12:10 PM	Worth Ave.	--	Hit Parked Vehicle	0	0	\$2,000	Day	Dry	Improper Backing
66	2/17/05	Thurs.	2:44 PM	Royal Poinciana Way	--	Hit Parked Vehicle	0	0	\$2,500	Day	Dry	Improper Backing
67	2/17/05	Thurs.	3:20 PM	S. Ocean Blvd.	--	Rear End	0	0	\$4,000	Day	Dry	Careless Driving
68	2/18/05	Fri.	11:03 AM	Sunset Ave.	Bradley Pl.	Angle	0	0	\$3,000	Day	Dry	FTY ROW
69	2/18/05	Fri.	11:03 AM	Bradley Pl.	--	Rear End	0	0	\$0	Day	Dry	Careless Driving
70	2/18/05	Fri.	2:00 PM	S. County Rd.	--	Angle	0	0	\$750	Day	Dry	Improper Lane Change
71	2/20/05	Sun.	12:25 PM	S. Ocean Blvd.	Via Agape	Angle	0	2	\$8,000	Day	Dry	FTY ROW
72	2/21/05	Mon.	1:24 PM	S. Ocean Blvd.	--	Angle	0	1	\$20,000	Day	Dry	FTY ROW
73	2/22/05	Tues.	10:58 AM	S. Ocean Blvd.	Worth Ave.	Rear End	0	0	\$4,000	Day	Dry	Careless Driving/Improper Turn
74	2/22/05	Tues.	1:30 PM	N. Lake Way	--	Angle	0	0	\$1,600	Day	Dry	FTY ROW/Improper Turn
75	2/22/05	Tues.	4:35 PM	S. Ocean Blvd.	--	Rear End	0	0	\$2,250	Day	Dry	Careless Driving
76	2/22/05	Tues.	5:17 PM	Royal Poinciana Way	--	Backed Into	0	0	\$2,500	Night	Dry	Improper Backing
77	2/22/05	Tues.	8:40 PM	Peruvian Ave.	--	Backed Into	0	0	\$1,500	Night	Dry	Improper Backing
78	2/23/05	Wed.	5:57 PM	N. Lake Way	Nightingale Trl.	Angle	0	0	\$2,000	Night	Dry	FTY ROW
79	2/25/05	Fri.	4:40 PM	Royal Poinciana Way	--	Sideswipe	0	0	\$5,000	Day	Dry	Improper Lane Change
80	2/27/05	Sun.	6:10 AM	S. Ocean Blvd.	--	Hit Barrier Wall	0	0	\$4,000	Night	Wet	Careless Driving
81	3/1/05	Tues.	10:37 AM	N. County Rd.	--	Hit Tree/hit Shrubbery	0	0	\$100	Day	Dry	Driving Wrong Side/Way
82	3/1/05	Tues.	10:48 PM	Royal Palm Way	--	Hit Tree/hit Shrubbery	0	0	\$1,500	Night	Dry	Evasive Maneuver
83	3/1/05	Tues.	4:30 PM	S. Ocean Blvd.	--	Rear End	0	0	\$3,000	Day	Dry	Followed Too Closely
84	3/2/05	Wed.	3:33 PM	S. County Rd.	Chillean Ave.	Sideswipe	0	0	\$2,000	Day	Dry	Careless Driving/Drove Left of Center
85	3/2/05	Wed.	3:40 PM	N. Ocean Blvd.	Mediterranean Rd.	Angle	0	1	\$4,800	Day	Dry	FTY ROW
86	3/2/05	Wed.	4:42 PM	S. County Rd.	Chillean Ave.	Backed Into	0	0	\$700	Day	Dry	Improper Backing
87	3/3/05	Thurs.	11:24 PM	Royal Poinciana Way	Cocanut Row	Angle	0	0	\$3,000	Night	Wet	Heavy Rain/Obscured Vision
88	3/3/05	Thurs.	4:49 PM	S. Ocean Blvd.	Via Pelicano	Angle	0	0	\$2,500	Day	Wet	FTY ROW

**Crash Summary**

City/Town: *Town of Palm Beach*

County: *Palm Beach*

Date(s): *January 2005 - December 2005*

No.	Date	Day	Time	Street 1	Street 2	Type	Fatal	Injury	Property Damage	Day/ Night	Wet/ Dry	Contributing Cause
89	3/4/05	Fri.	11:18 PM	Berton Ave.	S. Ocean Blvd.	Hit Sign/Sign Post	0	0	\$10,100	Night	Dry	Alcohol - Under Influence
90	3/5/05	Sat.	4:46 PM	Cocconut Row	-	Hit Sign/Sign Post	0	1	\$2,000	Day	Dry	Medical Condition/Seizure
91	3/6/05	Sun.	11:30 AM	N. County Rd.	Breakers Row	Rear End	0	0	\$100	Day	Dry	Police Car Hit Parked Vehicle
92	3/7/05	Mon.	12:23 PM	Royal Poinciana Way	-	Hit Sign/Sign Post	0	0	\$13,000	Day	Dry	Alcohol - Under Influence
93	3/8/05	Tues.	1:50 PM	Royal Poinciana Way	-	Hit Parked Vehicle	0	0	\$150	Day	Dry	Improper Backing
94	3/8/05	Tues.	3:40 PM	Hammon Ave.	-	Hit Pedestrian	0	0	\$0	Day	Wet	Hit Person Unloading Item from Vehicle
95	3/9/05	Wed.	10:25 AM	N. County Rd.	Sunrise Ave.	Sideswipe	0	0	\$2,600	Day	Wet	Careless Driving
96	3/9/05	Wed.	3:00 PM	N. County Rd.	Royal Poinciana Way	Rear End	0	0	\$100	Day	Wet	Followed Too Closely
97	3/10/05	Thurs.	11:30 AM	Royal Palm Way	Hibiscus Ave.	Angle	0	0	\$525	Day	Wet	FTY ROW
98	3/11/05	Fri.	UNK	Cocconut Row	-	Hit Parked Vehicle	0	0	\$3,000	UNK	Dry	Careless Driving/Hit and Run
99	3/11/05	Fri.	11:48 AM	Tangler Ave.	-	Backed Into	0	0	\$2,300	Day	Dry	Improper Backing
100	3/12/05	Sat.	2:50 PM	S. Ocean Blvd.	-	Rear End	0	0	\$2,800	Day	Dry	Followed Too Closely
101	3/12/05	Sat.	4:15 PM	Hibiscus Ave.	-	Sideswipe	0	0	\$200	Day	Dry	Improper Backing
102	3/13/05	Sun.	10:14 AM	S. Ocean Blvd.	-	Collision w/ Bicycle	0	1	\$200	Day	Dry	FTY ROW
103	3/13/05	Sun.	3:20 PM	Royal Poinciana Way	-	Sideswipe	0	0	\$3,100	Day	Dry	FTY ROW
104	3/14/05	Mon.	12:46 PM	Bradley Pl.	-	Rear End	0	0	\$4,550	Day	Dry	Followed Too Closely
105	3/14/05	Mon.	5:15 PM	S. Ocean Blvd.	Ibis Way	Sideswipe	0	1	\$800	Day	Dry	Improper Passing
106	3/15/05	Tues.	9:15 AM	S. Ocean Blvd.	Ibis Way	Sideswipe	0	0	\$4,000	Day	Dry	Improper Passing
107	3/15/05	Tues.	3:20 PM	Sunrise Ave.	Bradley Pl.	Angle	0	0	\$2,100	Day	Dry	FTY ROW
108	3/16/05	Wed.	10:58 AM	Australian Ave.	(Dock)	Angle	0	0	\$50,000	Day	Wet	Careless Boat Operation
109	3/16/05	Wed.	11:54 AM	Cocconut Row	-	Angle	0	1	\$10,000	Day	Dry	Improper Turn
110	3/17/05	Thurs.	10:40 AM	Sunrise Ave.	-	Sideswipe	0	0	\$1,000	Day	Dry	Careless Driving
111	3/17/05	Thurs.	11:00 AM	Pelican Ln.	-	Hit Parked Vehicle	0	0	\$1,100	Day	Wet	Careless Driving
112	3/18/05	Fri.	4:38 PM	S. Ocean Blvd.	Clarendon Ave.	Angle	0	0	\$10,000	Day	Dry	FTY ROW
113	3/18/05	Fri.	10:10 AM	Bradley Pl.	Sunset Ave.	Angle	0	0	\$1,500	Day	Dry	FTY ROW/Vision Obscured
114	3/18/05	Fri.	3:31 PM	S. County Rd.	Clarke Ave.	Angle	0	0	\$6,500	Day	Dry	FTY ROW
115	3/19/05	Sat.	4:09 PM	Southern Blvd.	-	Rear End	0	0	\$4,000	Day	Dry	Careless Driving
116	3/20/05	Sun.	12:44 PM	Cocconut Row	-	Hit Parked Vehicle	0	0	\$2,000	Day	Dry	Open Car Door
117	3/20/05	Sun.	2:16 PM	Royal Poinciana Way	Cocconut Row	Angle	0	0	\$1,900	Day	Dry	Disregarded Traffic Signal/Confusion
118	3/23/05	Wed.	5:30 PM	S. County Rd.	-	Rear End	0	0	\$900	Day	Dry	Careless Driving
119	3/26/05	Sat.	3:23 PM	S. Ocean Blvd.	-	Hit Barrier Wall	0	1	\$300	Day	Dry	Careless Driving/Lost Control On Curve
120	3/27/05	Sun.	3:38 PM	S. Ocean Blvd.	-	Rear End	0	0	\$10,000	Day	Dry	Careless Driving
121	3/29/05	Tues.	2:20 PM	S. Ocean Blvd.	-	Angle	0	0	\$4,000	Day	Dry	FTY ROW
122	3/29/05	Tues.	4:35 PM	Royal Palm Way	S. County Rd.	Angle	0	0	\$1,200	Day	Dry	Careless Driving/Ran Red Light
123	3/29/05	Tues.	6:32 AM	N. Ocean Blvd.	Onondaga Ave.	Hit Tree/Hit Shrubbery	0	0	\$28,000	Day	Dry	Drugs - Under Influence
124	3/30/05	Wed.	9:25 AM	S. County Rd.	-	Rear End	0	1	\$1,000	Day	Dry	Driver Distraction/Police Officer
125	3/30/05	Wed.	4:30 PM	Royal Poinciana Way	-	Backed Into	0	0	\$700	Day	Dry	Improper Backing
126	3/30/05	Wed.	11:51 AM	S. County Rd.	-	Backed Into	0	0	\$1,000	Day	Dry	Improper Backing
127	3/31/05	Thurs.	7:20 PM	Seminole Ave.	-	Hit Parked Vehicle	0	0	\$7,000	Night	Dry	Careless Driving
128	3/31/05	Thurs.	7:45 AM	Royal Palm Way	-	Sideswipe	0	0	\$1,000	Day	Dry	Improper Lane Change
129	4/1/05	Fri.	12:35 PM	S. Ocean Blvd.	-	Rear End	0	0	\$900	Day	Dry	Careless Driving
130	4/1/05	Fri.	12:22 PM	Sunset Ave.	(Parking Lot)	Hit Parked Vehicle	0	0	\$3,000	Day	Dry	Careless Driving/Hit and Run
131	4/2/05	Sat.	11:40 AM	N. County Rd.	Seminole Ave.	Angle	0	0	\$2,300	Day	Wet	FTY ROW
132	4/2/05	Sat.	7:28 PM	Royal Poinciana Way	Bradley Pl.	Rear End	0	0	\$1,100	Night	Dry	Careless Driving/Pedestrian Crossing

**Crash Summary**

City/Town: *Town of Palm Beach*

County: *Palm Beach*

Date(s): *January 2005 - December 2005*

No.	Date	Day	Time	Street 1	Street 2	Type	Fatal	Injury	Property Damage	Day/ Night	Wet/ Dry	Contributing Cause
133	4/6/05	Wed.	8:29 PM	S. Ocean Blvd.	-	Hit Pedestrian	0	1	\$350	Night	Dry	Careless/Police Office Hit by Car
134	4/7/05	Thurs.	7:02 PM	S. County Rd.	-	Hit Parked Vehicle	0	0	\$2,000	Night	Dry	Improper Backing
135	4/8/05	Fri.	8:13 AM	Peruvian Ave.	S. Ocean Blvd.	Backed Into	0	0	\$350	Day	Wet	Improper Backing/Backing in Intersection
136	4/11/05	Mon.	9:40 AM	N. County Rd.	Casa Bendita Way	Angle	0	0	\$2,000	Day	Dry	Improper Passing
137	4/12/05	Tues.	10:30 AM	S. Ocean Blvd.	-	Hit Parked Vehicle	0	0	\$1,300	Day	Dry	Careless Driving
138	4/13/05	Wed.	10:45 AM	Sunrise Ave.	-	Angle	0	1	\$9,000	Day	Dry	FTY ROW
139	4/14/05	Thurs.	9:10 PM	N. Ocean Blvd.	-	Hit Sign/Sign Post	0	0	\$2,500	Night	Dry	Vehicle Defect
140	4/15/05	Fri.	9:38 AM	Sunrise Ave.	-	Angle	0	0	\$4,000	Day	Dry	Careless Driving/Parking Space Related
141	4/17/05	Sun.	1:29 PM	Royal Poinciana Way	-	Rear End	0	0	\$4,300	Day	Wet	Followed Too Closely
142	4/17/05	Sun.	4:01 AM	N. Lake Way	Country Club Rd.	Hit Fixed Object	0	0	\$14,000	Day	Dry	Improper Turn
143	4/19/05	Tues.	7:50 AM	Main St.	-	Backed Into	0	0	\$500	Day	Dry	Improper Backing
144	4/20/05	Wed.	3:52 PM	Sunset Ave.	-	Hit Parked Vehicle	0	0	\$4,000	Day	Dry	FTY ROW/School Bus Hit Parked Car
145	4/20/05	Wed.	6:58 PM	Royal Poinciana Way	-	Angle	0	0	\$1,750	Day	Dry	Careless Driving
146	4/23/05	Sat.	1:10 PM	Royal Poinciana Way	Cocanut Row	Angle	0	0	\$3,900	Day	Dry	Disregarded Traffic Signal/Ran Red Light
147	4/25/05	Mon.	11:40 AM	N. County Rd.	Sunset Ave.	Angle	0	0	\$17,000	Day	Dry	Disregarded Traffic Signal/Ran Red Light
148	4/26/05	Tues.	6:42 PM	Royal Poinciana Way	-	Sideswipe	0	0	\$125	Day	Dry	Careless Driving
149	4/26/05	Tues.	4:17 PM	S. County Rd.	Pine Walk	Rear End	0	0	\$4,000	Day	Dry	Careless Driving/At Red Light
150	4/27/05	Wed.	4:29 PM	Sunrise Ave.	-	Angle	0	0	\$2,300	Day	Dry	Careless Driving
151	4/27/05	Wed.	3:43 PM	S. Ocean Blvd.	-	Angle	0	0	\$7,500	Day	Dry	FTY ROW
152	4/27/05	Wed.	2:00 PM	N. County Rd.	-	Angle	0	0	\$2,600	Day	Dry	FTY ROW
153	4/28/05	Thurs.	8:46 AM	Royal Palm Way	-	Collision w/ Bicycle	0	1	\$700	Day	Dry	Improper Turn
154	4/29/05	Fri.	1:15 PM	Hibiscus Ave.	Brazilian Ave.	Rear End	0	0	\$500	Day	Dry	Careless Driving/At Stop Sign
155	4/29/05	Fri.	10:22 PM	S. Ocean Blvd.	-	Sideswipe	0	0	\$2,300	Night	Dry	Improper Lane Change
156	4/29/05	Fri.	1:10 PM	Hibiscus Ave.	-	Hit Parked Vehicles	0	0	\$1,000	Day	Dry	Improper Backing
157	5/1/05	Sun.	11:38 AM	Sunrise Ave.	-	Hit Parked Vehicle	0	0	\$0	Day	Dry	Careless Driving
158	5/2/05	Mon.	5:30 PM	S. Ocean Blvd.	-	Rear End	0	0	\$2,500	Day	Dry	Followed Too Closely
159	5/2/05	Mon.	7:47 PM	Sunrise Ave.	-	Angle	0	0	\$3,500	Day	Dry	FTY ROW
160	5/2/05	Mon.	1:49 PM	S. County Rd.	Barton Ave.	Angle	0	2	\$14,050	Day	Dry	FTY ROW/Improper Turn
161	5/4/05	Wed.	11:00 AM	S. Ocean Blvd.	-	Rear End	0	0	\$1,500	Day	Dry	Followed Too Closely
162	5/4/05	Wed.	9:23 PM	Royal Poinciana Way	-	Backed Into	0	0	\$2,300	Night	Wet	Improper Backing
163	5/5/05	Thurs.	4:40 PM	Southern Blvd.	S. Ocean Blvd.	Rear End	0	0	\$600	Day	Wet	Careless Driving/Rotary Circle
164	5/10/05	Tues.	4:26 PM	S. Ocean Blvd.	-	Angle	0	0	\$5,000	Day	Dry	Improper U-Turn
165	5/10/05	Tues.	12:54 PM	Seabreeze Ave.	-	Hit Parked Vehicle	0	0	\$2,000	Day	Dry	Open Car Door
166	5/10/05	Tues.	12:09 PM	Royal Poinciana Way	-	Hit Pedestrian	0	1	\$1,000	Day	Dry	Pedestrian Crossed in Front of Vehicle
167	5/12/05	Thurs.	1:14 PM	Bradley Pl.	-	Rear End	0	0	\$3,500	Day	Dry	Followed Too Closely
168	5/13/05	Fri.	11:23 AM	Royal Poinciana Way	S. County Rd.	Rear End	0	0	\$2,500	Day	Dry	Followed Too Closely/At Traffic Signal
169	5/14/05	Sat.	4:04 AM	Royal Palm Way	-	Hit Tree/hit Shrubbery	0	0	\$4,000	Night	Dry	Careless Driving/Tired Driver
170	5/16/05	Mon.	3:25 PM	Cocanut Row	Royal Palm Way	Collision w/ Bicycle	0	1	\$20	Day	Dry	FTY ROW to Bicyclist/At Traffic Signal
171	5/16/05	Mon.	3:45 PM	Cocanut Row	-	Backed Into	0	0	\$2,500	Day	Dry	Improper Backing
172	5/16/05	Mon.	10:00 AM	Sunrise Ave.	-	Backed Into	0	0	\$1,000	Day	Dry	Improper Backing
173	5/16/05	Mon.	5:04 PM	S. County Rd.	S. Ocean Blvd.	Rear End	0	0	\$1,000	Day	Dry	Followed Too Closely
174	5/16/05	Mon.	6:15 PM	S. County Rd.	-	Sideswipe	0	0	\$800	Day	Dry	FTY ROW
175	5/17/05	Tues.	9:28 AM	S. Lake Dr.	Brazilian Ave.	Rear End	0	0	\$10,000	Day	Dry	Careless Driving
176	5/20/05	Fri.	12:21 PM	Royal Poinciana Piz	-	Hit Pedestrian	0	1	\$0	Day	Dry	Pedestrian Crossed in Front of Vehicle

**Crash Summary**

City/Town: Town of Palm Beach

County: Palm Beach

Date(s): January 2005 - December 2005

No.	Date	Day	Time	Street 1	Street 2	Type	Fatal	Injury	Property Damage	Day/ Night	Wet/ Dry	Contributing Cause
177	5/25/05	Wed.	8:34 AM	S. County Rd.	-	Angle	0	0	\$2,200	Day	Dry	Improper Lane Change
178	5/27/05	Fri.	2:15 PM	S. Ocean Blvd.	-	Hit Parked Vehicle	0	0	\$4,100	Day	Dry	Rear Ended Parked Vehicle
179	5/28/05	Sat.	12:35 PM	Royal Palm Way	Cococanut Row	Angle	0	0	\$200	Day	Dry	Unknown/View Obstructed
180	6/2/05	Thurs.	10:08 AM	Crest Rd.	-	Hit Parked Vehicle	0	0	\$150	Day	Dry	Illegally Parked Vehicle
181	6/2/05	Thurs.	12:55 PM	Royal Palm Way	-	Hit Tree/Hit Shrubbery	0	0	\$5,000	Day	Wet	Driver Lost Control
182	6/2/05	Thurs.	9:50 AM	Royal Palm Way	-	Rear End	0	0	\$100	Day	Dry	Improper Backing
183	6/3/05	Fri.	1:43 PM	S. County Rd.	-	Angle	0	0	\$5,500	Day	Wet	FTY ROW
184	6/3/05	Fri.	12:28 PM	Peruvian Ave.	-	Angle	0	0	\$800	Day	Wet	FTY ROW
185	6/7/05	Tues.	7:51 AM	N. County Rd.	-	Angle	0	0	\$700	Day	Dry	FTY ROW
186	6/7/05	Tues.	10:24 AM	Royal Palm Way	-	Sideswipe	0	0	\$7,100	Day	Dry	FTY ROW
187	6/7/05	Tues.	12:55 PM	S. Ocean Blvd.	-	Hit Tree/Hit Shrubbery	0	1	\$700	Day	Dry	Careless Driving
188	6/10/05	Fri.	12:39 PM	Hi-Mount Rd.	-	Hit Parked Vehicle	0	0	\$6,000	Day	Wet	Careless Driving
189	6/11/05	Sat.	12:40 PM	S. Ocean Blvd.	-	Backed Into	0	0	\$1,500	Day	Wet	Improper Backing
190	6/13/05	Sun.	4:15 PM	Royal Palm Way	-	Hit Barrier Wall	0	0	\$500	Day	Dry	Careless Driving
191	6/14/05	Mon.	11:49 AM	Royal Palm Way	-	Backed Into	0	0	\$1,100	Day	Dry	Improper Backing
192	6/15/05	Tues.	3:00 AM	N. Ocean Blvd.	-	Hit Tree/Hit Shrubbery	0	0	\$800	Night	Dry	Drove Left of Center
193	6/15/05	Tues.	10:15 AM	Bradley Pl.	-	Angle	0	0	\$2,500	Day	Dry	FTY ROW
194	6/15/05	Tues.	1:37 PM	Bradley Pl.	-	Collision w/ Bicycle	0	2	\$0	Day	Dry	Careless Driving/FTY ROW
195	6/16/05	Wed.	9:15 AM	S. Ocean Blvd.	Brazilian Ave.	Backed Into	0	0	\$6,000	Day	Dry	Improper Backing/Backing Up to Turn
196	6/21/05	Mon.	11:40 AM	Pendleton Ave.	Cococanut Row	Hit Utility/Light Pole	0	0	\$0	Day	Dry	Careless Driving/Tractor Trailer Turning
197	6/21/05	Mon.	2:17 PM	Royal Poinciana Way	-	Angle	0	0	\$5,500	Day	Dry	Improper Lane Change
198	6/21/05	Mon.	2:15 PM	Australian Ave.	-	Hit Parked Vehicle	0	0	\$2,000	Day	Dry	Careless Driving
199	6/21/05	Mon.	4:30 PM	Royal Palm Way	-	Rear End	0	0	\$1,500	Day	Wet	Careless Driving/Rain
200	6/22/05	Tues.	9:35 AM	Royal Palm Way	Hibiscus Ave.	Angle	0	0	\$6,000	Day	Dry	FTY ROW/At Stop Sign
201	6/22/05	Tues.	9:25 AM	Royal Poinciana Way	-	Rear End	0	0	\$2,000	Day	Dry	Careless Driving
202	6/24/05	Thurs.	6:00 PM	N. County Rd.	-	Hit Pedestrian	0	1	\$2,000	Day	Dry	FTY ROW
203	6/24/05	Thurs.	10:25 AM	N. County Rd.	-	Sideswipe	0	0	\$2,300	Day	Wet	Driver Lost Control
204	6/24/05	Thurs.	9:37 AM	Cococanut Row	Seabreeze Ave.	Rear End	0	0	\$300	Day	Dry	FTY ROW
205	6/25/05	Fri.	11:38 PM	N. Ocean Blvd.	-	Hit Tree/Hit Shrubbery	0	1	\$8,000	Night	Dry	Alcohol - Under Influence
206	6/27/05	Sun.	1:05 PM	Sunset Ave.	-	Sideswipe	0	0	\$4,000	Day	Wet	Careless Driving
207	6/27/05	Sun.	3:25 PM	N. County Rd.	Sunset Ave.	Rear End	0	0	\$1,700	Day	Wet	Careless Driving/Driver Distracted
208	6/28/05	Mon.	1:10 PM	S. Ocean Blvd.	Woodbridge Rd.	Rear End	0	0	\$4,000	Day	Dry	Careless Driving/Driver Distracted
209	6/30/05	Wed.	10:43 AM	N. County Rd.	-	Hit Barrier Wall	0	0	\$500	Day	Dry	Careless Driving
210	6/30/05	Wed.	4:32 PM	S. Ocean Blvd.	Peruvian Ave.	Angle	0	0	\$5,250	Day	Dry	Improper U-Turn
211	7/5/05	Tues.	11:50 AM	Royal Palm Way	-	Rear End	0	0	\$800	Day	Dry	Followed Too Closely
212	7/9/05	Sat.	3:00 PM	Gulfstream Rd.	-	Angle	0	0	\$2,000	Day	Dry	Improper Turn
213	7/11/05	Mon.	7:50 AM	Southern Blvd.	-	Rear End	0	0	\$500	Day	Dry	Followed Too Closely
214	7/11/05	Mon.	1:30 PM	N. County Rd.	Sunset Ave.	Angle	0	0	\$1,500	Day	Dry	Unknown/Both Drivers Claimed Green
215	7/12/05	Tues.	9:00 AM	Bradley Pl.	Atlantic Ave.	Angle	0	0	\$2,700	Day	Dry	Improper Passing
216	7/16/05	Sat.	12:20 PM	N. County Rd.	Seminole Ave.	Angle	0	0	\$5,000	Day	Dry	Improper Turn
217	7/20/05	Wed.	10:35 AM	S. County Rd.	Chilean Ave.	Angle	0	0	\$4,000	Day	Dry	Improper Turn
218	7/21/05	Thurs.	12:39 PM	S. Ocean Blvd.	-	Rear End	0	0	\$700	Day	Dry	Careless Driving
219	7/22/05	Fri.	1:00 AM	Bradley Pl.	-	Hit Tree/Hit Shrubbery	0	0	\$4,500	Night	Dry	Careless Driving/Disregarded Traf Control
220	7/27/05	Wed.	4:24 PM	Australian Ave.	-	Hit Parked Vehicle	0	0	\$3,200	Day	Dry	Careless Driving

**Crash Summary**

City/Town: Town of Palm Beach

County: Palm Beach

Date(s): January 2005 - December 2005

No.	Date	Day	Time	Street 1	Street 2	Type	Fatal	Injury	Property Damage	Day/ Night	Wet/ Dry	Contributing Cause
221	7/27/05	Wed.	4:20 PM	Flagler Bridge	—	Rear End	0	0	\$5,300	Day	Dry	Careless Driving
222	7/27/05	Wed.	2:17 PM	S. County Rd.	Austrailian Ave.	Angle	0	0	\$3,000	Day	Dry	FTY ROW
223	8/1/05	Mon.	11:42 AM	Pendleton Ave.	—	Hit Parked Vehicle	0	0	\$1,000	Day	Dry	Improper Passing
224	8/4/05	Thurs.	1:36 PM	Royal Poinciana Way	Cococan Row	Rear End	0	0	\$500	Day	Dry	Careless Driving/At Traffic Signal
225	8/7/05	Sun.	2:00 PM	S. County Rd.	Royal Poinciana Way	Angle	0	0	\$3,500	Day	Dry	Improper Lane Change
226	8/8/05	Mon.	4:16 PM	S. County Rd.	Royal Poinciana Way	Angle	0	0	\$3,000	Day	Dry	Improper U-Turn
227	8/10/05	Wed.	9:53 AM	Pendleton Ave.	—	Hit Parked Vehicle	0	0	\$3,500	Day	Dry	Careless Driving
228	8/14/05	Sun.	4:40 PM	S. County Rd.	El Bravo Way	Angle	0	0	\$5,500	Day	Dry	FTY ROW/Vision Obscured
229	8/15/05	Mon.	11:58 AM	S. Ocean Blvd.	—	Backed Into	0	0	\$100	Day	Dry	Improper Backing
230	8/16/05	Tues.	6:08 PM	S. Ocean Blvd.	—	Hit Sign/Sign Post	0	0	\$6,500	Day	Dry	Exceeded Speed Limit
231	8/17/05	Wed.	6:10 PM	Royal Park Bridge	—	Hit Fixed Object	0	1	\$200	Day	Dry	Bicyclist Lost Control
232	8/17/05	Wed.	11:50 AM	El Vedado Rd.	—	Sideswipe	0	0	\$150	Day	Dry	Drove Left of Center
233	8/17/05	Wed.	10:17 AM	Cococan Row	—	Rear End	0	0	\$2,000	Day	Dry	Followed Too Closely
234	8/18/05	Thurs.	12:55 PM	Royal Poinciana Way	Bradley Pl.	Rear End	0	0	\$1,500	Day	Dry	Careless Driving/At Traffic Signal
235	8/19/05	Fri.	10:51 PM	S. County Rd.	—	Rear End	0	0	\$2,000	Night	Dry	Followed Too Closely
236	8/21/05	Sun.	1:30 PM	S. Ocean Blvd.	—	Hit Parked Vehicle	0	0	\$1,700	Day	Dry	Careless Driving
237	8/24/05	Wed.	8:57 AM	N. Lake Way	Emerald Ave.	Backed Into	0	0	\$1,000	Day	Dry	Improper Backing/No Traffic Control
238	8/24/05	Wed.	10:43 AM	N. County Rd.	—	Rear End	0	0	\$500	Day	Dry	Followed Too Closely
239	8/27/05	Sat.	11:00 AM	N. County Rd.	Royal Poinciana Way	Rear End	0	0	\$750	Day	Dry	Followed Too Closely/At Traffic Signal
240	8/29/05	Mon.	2:40 PM	S. Ocean Blvd.	—	Angle	0	0	\$4,000	Day	Dry	Careless Driving
241	9/7/05	Wed.	1:53 PM	Seminole Ave.	—	Hit Parked Vehicle	0	0	\$100	Day	Dry	Improper Backing
242	9/8/05	Thurs.	8:25 AM	S. Ocean Blvd.	—	Rear End	0	0	\$3,500	Day	Dry	Followed Too Closely
243	9/9/05	Fri.	4:30 PM	Royal Palm Way	—	Rear End	0	0	\$1,100	Day	Dry	Alcohol - Under Influence
244	9/11/05	Sun.	4:20 AM	Sunrise Ave.	N. Ocean Blvd.	Hit Barrier/Wall	0	0	\$2,500	Night	Dry	Alcohol - Under Influence
245	9/13/05	Tues.	4:41 AM	Royal Palm Way	—	Hit Utility/Light Pole	0	1	\$10,650	Day	Dry	Driver Lost Control
246	9/16/05	Fri.	3:15 PM	Bradley Pl.	Dunbar Rd.	Angle	0	1	\$7,000	Day	Dry	FTY ROW/At Stop Sign
247	9/18/05	Sun.	10:34 AM	S. Ocean Blvd.	—	Hit Fixed Object	0	2	\$200	Day	Dry	Failed to Maintain Vehicle
248	9/20/05	Tues.	8:55 AM	Royal Poinciana Way	—	Rear End	0	0	\$3,000	Day	Dry	Followed Too Closely
249	9/27/05	Tues.	8:25 PM	S. Ocean Blvd.	—	Backed Into	0	0	\$3,100	Night	Dry	Careless Driving
250	9/28/05	Wed.	1:41 PM	Austrailian Ave.	—	Backed Into	0	0	\$700	Day	Dry	Improper Backing
251	9/29/05	Thurs.	8:10 PM	Cococan Row	—	Sideswipe	0	0	\$4,500	Night	Dry	Alcohol - Under Influence
252	9/30/05	Fri.	9:33 PM	Bradley Pl.	—	Sideswipe	0	0	\$2,000	Night	Dry	FTY ROW/Improper Lane Change
253	10/6/05	Thurs.	12:00 PM	Via Del Lago	—	Angle	0	0	\$3,500	Day	Dry	FTY ROW/Exceeded Speed Limit
254	10/11/05	Tues.	1:15 PM	S. County Rd.	Barton Ave.	Angle	0	2	\$10,000	Day	Dry	FTY ROW/Improper Turn
255	10/13/05	Thurs.	10:27 AM	S. County Rd.	—	Hit Sign/Sign Post	0	0	\$0	Day	Dry	Careless Driving
256	10/14/05	Fri.	9:15 AM	S. Ocean Blvd.	—	Rear End	0	0	\$2,500	Day	Dry	Followed Too Closely
257	10/14/05	Fri.	5:05 PM	Royal Palm Way	—	Rear End	0	0	\$100	Day	Dry	Followed Too Closely
258	10/17/05	Mon.	5:30 PM	S. Ocean Blvd.	—	Rear End	0	0	\$100	Day	Dry	Careless Driving
259	10/20/05	Thurs.	2:11 PM	Seminole Ave.	N. County Rd.	Angle	0	0	\$2,000	Day	Dry	Careless Driving/Improper Turn
260	10/20/05	Thurs.	8:29 PM	S. Ocean Blvd.	—	Collision w/ Bicycle	0	1	\$500	Night	Dry	Followed Too Closely
261	10/27/05	Thurs.	7:37 PM	S. Ocean Blvd.	—	Overturned	0	1	\$200	Night	Dry	Motorcyclist Hit Patch of Sand
262	10/31/05	Mon.	3:59 PM	Hibiscus Ave.	—	Hit Parked Vehicle	0	0	\$2,000	Day	Dry	Improper Backing
263	10/31/05	Mon.	1:10 PM	Royal Poinciana Plz	(Parking Lot)	Hit Parked Vehicle	0	0	\$200	Day	Dry	Improper Backing
264	11/2/05	Wed.	3:37 PM	S. Ocean Blvd.	—	Hit Pedestrian	0	2	\$500	Day	Dry	Obstructing Traffic

**Crash Summary**

City/Town: Town of Palm Beach

County: Palm Beach

Date(s): January 2005 - December 2005

No.	Date	Day	Time	Street 1	Street 2	Type	Fatal	Injury	Property Damage	Day/ Night	Wet/ Dry	Contributing Cause
265	11/3/05	Thurs.	11:18 AM	N. County Rd.	Fairview Rd.	Backed Into	0	0	\$1,000	Day	Dry	Improper Backing
266	11/6/05	Sun.	3:00 AM	Royal Palm Way	-	Hit Tree/Hit Shrubbery	0	0	\$100	Night	Dry	Medical Condition/Diabetic Reaction
267	11/7/05	Mon.	3:50 PM	Cocoanut Row	Seabreeze Ave.	Angle	0	0	\$2,200	Day	Dry	Careless Driving/Improper Turn
268	11/9/05	Wed.	11:34 AM	Royal Poinciana Way	-	Sideswipe	0	0	\$2,800	Day	Dry	Careless Driving
269	11/9/05	Wed.	2:44 AM	Royal Palm Way	S. Ocean Blvd.	Hit Fixed Object	0	0	\$3,000	Night	Dry	Alcohol - Under Influence
270	11/10/05	Thurs.	7:30 AM	S. County Rd.	Seabreeze Ave.	Angle	0	0	\$800	Day	Dry	FTY ROW/At Stop Sign
271	11/10/05	Thurs.	3:30 PM	S. Lake Dr.	-	Hit Tree/Hit Shrubbery	0	0	\$2,000	Day	Dry	Careless Driving
272	11/12/05	Sat.	1:22 PM	S. County Rd.	-	Hit Tree/Hit Shrubbery	0	0	\$8,000	Day	Dry	Careless Driving
273	11/12/05	Sat.	12:15 PM	S. County Rd.	Brazilian Ave.	Angle	0	0	\$7,000	Day	Dry	FTY ROW/At Stop Sign
274	11/13/05	Sun.	4:44 PM	S. Ocean Blvd.	-	Overtaken	0	0	\$250	Day	Dry	Driver Lost Control
275	11/13/05	Sun.	3:40 AM	S. Ocean Blvd.	-	Hit Fixed Object	0	0	\$4,000	Night	Dry	Careless Driving
276	11/14/05	Mon.	4:30 PM	Everglades Club	(Parking Lot)	Sideswipe	0	0	\$0	Day	Dry	Careless Driving
277	11/15/05	Tues.	10:52 AM	S. County Rd.	Chilean Ave.	Angle	0	0	\$200	Day	Dry	Improper Backing in Intersection
278	11/16/05	Wed.	8:50 AM	S. Ocean Blvd.	-	Rear End	0	0	\$12,000	Day	Dry	Careless Driving
279	11/21/05	Mon.	1:40 PM	Southern Blvd.	-	Rear End	0	0	\$9,000	Day	Dry	Followed Too Closely
280	11/21/05	Mon.	1:20 PM	Royal Poinciana Way	Bradley Pl.	Rear End	0	0	\$1,700	Day	Dry	Followed Too Closely/At Traffic Signal
281	11/21/05	Mon.	9:04 AM	Bradley Pl.	Atlantic Ave.	Rear End	0	0	\$1,100	Day	Dry	Careless Driving
282	11/22/05	Tues.	2:25 AM	S. Ocean Blvd.	Royal Palm Way	Hit Barrier Wall	1	1	\$5,000	Night	Dry	Exceeded Speed Limit
283	11/25/05	Fri.	2:14 PM	Gulfstream Rd.	S. Ocean Blvd.	Angle	0	0	\$500	Day	Dry	Improper Lane Change
284	11/26/05	Sat.	9:13 PM	Royal Park Bridge	-	Rear End	0	0	\$300	Night	Dry	Careless Driving
285	11/26/05	Sat.	11:14 AM	S. County Rd.	-	Angle	0	0	\$2,750	Day	Dry	Improper Lane Change
286	12/2/05	Fri.	8:05 AM	Barton Ave.	-	Rear End	0	0	\$5,000	Day	Dry	Careless Driving
287	12/2/05	Fri.	2:19 PM	Barton Ave.	-	Collision w/MV	0	0	\$1,200	Day	Dry	Open Car Door
288	12/6/05	Tues.	10:23 AM	S. Ocean Blvd.	Lagomar Rd.	Angle	0	0	\$3,200	Day	Dry	Careless Driving/At Stop Sign
289	12/6/05	Tues.	12:05 PM	Royal Palm Way	-	Collision w/MV	0	0	\$200	Day	Dry	Improper Lane Change
290	12/9/05	Fri.	3:33 PM	S. Ocean Blvd.	-	Rear End	0	0	\$5,500	Day	Dry	Followed Too Closely
291	12/12/05	Mon.	3:41 PM	S. Ocean Blvd.	-	Rear End	0	1	\$3,500	Day	Dry	Followed Too Closely
292	12/12/05	Mon.	4:31 PM	Royal Poinciana Way	-	Hit Parked Vehicle	0	1	\$9,000	Day	Dry	Careless Driving
293	12/12/05	Mon.	9:50 AM	Sunrise Ave.	-	Hit Parked Vehicle	0	0	\$300	Day	Dry	Careless Driving
294	12/12/05	Mon.	12:15 PM	Barton Ave.	-	Angle	0	0	\$5,000	Day	Dry	Careless Driving
295	12/14/05	Wed.	1:30 PM	N. Lake Way	-	Hit Tree/Hit Shrubbery	0	0	\$10,000	Day	Dry	Careless Driving
296	12/14/05	Wed.	11:35 AM	N. County Rd.	Sunrise Ave.	Angle	0	0	\$2,500	Day	Dry	FTY ROW/Improper Turn
297	12/14/05	Wed.	4:30 PM	Southern Blvd.	S. County Blvd.	Sideswipe	0	0	\$1,000	Day	Dry	Careless Driving/Rotary Circle
298	12/14/05	Wed.	8:40 AM	Barton Ave.	S. County Rd.	Rear End	0	1	\$5,800	Day	Dry	Careless Driving
299	12/15/05	Thurs.	11:35 AM	Sunrise Ave.	-	Hit Sign/Sign Post	0	0	\$2,000	Day	Dry	Improper Backing
300	12/15/05	Thurs.	6:27 PM	S. Ocean Blvd.	-	Rear End	0	0	\$5,500	Night	Dry	Followed Too Closely
301	12/15/05	Thurs.	6:27 PM	S. Ocean Blvd.	-	Rear End	0	0	\$3,500	Night	Dry	Followed Too Closely
302	12/15/05	Thurs.	2:31 PM	S. County Rd.	-	Angle	0	0	\$1,200	Day	Wet	FTY ROW
303	12/16/05	Fri.	4:44 PM	Royal Poinciana Way	Cocoanut Row	Rear End	0	0	\$1,000	Day	Dry	Followed Too Closely
304	12/16/05	Fri.	3:10 PM	Bradley Pl.	-	Rear End	0	0	\$5,500	Day	Dry	Careless Driving
305	12/16/05	Fri.	4:00 PM	S. Ocean Blvd.	-	Collision w/MV	0	0	\$6,000	Day	Dry	Followed Too Closely
306	12/17/05	Sat.	11:57 AM	S. Ocean Blvd.	-	Backed Into	0	0	\$5,000	Day	Dry	Improper Backing
307	12/19/05	Mon.	12:40 PM	Royal Poinciana Way	-	Angle	0	0	\$1,100	Day	Wet	Unknown
308	12/20/05	Tues.	3:20 PM	Sunrise Ave.	-	Backed Into	0	0	\$1,000	Day	Dry	Improper Backing

**Crash Summary**

City/Town: Town of Palm Beach

County: Palm Beach

Date(s): January 2005 - December 2005

No.	Date	Day	Time	Street 1	Street 2	Type	Fatal	Injury	Property Damage	Day/ Night	Wet/ Dry	Contributing Cause
309	12/22/05	Thurs.	2:01 PM	Dunbar Rd.	Bradley Pl.	Angle	0	0	\$11,000	Day	Dry	FTY ROW
310	12/22/05	Thurs.	2:34 PM	N. Ocean Blvd.	-	Hit Tree/Hit Shrubbery	0	0	\$9,000	Day	Dry	Driver Lost Control
311	12/22/05	Thurs.	3:29 PM	Country Club	(Parking Lot)	Rear End	0	0	\$-400	Day	Dry	Improper Backing
312	12/22/05	Thurs.	4:09 PM	S. Ocean Blvd.	-	Rear End	0	1	\$7,000	Day	Dry	Followed Too Closely
313	12/23/05	Fri.	4:15 PM	S. County Rd.	-	Collision w/MV	0	0	\$300	Day	Dry	Improper Lane Change
314	12/24/05	Sat.	UNK	N. Lake Way	-	Hit Fixed Object	0	0	\$1,800	Day	Dry	Careless Driving
315	12/27/05	Tues.	2:50 PM	S. County Rd.	Breakers Row	Angle	0	0	\$2,000	Day	Dry	Improper Lane Change
316	12/28/05	Wed.	8:36 AM	S. Ocean Blvd.	Jungle Rd.	Angle	0	1	\$30,000	Day	Dry	FTY ROW/Exceeded Speed Limit
317	12/28/05	Wed.	12:00 PM	Royal Poinciana Way	-	Hit Parked Vehicle	0	0	\$900	Day	Dry	Open Car Door
318	12/29/05	Thurs.	10:26 PM	Coral Ln.	-	Backed Into	0	0	\$2,800	Night	Dry	Careless Driving
319	12/29/05	Thurs.	10:00 PM	Atlantic Ave.	N. Ocean Blvd.	Hit Parked Vehicle	0	0	\$3,400	Night	Dry	Improperly Parked Vehicle
320	12/29/05	Thurs.	7:36 PM	S. County Rd.	Phipps Plz	Backed Into	0	0	\$1,000	Day	Dry	Careless Driving/Improper Backing
321	12/29/05	Thurs.	3:13 PM	Bradley Pl.	-	Rear End	0	1	\$7,500	Day	Wet	Followed Too Closely
322	12/30/05	Fri.	11:45 AM	S. Ocean Blvd.	-	Head On	0	1	\$22,000	Day	Dry	Driving Wrong Side/Way
323	12/30/05	Fri.	3:00 PM	S. Ocean Blvd.	-	Rear End	0	0	\$4,500	Day	Dry	Followed Too Closely



**ROYAL POINCIANA WAY AT COUNTY ROAD NORTHBOUND APPROACH**



**ROYAL POINCIANA WAY AT COUNTY ROAD SOUTHBOUND APPROACH**



**ROYAL POINCIANA WAY AT COUNTY ROAD EASTBOUND APPROACH**



**ROYAL POINCIANA WAY AT COUNTY ROAD WESTBOUND APPROACH**



**ROYAL POINCIANA WAY AT COCONUT ROW / BRADLEY PLACE NORTHBOUND APPROACH**



**ROYAL POINCIANA WAY AT COCOANUT ROW / BRADLEY PLACE SOUTHBOUND APPROACH**



**ROYAL POINCIANA WAY AT COCOANUT ROW / BRADLEY PLACE EASTBOUND APPROACH**



**ROYAL POINCIANA WAY AT COCOANUT ROW / BRADLEY PLACE WESTBOUND APPROACH**



COUNTY ROAD AT CHILEAN AVENUE NORTHBOUND APPROACH



COUNTY ROAD AT CHILEAN AVENUE SOUTHBOUND APPROACH



COUNTY ROAD AT CHILEAN AVENUE EASTBOUND APPROACH



**COUNTY ROAD AT CHILEAN AVENUE WESTBOUND APPROACH**



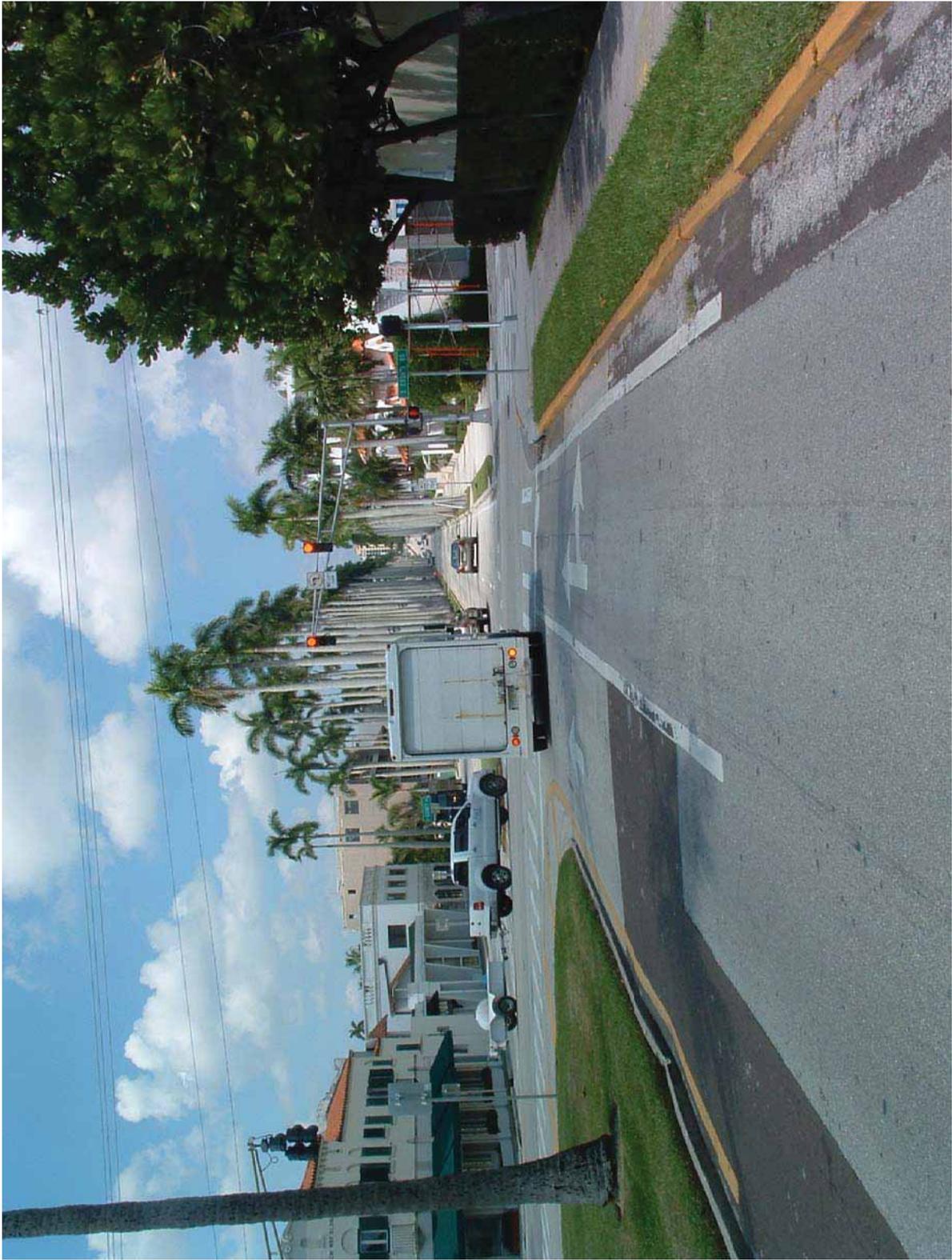
**ROYAL PALM WAY AT COUNTY ROAD NORTHBOUND APPROACH**



**ROYAL PALM WAY AT COUNTY ROAD SOUTHBOUND APPROACH**



**ROYAL PALM WAY AT COUNTY ROAD EASTBOUND APPROACH**



**ROYAL PALM WAY AT COUNTY ROAD WESTBOUND APPROACH**



**ROYAL PALM WAY AT HIBISCUS AVENUE NORTHBOUND APPROACH**



**ROYAL PALM WAY AT HIBISCUS AVENUE SOUTHBOUND APPROACH**



**ROYAL PALM WAY AT HIBISCUS AVENUE EASTBOUND APPROACH**



**ROYAL PALM WAY AT HIBISCUS AVENUE WESTBOUND APPROACH**



**COUNTY ROAD AT SEMINOLE AVENUE NORTHBOUND APPROACH**



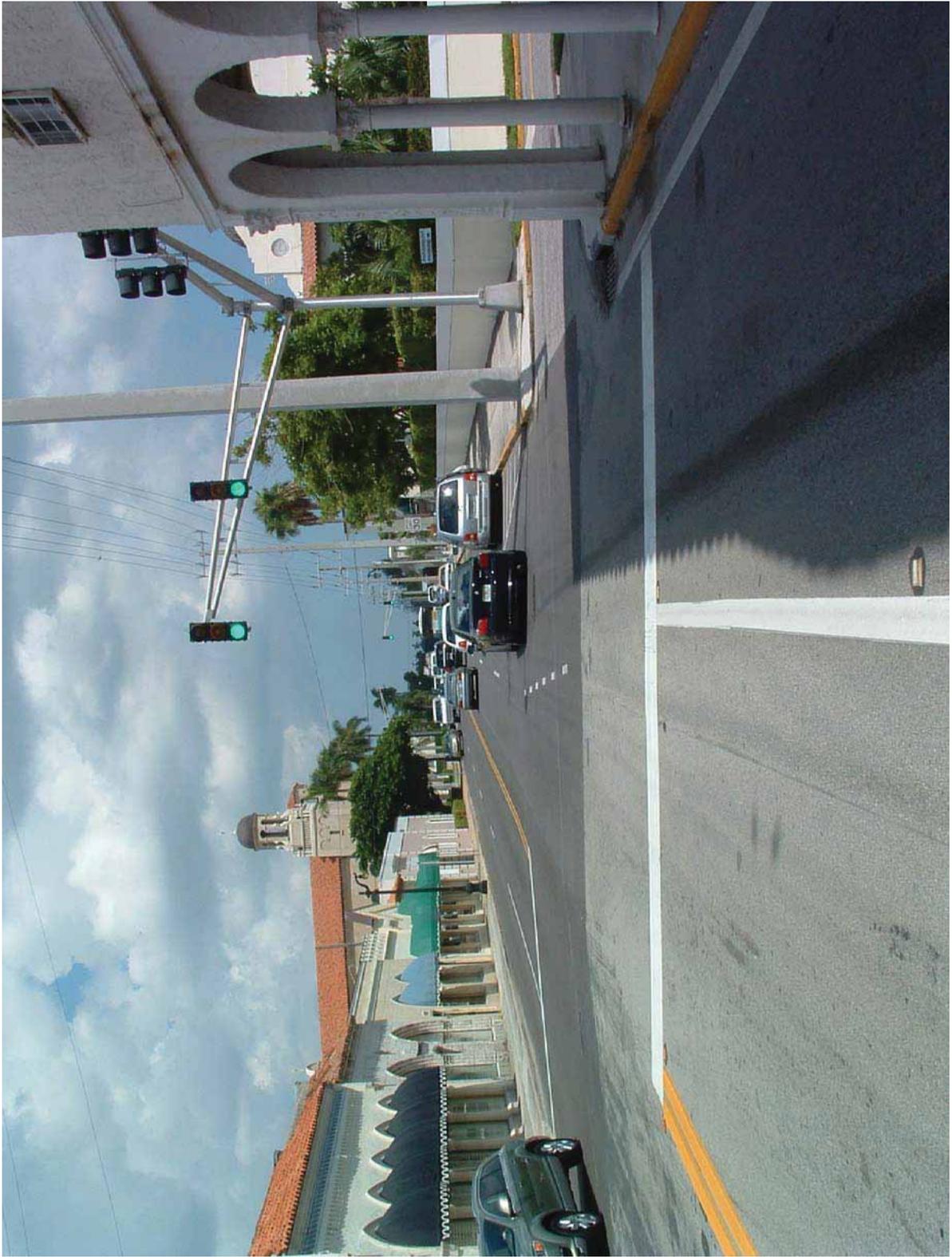
**COUNTY ROAD AT SEMINOLE AVENUE SOUTHBOUND APPROACH**



COUNTY ROAD AT SEMINOLE AVENUE EASTBOUND APPROACH



COUNTY ROAD AT SEMINOLE AVENUE WESTBOUND APPROACH



COUNTY ROAD AT SUNSET AVENUE NORTHBOUND APPROACH



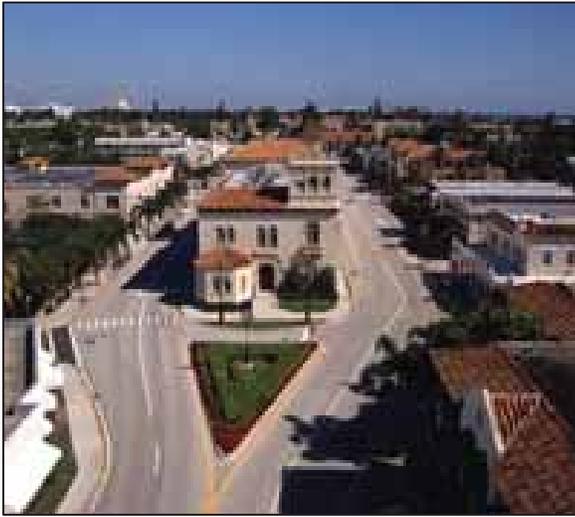
COUNTY ROAD AT SUNSET AVENUE SOUTHBOUND APPROACH



COUNTY ROAD AT SUNSET AVENUE EASTBOUND APPROACH



COUNTY ROAD AT SUNSET AVENUE WESTBOUND APPROACH



# Intersection Sight Distance Evaluation Guidelines

**Planning Zoning Building Department**

Prepared By:



## EXECUTIVE SUMMARY

The purpose of this traffic analysis was to develop typical departure Intersection Sight Distance triangles and sight distances for 25, 30, and 35 miles per hour. The sight distances were developed using mathematical formulas from the 2001 Edition of "A Policy on Geometric Design of Highways and Streets", published by the American Association of State Highway and Transportation Officials (AASHTO). The sight triangles and distances are for AASHTO Case B1 and B2 (departure Intersection Sight Distances) of vehicles approaching from the left and right when a drivers departs from a minor roadway. Departure sight distances were specifically calculated for the Town of Palm Beach roadway widths, and number of lanes a vehicle must cross when exiting off a minor street onto a major street. Departure sight distances for vehicles departing from a minor street onto a major street are as follows:

No. Lanes to Cross	25 MPH		30 MPH		35 MPH	
	DL	DR	DL	DR	DL	DR
1-Lane	196	160	236	191	275	191
2-Lane	232	196	279	235	325	235
3-Lane	268	232	322	278	376	278

### Immediate recommendations consist of the following:

1. It is our professional judgment, that it would be prudent to modify intersections which have departure sight obstructions. The time frame for modifications of intersections would be at the policy makers decision.
2. We recommend that the town adopts new intersection departure sight triangle standards.
3. We believe based on engineering judgment, it would be appropriate to set a lower threshold of standards (departure Intersection Sight Distance), than use current standard thresholds. The adopted standards would be supported by this thorough engineering analysis which was calculated based on AASHTO departure Sight Distance formulas.
4. We recommend the proposed standards should be subject to properties undergoing redevelopment.
5. We recommend that the town sets a policy which would result in correcting the departure Intersection Sight Distance (ISD) on redeveloped properties. Correction should be based on a percentage of the properties volume (i.e. square feet, etc.) being redeveloped. The percentage and volume threshold should be a policy decision.

### Additional recommendations consist of the following:

6. Proceed with Phase two of the study.
7. For right-of-way widths of 20, 30, and 40 feet, conduct a field investigation of each specific intersection to have a known obscured sight distance concern. Identify if the intersection sight distances at these locations are substandard based on the adopted departure Intersection Sight Distances. If sight obstructions exist, review the right of way and impacts at intersections to verify what specific mitigation is required to provide the adopted departure sight distance.
8. Develop a feasible cost estimate for impacts related to the intersections.
9. Prioritize mitigation of each intersection with respect to cost and feasibility. Time and modifications for clear departure Intersection Sight Distance to an intersection(s) can be based on a cost feasible analysis with respect to the mitigation required. Mitigation can be implemented immediately by the relocation of landscaping, trimming of trees or shrubbery. Removal or relocation of walls should be at the policy maker's decision.
10. When the adopted sight distance can not be achieved on the minor street, provide alternative solutions such as posted speed reduction signs, or warning signs along the major roadways. All signing shall be consistence with the Manual of Uniform Traffic Control Devices (MUTCD) latest Edition.

American Consulting Engineers has conducted a sight triangle evaluation for use by the Town of Palm Beach Florida, Planning Zoning and Building Department, and Public Works Department. This evaluation is in accordance with current American Association of State Highway and Transportation Officials (AASHTO, 2001) Sight Distance Triangle, Revision dated November-2002 Policy on Geometric Design of Highways and Streets.

## CERTIFICATION

This analysis was performed under my supervision.

Signature:  \_\_\_\_\_  
Brian Mirson, P.E.

Dated May 7, 2004

Florida Cert. No. 0030729

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## **Introduction**

The purpose of this project was to develop typical sight triangles of typical departure intersection sight distances (ISD's) for passenger vehicles on a Stop-Controlled approach on a minor road, to accelerate from a stopped position and turn left or right respectively onto a major road. These typicals and guidelines are to be utilized as a basis to process building permits, and/or make geometric roadway and driveway access sight distance modifications to existing intersections within the Town. The guidelines will be will used by the Town of Palm Beach Florida, Planning Zoning and Building Department, and Public Works Department.

The proposed typicals and guidelines only address departure sight triangles as referenced in the AASHTO Design Standards. The departure ISD's calculated, are specific to the roadway geometry and right-of-way in the Town of Palm Beach. The mathematical formulas are for AASHTO Case B1 and B2 (departure Intersection Sight Distances) of traffic approaching from the left and right. Values in the formulas have been adjusted accordingly based on professional engineering judgment and a thorough engineering evaluation of the Town of Palm Beach roadway geometry, right of way and roadway characteristics.

Other intersection control sight distances can be calculated using the AASHTO Green Book, 2001, 4<sup>th</sup> Edition formulas.

### **Right of Way**

Right-of-Way widths evaluated for the major street consist of 20', 30', 40' 50', 60', and 70' respectively. Right-of-Way widths evaluated for the minor streets consist of 20', 30', 35', 40' 50', and respectively. Right-of-Way was taken from the Palm Beach County GIS data base system dated April 2004. Other right-of-way widths through the town exist; however these widths vary and are not typical. Varying right of way widths will be required to be analyzed in a case by case situation.

### **Roadway Widths**

Roadway pavement width for both the major and minor streets were obtained from the Town of Palm Beach, Department of Public Works, Street Section Summary Pavement Data Base Report, dated January 2003.

### **Lane Geometry**

Number of lanes for both the major and minor streets were obtained from field investigations and referenced off Aerial Photography obtained from Palm Beach County dated 2004. Existing lane widths were field measured.

### **Speed Limit**

For this analysis, the design speed within the Town of Palm Beach is equal to the regulatory posted speed limit along the roadway segments at the time of this study (May 2004). Justification to use the posted speed as the design speed is a result of narrow roadways having no recovery area, horizontal curves, poor sight visibility and obstructions within the studied corridor. ISD's have been calculated for 25, 30 and 35 miles per hour to accommodate future change or adjustment in the posted speed limits. Any speed adjustments other than those calculated would result in recalculating the ISD values.

### **Vehicle Length**

AASHTO recommends a vehicle length of 19.0 feet. Based on the demographics of the area, the vehicle length used for our calculations is 16.6 feet based on the length of an XJ Jaguar, which places the drivers seat approximately 8.3 feet behind the front bumper of the vehicle. This vehicle length is would meet the high average of the vehicle lengths traveling within the Town of Palm Beach.

### **Vehicle Setback**

AASHTO standard for the vertex set back of the drivers eye is 14.4 feet from the edge of travel lane on the major roadway. This is based on a drivers stopping their vehicle 6.5 feet or less from the edge of major roadways travel lane. Based on professional engineering judgment and field inspection of the driver's within the Town of Palm Beach, we believe that drivers tend to stop within 3 feet of the travel lane of the major roadway. A 3 foot set back plus an 8.3 foot distance from the front of a vehicle (XJ Jaguar) to the drivers seat, provides a vertex point of eye placement at 11.3 feet from the travel lane of the major roadway.

### Drivers Eye Height

A 3.5 foot drivers eye height was used per AASHTO standards.

### Evaluation Guidelines

Intersection Sight Distance and values shown below in Table 1 are limited to Passenger Left and Right turns from a stop position only along a minor roadway. The values have been calculated for a design speed (posted speed limit) based upon sight triangles using AASHTO – Geometric Design of Highways and Streets, Fourth Edition, 2001.

The AASHTO formula for Sight Distance Left (DL) or Distance Right (DR) =  $1.47 \times$  Design or Prevailing Regulatory Speed (on the major road)  $\times$  Time Gap (tg). Time Gap is the time for the minor road vehicle to enter the major roadway. The formula for Time Gap (tg) =  $t_a + (w+La) / (0.88 * V_{min})$ . AASHTO recommends using a Time Gap of 7.5 seconds; however the Time Gaps designated for passenger vehicles have been recalculated specifically for the town's speed limits and roadways for a driver to cross a 1-lane, 2-lane or 3-lane section when departing from the minor roadway. Time Gaps for Right Turns are 1.0 second less than Time Gaps for Left Turns. Time Gap values used to calculate ISD's are provided in Table 1 below.

			<b>25 MPH</b>		<b>30 MPH</b>		<b>35 MPH</b>	
<b>No. Lanes to Cross</b>	<b>tg (P)</b>	<b>t<sub>a</sub> (P)</b>	<b>DL</b>	<b>DR</b>	<b>DL</b>	<b>DR</b>	<b>DL</b>	<b>DR</b>
1-Lane	5.33	3.78	196	160	236	191	275	191
2-Lane	6.31	4.26	232	196	279	235	325	235
3-Lane	7.29	4.74	268	232	322	278	376	278

Note: DL = Distance Left, DR = Distance Right

## Results and Findings

The analysis looked at worse case scenarios for the most typical intersections related to ISD of the town right-of-way. Worst case scenarios were related to pavement width and lane crossing for Right-of-Way widths evaluated on the major streets at 20', 30', 40' 50', 60', and 70'. These occur more often within the Town's roadway network. Other intersections and right-of-way widths which have varying dimensions will be required to be reviewed on a case by case basis. For the typicals proposed, the impacts which will occur are shown in the following Figure below:

Figure 1									
Major R/W	Minor R/W	Speed	Major Road Width	Minor Road Width	Parking	Parking One Side	Parking Both Sides	No. Lanes Crossing	Mitigation Required
20	20	25	19.67	22	No			1	Corner Clip
30	30	25	22.5	29	No			1	Corner Clip
40	35	25	29	20	No			1	Corner Clip
40	30	30	31	17	No			1	Corner Clip
50	50	30	37.25	36	Yes	X		1	Remove Parking
60	50	30	47	36	Yes	X		2	Remove Parking
60	60	30	46	35	Yes	X	X	1	Remove Parking
70	40	30	41	22	No			1	None

Note: All typicals and intersections may require clearing of obstacles above the drivers eye height of 3.5 feet.

## Recommendations:

### Immediate recommendations consist of the following:

1. It is our professional judgment, that it would be prudent to modify intersections which have departure sight obstructions. The time frame for modifications of intersections would be at the policy makers decision.
2. We recommend that the town adopts new intersection departure sight triangle standards.
3. We believe based on engineering judgment, it would be appropriate to set a lower threshold of standards (departure Intersection Sight Distance), than use current standard thresholds. The adopted standards would be supported by this thorough engineering analysis which was calculated based on AASHTO departure Sight Distance formulas.
4. We recommend the proposed standards should be subject to properties undergoing redevelopment.

5. We recommend that the town sets a policy which would result in correcting the departure Intersection Sight Distance (ISD) on redeveloped properties. Correction should be based on a percentage of the properties volume (i.e. square feet, etc.) being redeveloped. The percentage and volume threshold should be a policy decision.

**Additional recommendations consist of the following:**

6. Proceed with Phase two of the study.
7. For right-of-way widths of 20, 30, and 40 feet, conduct a field investigation of each specific intersection to have a known obscured sight distance concern. Identify if the intersection sight distances at these locations are substandard based on the adopted departure Intersection Sight Distances. If sight obstructions exist, review the right of way and impacts at intersections to verify what specific mitigation is required to provide the adopted departure sight distance.
8. Develop a feasible cost estimate for impacts related to the intersections.
9. Prioritize mitigation of each intersection with respect to cost and feasibility. Time and modifications for clear departure Intersection Sight Distance to an intersection(s) can be based on a cost feasible analysis with respect to the mitigation required. Mitigation can be implemented immediately by the relocation of landscaping, trimming of trees or shrubbery. Removal or relocation of walls should be at the policy maker's decision.
10. When the adopted sight distance can not be achieved on the minor street, provide alternative solutions such as posted speed reduction signs, or warning signs along the major roadways. All signing shall be consistent with the Manual of Uniform Traffic Control Devices (MUTCD) latest Edition.



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NO POWER  
NO POWER  
NO POWER  
NO POWER

WELLS RD

DUNBAR AVE

ATLANTIC AVE

EVERGLADE AVE

SEMINOLE AVE

OLEANDER AVE

PARK AVE

SUNRISE AVE

SUNSET AVE

ROYAL POINCIANA WAY

NORTH COUNTY RD

4

5





ROYAL PALM BEACH



NO PARKING ANY TIME

PARKING BY PERMIT ONLY

2 HR PARKING 8:00 AM TO 6:00 PM

PARKING BY PERMIT ONLY

PARKING BY PERMIT ONLY

2 HR PARKING 8:00 AM TO 6:00 PM

PARKING BY PERMIT ONLY

NO PARKING ANY TIME

NO PARKING ANY TIME

NO PARKING ANY TIME

2 HR PARKING 8:00 AM TO 6:00 PM

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2 HR PARKING 8:00 AM TO 6:00 PM

PARKING BY PERMIT ONLY

PARKING BY PERMIT ONLY

PARKING BY PERMIT ONLY

PARKING BY PERMIT ONLY

CARS ONLY

2 HR PARKING 8:00 AM TO 6:00 PM

PARKING BY PERMIT ONLY

CARS ONLY

NO PARKING ANY TIME

NO PARKING ANY TIME

PARKING BY PERMIT ONLY

PARKING BY PERMIT ONLY

PARKING BY PERMIT ONLY

3



NO PARKING ANY TIME 10 PM - 4 AM

NO PARKING ANY TIME 10 PM - 4 AM

NO PARKING ANY TIME 10 PM - 4 AM

COMPACT PARKING ONLY

COMPACT PARKING ONLY

NO PARKING ANY TIME

COMPACT PARKING ONLY

NO PARKING ANY TIME

COMPACT PARKING ONLY

ONE HOUR PARKING 8 AM - 5 PM

1 HR PARKING 8:00 AM TO 5:00 PM

ONE HOUR PARKING 8 AM - 5 PM

1 HR PARKING 8:00 AM TO 5:00 PM

ONE HOUR PARKING 8 AM - 5 PM

NO PARKING POLICE VEHICLES ONLY

ONE HOUR PARKING 8 AM - 5 PM

1 HR PARKING 8:00 AM TO 5:00 PM

1 HR PARKING 8:00 AM TO 5:00 PM

ONE HOUR PARKING 8 AM - 5 PM

1 HR PARKING 8:00 AM TO 5:00 PM

30 MPH

NO PARKING COMMERCIAL VEHICLES ONLY

1 HR PARKING 8:00 AM TO 5:00 PM

2 HR PARKING 8:00 AM TO 5:00 PM

1 HR PARKING 8:00 AM TO 5:00 PM

2 HR PARKING 8:00 AM TO 5:00 PM

2 HR PARKING 8:00 AM TO 5:00 PM

NO PARKING COMMERCIAL VEHICLES ONLY

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2 HR PARKING 8:00 AM TO 5:00 PM

1 HR PARKING 8:00 AM TO 5:00 PM

1 HR PARKING 8:00 AM TO 5:00 PM

2 HR PARKING 8:00 AM TO 5:00 PM

2 HR PARKING 8:00 AM TO 5:00 PM

2 HR PARKING 8:00 AM TO 5:00 PM

1 HR PARKING 8:00 AM TO 5:00 PM

WILM WAY

SOUTH COUNTY RD.

HIBISCUS AVE.

BRAZILIAN AVE.

AUSTRALIAN AVE.

CLARKE AVE

2 HR PARKING 8:00 AM TO 5:00 PM

2 HR PARKING 8:00 AM TO 5:00 PM

PARKING BY PERMIT ONLY 8AM-5PM

SEABREEZE

TWO HOUR PARKING 8AM-5PM

TWO HOUR PARKING 8AM-5PM

TWO HOUR PARKING 8AM-5PM

SEASPR

2 HR PARKING 8:00 AM TO 5:00 PM

SEAVIEW AVE

2 HR PARKING 8:00 AM TO 5:00 PM

NO PARKING ANY TIME





2 HR PARKING 8:00 AM TO 6:00 PM

PARKING BY PERMIT ONLY 8AM-5PM

TWO HOUR PARKING 8AM-5PM

2 HR PARKING 8:00 AM TO 6:00 PM

NO PARKING ANY TIME

NO PARKING 8:00 AM TO 6:00 PM

NO PARKING ANY TIME

ZE AVE

AY AVE

AVE



AIR PHOTOGRAPH  
8:00 AM  
TO  
8:30 PM



PROPERTY OF [unreadable] COMPANY

AVE



OLEANDER AVE.

PARK AVE.

SUNRISE AVE.

SUNSET AVE.

PERMIT PARKING ONLY 8:00 AM TO 6:00 PM  
NO PARKING 10:00 AM TO 1:00 PM

PERMIT PARKING ONLY 8:00 AM TO 6:00 PM  
NO PARKING 10:00 AM TO 1:00 PM

PERMIT PARKING ONLY 8:00 AM TO 6:00 PM  
NO PARKING 10:00 AM TO 1:00 PM

NO PARKING 10:00 AM TO 1:00 PM

1 HR PARKING 8:00 AM TO 6:00 PM  
NO PARKING 10:00 AM TO 1:00 PM

NO PARKING 10:00 AM TO 1:00 PM  
COMMERCIAL LOADING ZONE 15-MIN

PERMIT PARKING ONLY 8:00 AM TO 6:00 PM  
NO PARKING 10:00 AM TO 1:00 PM

1 HR PARKING 8:00 AM TO 6:00 PM  
NO PARKING 10:00 AM TO 1:00 PM

1 HR PARKING 8:00 AM TO 6:00 PM  
NO PARKING 10:00 AM TO 1:00 PM

NO PARKING 10:00 AM TO 1:00 PM

30 MIN PARKING 8:00 AM TO 6:00 PM EXCEPT SUNDAYS AND HOLIDAYS

1 HR PARKING 8:00 AM TO 6:00 PM

1 HR PARKING 8:00 AM TO 6:00 PM  
NO PARKING 10:00 AM TO 1:00 PM

1 HR PARKING 8:00 AM TO 6:00 PM  
NO PARKING 10:00 AM TO 1:00 PM

1 HR PARKING 8:00 AM TO 6:00 PM

NO PARKING 10:00 AM TO 1:00 PM

1 HR PARKING 8:00 AM TO 6:00 PM

1 HR PARKING 8:00 AM TO 6:00 PM

NO PARKING STOPPING AND STANDING

1 HR PARKING 8:00 AM TO 6:00 PM

ONE HOUR PARKING 8:00 AM TO 6:00 PM

ONE HOUR PARKING 8:00 AM TO 6:00 PM

NO PARKING 10:00 AM TO 1:00 PM

ONE HOUR PARKING 8:00 AM TO 6:00 PM

ONE HOUR PARKING 8:00 AM TO 6:00 PM

TWO HOUR PARKING 8:00 AM TO 6:00 PM

TWO HOUR PARKING 8:00 AM TO 6:00 PM

TWO HOUR PARKING 8:00 AM TO 6:00 PM



NO PARKING ANY TIME

WELLS RD.

DUNBAR AVE.

ATLANTIC AVE.

EVERGLADE AVE.

SEMINOLE AVE.

NORTH COUNTY RD.

2 HR PARKING 8:00 AM TO 6:00 PM

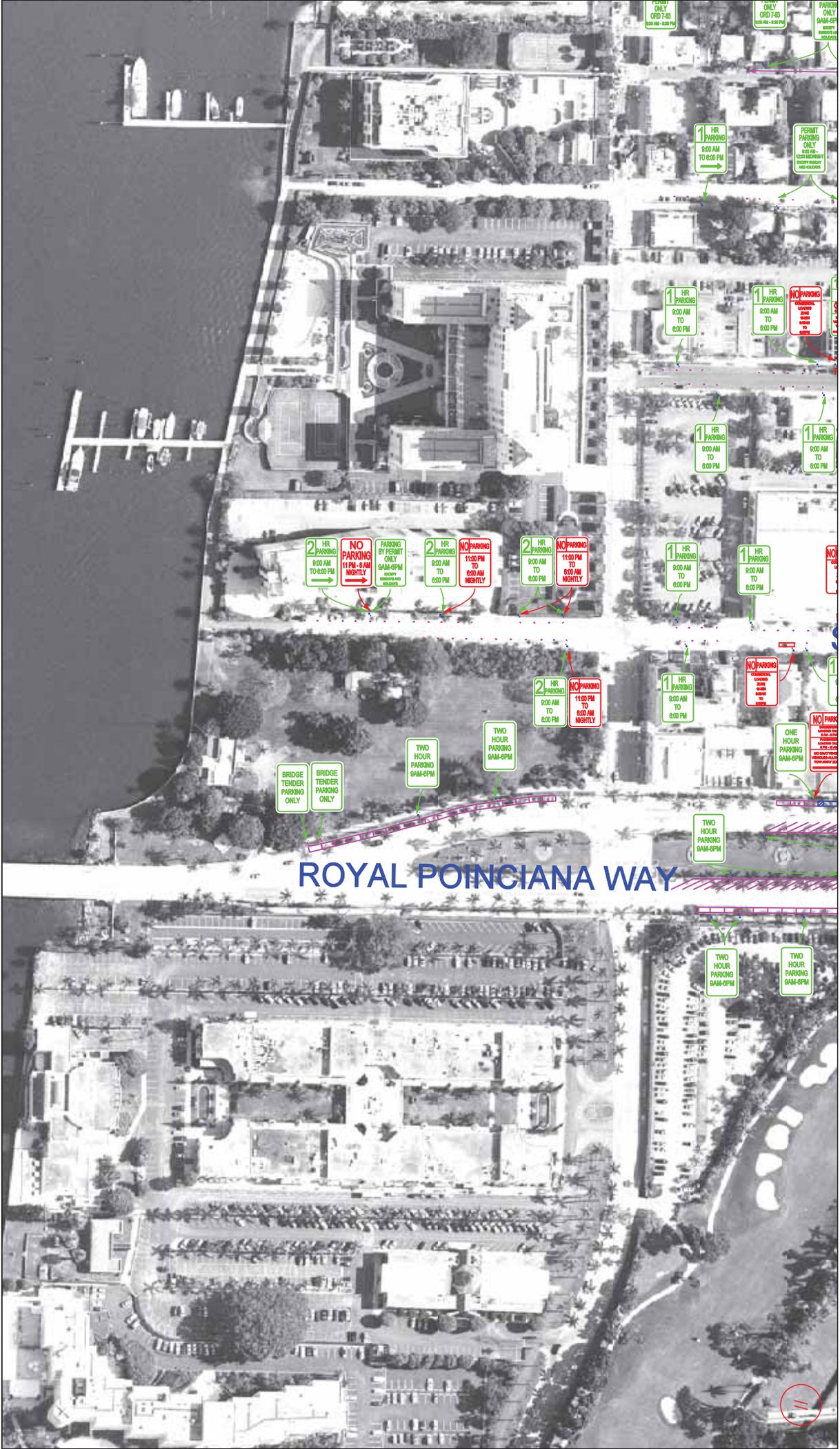
2 HR PARKING 8:00 AM TO 6:00 PM

2 HR PARKING 8:00 AM TO 6:00 PM

PARKING 2 HR

2 HR

2 HR



ROYAL POINCIANA WAY

1 HR PARKING  
8:00 AM  
TO  
6:00 PM

PERMIT  
PARKING  
ONLY  
8:00 AM  
TO  
6:00 PM

1 HR PARKING  
8:00 AM  
TO  
6:00 PM

1 HR PARKING  
8:00 AM  
TO  
6:00 PM

NO PARKING  
11:00 PM  
TO  
6:00 AM  
NIGHTLY

1 HR PARKING  
8:00 AM  
TO  
6:00 PM

1 HR PARKING  
8:00 AM  
TO  
6:00 PM

2 HR PARKING  
8:00 AM  
TO  
6:00 PM

NO PARKING  
11:00 PM  
TO  
6:00 AM  
NIGHTLY

PARKING BY PERMIT  
ONLY  
9AM-6PM  
except  
permitted  
vehicles

2 HR PARKING  
8:00 AM  
TO  
6:00 PM

NO PARKING  
11:00 PM  
TO  
6:00 AM  
NIGHTLY

2 HR PARKING  
8:00 AM  
TO  
6:00 PM

NO PARKING  
11:00 PM  
TO  
6:00 AM  
NIGHTLY

1 HR PARKING  
8:00 AM  
TO  
6:00 PM

1 HR PARKING  
8:00 AM  
TO  
6:00 PM

NO PARKING  
11:00 PM  
TO  
6:00 AM  
NIGHTLY

2 HR PARKING  
8:00 AM  
TO  
6:00 PM

NO PARKING  
11:00 PM  
TO  
6:00 AM  
NIGHTLY

1 HR PARKING  
8:00 AM  
TO  
6:00 PM

NO PARKING  
11:00 PM  
TO  
6:00 AM  
NIGHTLY

ONE HOUR  
PARKING  
9AM-6PM

BRIDGE TENDER  
PARKING  
ONLY

BRIDGE TENDER  
PARKING  
ONLY

TWO HOUR  
PARKING  
9AM-6PM

NO PARKING  
11:00 PM  
TO  
6:00 AM  
NIGHTLY



NO PARKING ANY TIME

NO PARKING ANY TIME

NO PARKING ANY TIME

2 HR PARKING 8:00 AM TO 6:00 PM

PARKING BY PERMIT

PARKING BY PERMIT

PARKING BY PERMIT

Street #	Street Name	ITE Requirement	Available On-Site Parking
246	ATLANTIC	9	
121	AUSTRALIAN	18	
141	AUSTRALIAN	7	
216	AUSTRALIAN	6	
226	AUSTRALIAN	19	
232	AUSTRALIAN	3	
301	AUSTRALIAN	94	
310	AUSTRALIAN	2	
415	AUSTRALIAN	6	
436	AUSTRALIAN	7	
101	BRADLEY	6	
165	BRADLEY	8	14
175	BRADLEY	4	
179	BRADLEY	8	11
189	BRADLEY	9	4
191	BRADLEY	23	
231	BRADLEY	20	18
241	BRADLEY	3	7
251	BRADLEY	12	
165	BRAZILIAN	4	
204	BRAZILIAN	15	
206	BRAZILIAN	1	
210	BRAZILIAN	3	
212	BRAZILIAN	5	
214	BRAZILIAN	9	
237	BRAZILIAN	14	
354	BRAZILIAN	12	
201	CHILEAN	5	
424	CHILEAN	6	
40	COCOANUT	100	210
44	COCOANUT	48	101
50	COCOANUT	103	212
315	COCOANUT	11	
411	COCOANUT	1	
100	COUNTY N.	7	
101	COUNTY N.	10	
105	COUNTY N.	8	

\*Has a parking agreement with the Apollo Lot

Street #	Street Name	ITE Requirement	Available On-Site Parking
106	COUNTY N.	1	4
107	COUNTY N.	0	
108	COUNTY N.	2	4
110	COUNTY N.	3	5
111	COUNTY N.	3	
112	COUNTY N.	2	4
113	COUNTY N.	1	
114	COUNTY N.	3	5
116	COUNTY N.	1	4
117	COUNTY N.	3	
118	COUNTY N.	2	4
132	COUNTY N.	33	
139	COUNTY N.	50	46
140	COUNTY N.	21	19
151	COUNTY N.	17	127
155	COUNTY N.	16	
178	COUNTY N.	3	
183	COUNTY N.	5	3
755	COUNTY N.	265	
230	COUNTY S.	16	
234	COUNTY S.	9	
235	COUNTY S.	14	
239	COUNTY S.	6	
240	COUNTY S.	7	
244	COUNTY S.	5	
251	COUNTY S.	1	
255	COUNTY S.	169	
264	COUNTY S.	35	
270	COUNTY S.	10	
288	COUNTY S.	3	
290	COUNTY S.	1	
292	COUNTY S.	3	
294	COUNTY S.	4	
296	COUNTY S.	4	
298	COUNTY S.	3	
300	COUNTY S.	4	
301	COUNTY S.	3	
302	COUNTY S.	2	
304	COUNTY S.	5	
305	COUNTY S.	3	
306	COUNTY S.	3	
307	COUNTY S.	5	

\*Has a parking agreement with the Apollo Lot

Street #	Street Name	ITE Requirement	Available On-Site Parking
308	COUNTY S.	3	
309	COUNTY S.	5	
310	COUNTY S.	2	
311	COUNTY S.	7	
312	COUNTY S.	4	
314	COUNTY S.	14	
315	COUNTY S.	2	
316	COUNTY S.	4	
326	COUNTY S.	5	
328	COUNTY S.	3	
330	COUNTY S.	3	
331	COUNTY S.	38	
333	COUNTY S.	7	
336	COUNTY S.	16	
340	COUNTY S.	7	
350	COUNTY S.	65	
359	COUNTY S.	3	
361	COUNTY S.	10	
363	COUNTY S.	6	
367	COUNTY S.	2	
369	COUNTY S.	6	
374	COUNTY S.	13	13
375	COUNTY S.	57	
380	COUNTY S.	2	20
410	COUNTY S.	5	
411	COUNTY S.	28	15
420	COUNTY S.	14	
440	COUNTY S.	5	
450	COUNTY S.	3	
106	HAMMON	18	
155	HAMMON	3	
294	HIBISCUS	4	
400	HIBISCUS	5	
404	HIBISCUS	3	
405	HIBISCUS	0	420
408	HIBISCUS	4	
415	HIBISCUS	5	
179	MAIN	12	14
760	OCEAN N.	2	

\*Has a parking agreement with the Apollo Lot

Street #	Street Name	ITE Requirement	Available On-Site Parking
456	OCEAN S.	61	
1100	OCEAN S.	1	
1170	OCEAN S.	3	
2560	OCEAN S.	224	
2730	OCEAN S.	2	
2875	OCEAN S.	76	
3031	OCEAN S.	0	
234	OLEANDER	12	
252	OLEANDER	10	
223	PARK	2	
240	PARK	29	
269	PARK	6	
215	PERUVIAN	52	
217	PERUVIAN	19	
220	PERUVIAN		16
223	PERUVIAN	7	12
225	PERUVIAN	9	9
231	PERUVIAN	4	
233	PERUVIAN	1	8
235	PERUVIAN	8	8
249	PERUVIAN	17	11
308	PERUVIAN	6	
311	PERUVIAN	14	11
317	PERUVIAN	12	2
319	PERUVIAN	3	7
326	PERUVIAN	7	2
333	PERUVIAN	10	15
202	PHIPPS	3	
204	PHIPPS	3	
206	PHIPPS	8	
209	PHIPPS	11	
109	ROYAL PALM	30	45
132	ROYAL PALM	15	48
140	ROYAL PALM	31	47
151	ROYAL PALM	8	270
180	ROYAL PALM	79	37
205	ROYAL PALM	85	45
218	ROYAL PALM	21	24

\*Has a parking agreement with the Apollo Lot

Street #	Street Name	ITE Requirement	Available On-Site Parking
222	ROYAL PALM	27	51
230	ROYAL PALM	8	
231	ROYAL PALM	14	30
240	ROYAL PALM	27	
241	ROYAL PALM	23	20
249	ROYAL PALM	78	152
250	ROYAL PALM	5	72
251	ROYAL PALM	112	153
300	ROYAL PALM	112	35
310	ROYAL PALM	2	28
324	ROYAL PALM	53	28
340	ROYAL PALM	58	91
350	ROYAL PALM	72	25
400	ROYAL PALM	76	62
420	ROYAL PALM	17	40
440	ROYAL PALM	193	305
450	ROYAL PALM	32	20
203	ROYAL POINCIANA	4	
207	ROYAL POINCIANA	110	
209	ROYAL POINCIANA	3	
211	ROYAL POINCIANA	11	
215	ROYAL POINCIANA	3	
217	ROYAL POINCIANA	3	
219	ROYAL POINCIANA	15	
231	ROYAL POINCIANA	9	41
233	ROYAL POINCIANA	13	
235	ROYAL POINCIANA	3	
245	ROYAL POINCIANA	7	13
249	ROYAL POINCIANA	2	
251	ROYAL POINCIANA	2	
253	ROYAL POINCIANA	3	
255	ROYAL POINCIANA	5	
257	ROYAL POINCIANA	18	25
261	ROYAL POINCIANA	11	
265	ROYAL POINCIANA	26	16
277	ROYAL POINCIANA	4	
279	ROYAL POINCIANA	3	
281	ROYAL POINCIANA	7	
283	ROYAL POINCIANA	3	
340	ROYAL POINCIANA	514	611
150	ROYAL POINCIANA PLZ	8	

\*Has a parking agreement with the Apollo Lot

Street #	Street Name	ITE Requirement	Available On-Site Parking
201	SEAVIEW	2	
205	SEAVIEW	1	
207	SEAVIEW	3	
211	SEAVIEW	1	
241	SEAVIEW	1	
219	SEMINOLE	7	
100	SUNRISE	9	
140	SUNRISE	8	
220	SUNRISE	31	
221	SUNRISE	2	
223	SUNRISE	5	
227	SUNRISE	2	
229	SUNRISE	3	
230	SUNRISE	44	54
235	SUNRISE	66	44
239	SUNRISE	1	
243	SUNRISE	2	
245	SUNRISE	2	
247	SUNRISE	2	
254	SUNRISE	7	7
255	SUNRISE	10	22
265	SUNRISE	10	
285	SUNRISE	9	15
100	SUNSET	5	
176	SUNSET	43	35
208	SUNSET	2	
210	SUNSET	3	
212	SUNSET	5	
215	SUNSET	6	34
223	SUNSET	42	50
254	SUNSET	7	
258	SUNSET	2	
262	SUNSET	5	
265	SUNSET	85	189
280	SUNSET	76	
290	SUNSET	19	
5	VIA MIZNER	1	
7	VIA MIZNER	1	

\*Has a parking agreement with the Apollo Lot

Street #	Street Name	ITE Requirement	Available On-Site Parking
14	VIA MIZNER	4	
18	VIA MIZNER	5	
21	VIA MIZNER	2	
23	VIA MIZNER	1	
27	VIA MIZNER	0	
28	VIA MIZNER	1	
33	VIA MIZNER	1	
36	VIA MIZNER	1	
45	VIA MIZNER	3	
64	VIA MIZNER	3	
66	VIA MIZNER	2	
87	VIA MIZNER	9	
88	VIA MIZNER	4	
96	VIA MIZNER	1	
99	VIA MIZNER	4	Apollo*
2	VIA PARIGI	2	
3	VIA PARIGI	3	
4	VIA PARIGI	3	
5	VIA PARIGI	3	
6	VIA PARIGI	3	
7	VIA PARIGI	2	
8	VIA PARIGI	4	
9	VIA PARIGI	2	
10	VIA PARIGI	1	
11	VIA PARIGI	1	
4	VIA SUNSET	1	
125	WORTH	141	157
150	WORTH	171	206
151	WORTH	129	182
165	WORTH	14	
172	WORTH	132	Apollo*
175	WORTH	6	
200	WORTH	10	Apollo*
202	WORTH	5	13
203	WORTH	4	
204	WORTH	5	14
205	WORTH	31	16
206	WORTH	5	14
207	WORTH	2	
209	WORTH	3	Apollo*

\*Has a parking agreement with the Apollo Lot

## **DIVISION 2. RESIDENTIAL DISTRICTS**

### **Sec. 134-2291. Findings.**

For the purpose of this division, the town council finds and declares as follows:

(1) It is in the best interests of the residents of the town to reduce vehicular congestion on residential streets and to facilitate the efficient movement of traffic by providing for residential parking preference during certain hours of the day within certain areas meeting the criteria set forth in this article;

(2) Residential permit parking regulation is necessary to promote the health, safety and welfare of the residents of the town by providing adequate parking spaces adjacent to or close by their places of residence;

(3) It is in the public interest to:

a. Reduce hazardous traffic conditions resulting from the use of streets located within congested residential areas for the parking of vehicles by persons using such residential areas to gain access to other places;

b. Protect those areas from excessive noise;

c. Protect the residents of those areas from unreasonable burdens in gaining access to their residences;

d. Preserve the character of those areas as residential districts;

e. Promote efficiency in the maintenance of these streets in a clean and safe condition;

f. Preserve the value of the property in those areas;

g. Preserve the safety of children and other pedestrians; and

h. Promote traffic safety, clean air and the comfort, health, convenience and welfare of the inhabitants of the town.

(Ord. No. 2-74, § 6.64(1), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

### **Sec. 134-2292. Definitions.**

The following words, terms and phrases, when used in this division, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Commuter vehicle* means a motor vehicle parked in a residential area by a person who is not a resident of the designated residential area.

*Controlled parking residential area* means a contiguous or nearly contiguous area containing streets or parts thereof primarily abutted by property that has a specific residential zone designation on the official zoning map of the town and that is designated for restricted residential parking by the town manager or his designee, pursuant to criteria and procedures established in this division.

*Fiscal year* means the period beginning October 1 and ending September 30 of the following year. *Resident* means a person who owns or leases real property within a residential area and who maintains either a voting residence or bona fide occupancy or both at that address.

*Residential parking permit* means a special permit issued under this division for the privilege of parking on a street designated as a controlled parking residential area.

(Ord. No. 2-74, § 6.64(2), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

**Cross references:** Definitions generally, § 1-2.

### **Sec. 134-2293. Designation of controlled parking residential areas.**

Upon approval of the town manager and after following the procedures set forth in section 134-2294, the chief of police, through his authorized representative in the police department, is authorized to designate controlled parking residential areas by appropriate signs and the recording thereof on an appropriate town map or plat in which the parking of vehicles may be restricted on public streets at certain times during the day only to vehicles bearing a valid residential parking permit issued pursuant to this division. This authority shall be in addition to any other authority of the town to regulate the times and conditions of motor vehicle parking on public streets.

(Ord. No. 2-74, § 6.64(3), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

**Sec. 134-2294. Eligibility and criteria for establishing controlled parking residential areas.**

(a) A residentially zoned area shall be deemed eligible for designation as a controlled parking residential area for residential permit parking if parking therein is impacted by commuter vehicles between 8:00 a.m. and 5:30 p.m. of any day.

(b) The following objective criteria are established to be used in evaluating the need for restricted parking in a residentially zoned area in accordance with this division. For an area, however big or small, to be eligible for residential permit parking, that area must meet the following criteria:

(1) During any period between the hours of 8:00 a.m. and 5:30 p.m., the number of vehicles parked or standing, legally or illegally, on the streets in the area is equal to 50 percent or more of the legal on-street parking capacity of the area. For purposes of this criterion, a legal parking space shall be 20 linear feet measured parallel to the curb or pavement edge.

(2) During the same period as in subsection (b)(1) of this section, 25 percent or more of the vehicles parking or standing on the streets in the area are not registered in the name of a person residing in the area. For purposes of this criterion, the latest available information from the state department of motor vehicles regarding registration of motor vehicles shall be used.

(3) In determining whether an area identified as impacted and eligible for residential permit parking shall be designated as a controlled parking residential area, the following factors shall be considered:

- a. The local needs with respect to clean air and environment in residential areas.
- b. The possibility of a reduction in total vehicle miles driven in the town.
- c. The likelihood of alleviating traffic congestion, illegal parking and related health and safety hazards.
- d. The proximity of public transportation to the residential area.
- e. The desire and need of the residents for residential permit parking.
- f. The need for parking regulation to maintain the residential character of neighborhoods.

(Ord. No. 2-74, § 6.64(4), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

**Sec. 134-2295. Procedure for determining controlled parking residential areas.**

(a) In order to determine whether a particular area should be designated as a controlled parking residential area, the town council can request or the town manager may conduct, upon his own initiative or upon a petition of a majority of the households on a proposed residential block addressed to the town manager, a study to determine if the proposed area meets the criteria set forth in section 134-2294. Following the study, the town manager shall determine whether to designate the proposed area under consideration as a controlled parking residential area or to remove the designation of a previously established controlled parking residential area. The town council may also request the town manager to designate an area as a controlled parking residential area based upon a study previously conducted, if the criteria set forth in section 134-2294 are met.

(b) When the town manager finds the criteria to designate have been met in a controlled parking residential area, he shall cause the regulation to be recorded upon an appropriate map of the town and retained permanently in the office of the town clerk. In addition, the town manager shall cause parking signs to be erected upon public streets in the area, indicating the times, locations and conditions upon which parking shall be by permit only. When an area has been approved, designated and posted as a controlled parking residential area, it shall be unlawful and a violation of this division to park a commuter vehicle in an area restricted to decal parking only without having a valid residential parking permit affixed on the left rear bumper of the vehicle.  
(Ord. No. 2-74, § 6.64(5), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

**Sec. 134-2296. Issuance of special parking permits upon application.**

(a) Following the official designation of a controlled parking residential area, the police department shall issue appropriate residential parking permits. Upon application a permit shall be issued only to the owner or operator of a motor vehicle who resides in the controlled parking residential area in which he resides.

(b) The application for a permit shall contain the name of the owner or operator of the motor vehicle; residential address; and the motor vehicle's make, model and registration number. The motor vehicle's registration may, at the discretion of the police department, be required to be presented at the time of making the application in order to verify the contents thereof. If the vehicle is registered at an address other than the local residence, the applicant shall provide other sufficient proof, acceptable to the police department, showing residency within the controlled residential parking area. The permit shall be valid for a fiscal year, as defined in section 134-2292, and shall be renewed for each successive fiscal year. A fee of \$20.00, payable at the finance division, shall be charged for the annual permit. After the initial permit has been issued, any renewal shall be affixed to the vehicle no later than October 15 of the applicable current fiscal year.

(Ord. No. 2-74, § 6.64(6), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

**Sec. 134-2297. Privileges and restrictions.**

(a) The holder of a residential parking permit shall be permitted to stand or park a motor vehicle displaying the permit and operated by him in any designated residential controlled parking area during such times and places as the parking of motor vehicles therein is permitted. While a vehicle for which a residential parking permit has been issued is so parked, such permit shall be permanently affixed on the left rear bumper of the vehicle. A residential parking permit shall not guarantee or reserve to the holder of the permit a parking space within a designated controlled parking residential area.

(b) A residential parking permit shall not authorize the holder thereof to stand or park a motor vehicle in such places or during such times as the stopping, standing or parking a motor vehicle is prohibited or set aside for specified types of vehicles, nor shall it exempt the holder from the observance of any traffic regulation within the controlled parking residential area.

(c) No person other than the permittee named thereon shall use the residential parking permit or display it on a vehicle operated or parked, and any such use or display by a person other than the permittee shall constitute a violation of this division by the permittee and by the person who so uses or displays such parking permit.

(d) Any permit issued hereunder is nontransferable to another person or another vehicle.

(Ord. No. 2-74, § 6.64(7), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

**Sec. 134-2298. False representation.**

It shall constitute a violation of this division for any person to falsely represent himself as eligible for a residential parking permit or to furnish any false information in an application to the police department in order to obtain a residential parking permit.

(Ord. No. 2-74, § 6.64(7)d, 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

**Sec. 134-2299. Revocation.**

The police department is authorized to revoke the residential parking permit of any permittee found to be in violation of this division and, upon written notification thereof, the permittee shall surrender such permit to the police department. Failure, when so requested, to surrender a residential parking permit so revoked shall constitute a violation of this division.

(Ord. No. 2-74, § 6.64(7)e, 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

**Sec. 134-2300. Temporary visitor permits.**

The police department is authorized to make provision for the issuance of temporary parking permits to bona fide visitors of residents of a designated controlled parking residential area.

(Ord. No. 2-74, § 6.64(7)g, 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

**Sec. 134-2301. Penalties.**

Whoever violates this division shall be penalized pursuant to section 1-14, and any person illegally parked pursuant to this division shall be fined in the manner provided for illegal parking and his vehicle may be towed and stored at his expense.

(Ord. No. 2-74, § 6.64(8), 3-26-74; Ord. No. 1-88, § 3, 2-8-88; Ord. No. 1-94, § 4(e), 2-7-94)

**Secs. 134-2302--134-2325. Reserved.**

## **DIVISION 3 RESIDENTIAL DISTRICTS ADJACENT TO COMMERCIAL DISTRICTS**

### **Sec. 134-2326. Restrictions on parking.**

Whenever the town manager or his designee, which may include the building official and the chief of police or their subordinates, shall determine that the streets of a particular district or discrete portion of the district in which residential uses are permitted and commercial uses are not permitted are being used for parking by the operators of vehicles while the operators of those vehicles are using districts in which commercial uses are permitted and the average number of vehicles parking in such a manner is in excess of 25 percent of the number of parking spaces on such streets and the total number of spaces actually occupied by any vehicles exceeds 75 percent of the number of spaces on such streets on the weekdays of any month, as disclosed by an engineering study, the town manager or his designee shall prohibit parking during the hours when such use has been found on these streets of those districts or portions of districts found by the study or survey to have been so affected. In such cases the town manager shall cause appropriate signs giving notice of the prohibition to be posted on those streets or portions of those streets restricting all parking, except parking by the holders of permits, to be granted only under the conditions in this division. (Ord. No. 2-74, § 6.63(1), 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

### **Sec. 134-2327. Issuance.**

Under this division, parking permits may be granted to persons as follows:

(1) *Resident permits.* To persons who are residents of any particular area in which parking is so restricted, to be limited to that particular area in which parking is so restricted for every vehicle owned by those persons.

(2) *Visitor permits.* To persons who are visitors of any residents of any particular area in which parking is so restricted, to be limited to that particular area in which parking is so restricted, to be valid for a stated period, but not more than 30 days, and not to be to any more than two persons who are visiting at a residence during the period in which another visitor to that residence holds such a permit.

(3) *Business visitor permits.* To persons who do business with any resident of any particular district in which parking is so restricted during the hours of such restriction, to be limited to that particular area in which parking is so restricted and in which any such person so transacts business.

(4) *Temporary group permits.* To residents as provided in section 134-2328.

(5) *Adjacent resident permits.* To persons who are residential users in a commercially zoned area immediately adjacent and contiguous to the residential area in which parking is restricted, to be limited to that particular area in which parking is so restricted, for not more than two vehicles owned by that person and upon proof shown that on-site parking is not available to that person on the property in which he resides within the commercially zoned area.

(Ord. No. 2-74, § 6.63(1)a--c, f, 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

### **Sec. 134-2328. Temporary group permits.**

Under this division, on application of any resident of the district, permits, to be valid for only one day and for no more than four hours on that day, may be issued upon a showing by the applicant that during the hours for which the permits are to be issued his residence will be used for an assemblage of persons in a way consistent with its residential character and other provisions of law, and that such visitors would not be able to park their vehicles without violating the law. However, such permits for such an assemblage of persons shall

only be issued upon a finding of the facts stated in this section and a further finding that the issuance of such permits will not impair public safety during the time of their validity, and in this connection such permits may be limited as to the streets or portions of streets on which they shall be valid. Finally, the number of such permits issued shall not at any time exceed 50 percent of the number of spaces available in the area in which they are valid.

(Ord. No. 2-74, § 6.63(1)e, 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

#### **Sec. 134-2329. Fees.**

(a) *Annual parking permit fees.* A fee of \$20.00, payable at the town finance department, shall be charged for each annual permit issued under this division.

(b) *Temporary parking permit fees.* A fee of \$5.00, payable at the town finance department, shall be charged for each temporary permit in excess of one day's duration.

(Ord. No. 2-74, § 6.63(1)g, h, 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

#### **Sec. 134-2330. Issuance criteria; surrender on termination of conditions.**

All permits issued under this division shall be based on satisfactory evidence that the applicant fulfills all the required conditions for such permit. Whenever the required conditions no longer exist, a person holding a permit issued under subsection 134-2327(1) or (3) shall surrender it to the town manager or his authorized representative.

(Ord. No. 2-74, § 6.63(2), 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

#### **Sec. 134-2331. Term.**

No parking permit issued under this division shall be valid for more than one year but may be renewed upon expiration, provided the condition for issuance exists. The special limited permits issued under such sections 134-2327(2) and 134-2328, being limited on their face to a short period of time, are not required to be surrendered upon expiration but may be turned in by the holder.

(Ord. No. 2-74, § 6.63(2), 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

#### **Sec. 134-2332. Exceptions.**

(a) *Service vehicles.* The parking limitation or prohibition of this division shall not apply to service or delivery vehicles being used to provide services or to make deliveries to dwellings in the affected district or area.

(b) *Metered parking areas.* Wherever metered parking is in effect in any portion of a district that becomes subject to the restrictions of this division, the parking spaces controlled by meters may be excepted from this division so long as the control by meters continues.

(Ord. No. 2-74, § 6.63(1)d, (4), 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

#### **Sec. 134-2333. Signs.**

The signs placed in parking areas subject to this division shall be of such character as to inform readily an ordinarily observant person of the existence of the rules and regulations imposing the restrictions of this division. It shall be unlawful for any person to violate such rules or regulations.

(Ord. No. 2-74, § 6.63(3), 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

#### **Sec. 134-2334. Unlawful acts.**

Under this division, it shall be unlawful for any person to:

- (1) Represent that he is entitled to a permit under this division when he is not so entitled;
- (2) Fail to surrender a permit to which he is no longer entitled; or
- (3) Park a vehicle displaying such a permit at any time when the holder of such permit is not entitled to hold it.

(Ord. No. 2-74, § 6.63(2), 3-26-74; Ord. No. 6-78, § 1, 3-31-78; Ord. No. 6-81, § 5(b), 3-31-81; Ord. No. 7-82, § 5(e), 3-31-82; Ord. No. 1-89, § 4(g), 2-6-89)

**Secs. 134-2335--134-2370.** Reserved.

**Sec. 1-14. General penalty.**

(a) Except where another penalty is expressly provided therefore, any person violating any provision of this Code shall be punished as follows:

(1) Where such violation also constitutes a violation of any law or regulation of the state, such violation shall be punished in the same manner and within the same limits as is provided by law for such state violation.

(2) Where such violation does not also constitute a violation of a state law or regulation, it shall be punished by a fine of not more than \$500.00 or a term of imprisonment not in excess of 60 days, or both such fine and imprisonment, in the discretion of the court.

(b) Each separate act or omission in violation of this Code and each separate day any violation continues or exists shall constitute a separate offense. When the unlawfulness of an act or omission depends upon the giving of a notice by any officer of the town, the continuance of the act or omission after such notice shall be deemed an offense; and the offender shall be punishable for each day of such continuance as for a separate offense.

(c) The imposition of a penalty for the violation of this Code shall not bar or preclude any other remedies available to the town, legal or equitable, to correct or prevent the continuance of such violation.

**316.1955 Enforcement of parking requirements for persons who have disabilities.--**

(1) It is unlawful for any person to stop, stand, or park a vehicle within, or to obstruct, any such specially designated and marked parking space provided in accordance with s. 553.5041, unless the vehicle displays a disabled parking permit issued under s. 316.1958 or s. 320.0848 or a license plate issued under s. 320.084, s. 320.0842, s. 320.0843, or s. 320.0845, and the vehicle is transporting the person to whom the displayed permit is issued. The violation may not be dismissed for failure of the marking on the parking space to comply with s. 553.5041 if the space is in general compliance and is clearly distinguishable as a designated accessible parking space for people who have disabilities. Only a warning may be issued for unlawfully parking in a space designated for persons with disabilities if there is no above-grade sign as provided in s. 553.5041.

(a) Whenever a law enforcement officer, a parking enforcement specialist, or the owner or lessee of the space finds a vehicle in violation of this subsection, that officer, owner, or lessor shall have the vehicle in violation removed to any lawful parking space or facility or require the operator or other person in charge of the vehicle immediately to remove the unauthorized vehicle from the parking space. Whenever any vehicle is removed under this section to a storage lot, garage, or other safe parking space, the cost of the removal and parking constitutes a lien against the vehicle.

(b) The officer or specialist shall charge the operator or other person in charge of the vehicle in violation with a non-criminal traffic infraction, punishable as provided in s. 316.008(4) or s. 318.18(6). The owner of a leased vehicle is not responsible for a violation of this section if the vehicle is registered in the name of the lessee.

(c) All convictions for violations of this section must be reported to the Department of Highway Safety and Motor Vehicles by the clerk of the court.

(d) A law enforcement officer or a parking enforcement specialist has the right to demand to be shown the person's disabled parking permit and driver's license or state identification card when investigating the possibility of a violation of this section. If such a request is refused, the person in charge of the vehicle may be charged with resisting an officer without violence, as provided in s. 843.02.

(2) It is unlawful for any person to obstruct the path of travel to an accessible parking space, curb cut, or access aisle by standing or parking a vehicle within any such designated area. The violator is subject to the same penalties as are imposed for illegally parking in a space that is designated as an accessible parking space for persons who have disabilities.

(3) Any person who is chauffeuring a person who has a disability is allowed, without need for a disabled parking permit or a special license plate, to stand temporarily in any such parking space, for the purpose of loading or unloading the person who has

a disability. A penalty may not be imposed upon the driver for such temporary standing.

(4)(a) A vehicle that is transporting a person who has a disability and that has been granted a permit under s. 320.0848(1)(a) may be parked for a maximum of 30 minutes in any parking space reserved for persons who have disabilities.

(b) Notwithstanding paragraph (a), a theme park or an entertainment complex as defined in s. 509.013(9) which provides parking in designated areas for persons who have disabilities may allow any vehicle that is transporting a person who has a disability to remain parked in a space reserved for persons who have disabilities throughout the period the theme park is open to the public for that day.

History.--s. 1, ch. 75-105; s. 1, ch. 76-31; s. 2, ch. 77-83; s. 1, ch. 77-444; ss. 1, 8, ch. 79-82; s. 123, ch. 79-400; s. 1, ch. 80-196; s. 2, ch. 84-234; s. 2, ch. 85-227; s. 1, ch. 87-225; s. 22, ch. 90-330; s. 80, ch. 91-221; s. 3, ch. 93-183; s. 2, ch. 96-200; s. 25, ch. 96-350; s. 8, ch. 97-76; s. 1, ch. 98-202; s. 89, ch. 99-13; s. 146, ch. 99-248; s. 16, ch. 2000-141; s. 10, ch. 2006-290.

**316.1957 Parking violations; designated parking spaces for persons who have disabilities.--**

When evidence is presented in any court of the fact that any motor vehicle was parked in a properly designated parking space for persons who have disabilities in violation of s. 316.1955, it is prima facie evidence that the vehicle was parked and left in the space by the person, firm, or corporation in whose name the vehicle is registered and licensed according to the records of the Division of Motor Vehicles.

**316.1959 Handicapped parking enforcement.--**The provisions of handicapped parking shall be enforced by state, county, and municipal authorities in their respective jurisdictions whether on public or private property in the same manner as is used to enforce other parking laws and ordinances by said agencies.

**316.1964 Exemption of vehicles transporting certain persons who have disabilities from payment of parking fees and penalties.--**

(1) A state agency, county, municipality, or any agency thereof, may not exact any fee for parking on the public streets or highways or in any metered parking space from the driver of a vehicle that displays a disabled parking permit or a license plate issued under s. 316.1958 or s. 320.0848 or a license plate issued under s. 320.084, s. 320.0842, s. 320.0843, or s. 320.0845 if the vehicle is transporting the person who has a disability and to whom the disabled parking permit or license plate was issued.

(2) The driver of a vehicle that is parked as provided in subsection (1) may not be penalized for parking, except in clearly defined bus loading zones, fire zones, or access aisles adjacent to the parking spaces for persons who have disabilities, or in

areas posted as "No Parking" zones or as emergency vehicle zones, or for parking in excess of the posted time limits.

(3) Notwithstanding subsection (1), when a state, county, or municipal parking facility or lot is being used in connection with an event at a convention center, cruise- port terminal, sports stadium, sports arena, coliseum, or auditorium, the parking facility may charge a person whose vehicle displays such a parking permit a parking fee in the same manner and amount as it charges other persons.

(4) A parking facility that restricts the number of consecutive days that a vehicle may be parked may impose that same restriction on a vehicle that displays a disabled parking permit issued to a person who has a disability.

(5) Notwithstanding subsection (1), when an on-street parking meter restricts the duration of time that a vehicle may be parked, a vehicle properly displaying a disabled parking permit is allowed a maximum of 4 hours at no charge; however, local governments may extend such time by local ordinance.

(6) A parking facility that leases a parking space for a duration that exceeds 1 week is not required to reduce the fee for a lessee who is disabled.

(7) An airport that owns, operates, or leases parking facilities, or any other parking facilities that are used for the purpose of air travel, may charge for parking vehicles that display a disabled parking permit or license tag issued under s. [316.1958](#), s. [320.084](#), s. [320.0842](#), s. [320.0843](#), s. [320.0845](#), or s. [320.0848](#). However, the governing body of each publicly owned or publicly operated airport must grant free parking to any vehicle with specialized equipment, such as ramps, lifts, or foot or hand controls, or for utilization by a person who has a disability or whose vehicle is displaying the Florida Toll Exemption permit.

(8) Notwithstanding subsection (1), a county, municipality, or any agency thereof may charge for parking in a facility or lot that provides timed parking spaces any vehicle that displays a disabled parking permit, except that any vehicle with specialized equipment, such as ramps, lifts, or foot or hand controls, for use by a person who has a disability, or any vehicle that is displaying the Florida Toll Exemption permit, is exempt from any parking fees.

History.--s. 1, ch. 71-135; s. 1, ch. 76-31; s. 1, ch. 77-83; s. 3, ch. 79-82; s. 23, ch. 90-330; s. 5, ch. 96-200; s. 3, ch. 98-202.

**320.0848 Persons who have disabilities; issuance of disabled parking permits; temporary permits; permits for certain providers of transportation services to persons who have disabilities.--**

(1)(a) The Department of Highway Safety and Motor Vehicles or its authorized agents shall, upon application and receipt of the fee, issue a disabled parking permit for a period of up to 4 years, which period ends on the applicant's birthday, to any

person who has long-term mobility impairment, or a temporary disabled parking permit not to exceed 6 months to any person who has a temporary mobility impairment. No person will be required to pay a fee for a parking permit for disabled persons more than once in a 12-month period from the date of the prior fee payment.

(b)1. The person must be currently certified as being legally blind or as having any of the following disabilities that render him or her unable to walk 200 feet without stopping to rest:

a. Inability to walk without the use of or assistance from a brace, cane, crutch, prosthetic device, or other assistive device, or without the assistance of another person. If the assistive device significantly restores the person's ability to walk to the extent that the person can walk without severe limitation, the person is not eligible for the exemption parking permit.

b. The need to permanently use a wheelchair.

c. Restriction by lung disease to the extent that the person's forced (respiratory) expiratory volume for 1 second, when measured by spirometry, is less than 1 liter, or the person's arterial oxygen is less than 60 mm/hg on room air at rest.

d. Use of portable oxygen.

e. Restriction by cardiac condition to the extent that the person's functional limitations are classified in severity as Class III or Class IV according to standards set by the American Heart Association.

f. Severe limitation in the person's ability to walk due to an arthritic, neurological, or orthopedic condition.

2. The certification of disability which is required under subparagraph 1. must be provided by a physician licensed under chapter 458, chapter 459, or chapter 460, by a podiatric physician licensed under chapter 461, by an optometrist licensed under chapter 463, by an advanced registered nurse practitioner licensed under chapter 464 under the protocol of a licensed physician as stated in this subparagraph, by a physician assistant licensed under chapter 458 or chapter 459, or by a similarly licensed physician from another state if the application is accompanied by documentation of the physician's licensure in the other state and a form signed by the out-of-state physician verifying his or her knowledge of this state's eligibility guidelines.

(c) The certificate of disability must include, but need not be limited to:

1. The disability of the applicant; the certifying practitioner's name and address; the practitioner's certification number; the eligibility criteria for the permit; the penalty for falsification by either the certifying practitioner or the applicant; the duration of the

condition that entitles the person to the permit; and justification for the additional placard pursuant to subsection (2).

2. The statement, in bold letters: "A disabled parking permit may be issued only for a medical necessity that severely affects mobility."

3. The signatures of:

a. The applicant's physician or other certifying practitioner.

b. The applicant or the applicant's parent or guardian.

c. The employee of the department's authorized agent which employee is processing the application.

(d) Beginning April 1, 1999, the Department of Highway Safety and Motor Vehicles shall renew the disabled parking permit of any person certified as permanently disabled on the application.

(e) The Department of Highway Safety and Motor Vehicles shall, in consultation with the Commission for the Transportation Disadvantaged, adopt rules, in accordance with chapter 120, for the issuance of a disabled parking permit to any organization that can adequately demonstrate a bona fide need for such a permit because the organization provides regular transportation services to persons who have disabilities and are certified as provided in this subsection.

## (2) DISABLED PARKING PERMIT; PERSONS WITH LONG-TERM MOBILITY PROBLEMS.--

(a) The disabled parking permit is a placard that can be placed in a motor vehicle so as to be visible from the front and rear of the vehicle. Each side of the placard must have the international symbol of accessibility in a contrasting color in the center so as to be visible. One side of the placard must display the applicant's driver's license number or state identification card number along with a warning that the applicant must have such identification at all times while using the parking permit. A validation sticker must also be issued with each disabled parking permit, showing the month and year of expiration on each side of the placard. Validation stickers must be of the size specified by the Department of Highway Safety and Motor Vehicles and must be affixed to the disabled parking permits. The disabled parking permits must use the same colors as license plate validations.

(b) License plates issued under ss. 320.084, 320.0842, 320.0843, and 320.0845 are valid for the same parking privileges and other privileges provided under ss. 316.1955, 316.1964, and 526.141(5)(a).

(c) The administrative processing fee for each initial 4-year disabled parking permit or renewal permit shall be \$1.50, and all proceeds of that fee shall be retained by the tax collector of the county in which the fee was collected.

(d) The department shall not issue an additional disabled parking permit unless the applicant states that he or she is a frequent traveler or a quadriplegic. The department may not issue to any one eligible applicant more than two disabled parking permits except to an organization in accordance with paragraph (1)(e). Subsections (1), (5), (6), and (7) apply to this subsection.

(e) If an applicant who is a disabled veteran, is a resident of this state, has been honorably discharged, and either has been determined by the Department of Defense or the United States Department of Veterans Affairs or its predecessor to have a service-connected disability rating for compensation of 50 percent or greater or has been determined to have a service-connected disability rating of 50 percent or greater and is in receipt of both disability retirement pay from the United States Department of Veterans Affairs, he or she must still provide a signed physician's statement of qualification for the disabled parking permits.

(f) To obtain a replacement for a disabled parking permit that has been lost or stolen, a person must submit an application on a form prescribed by the department and must pay a replacement fee in the amount of \$1.00, to be retained by the issuing agency. If the person submits with the application a police report documenting that the permit was stolen, there is no replacement fee.

(g) A person who qualifies for a disabled parking permit under this section may be issued an international wheelchair user symbol license plate under s. 320.0843 in lieu of the disabled parking permit; or, if the person qualifies for a "DV" license plate under s. 320.084, such a license plate may be issued to him or her in lieu of a disabled parking permit.

### (3) DISABLED PARKING PERMIT; TEMPORARY.--

(a) The temporary disabled parking permit is a placard of a different color from the color of the long-term disabled parking permit placard, and must clearly display the date of expiration in large print and with color coding, but is identical to the long-term disabled parking permit placard in all other respects, including, but not limited to, the inclusion of a state identification card number or driver's license number on one side of the temporary permit. The temporary disabled parking permit placard must be designed to conspicuously display the expiration date of the permit on the front and back of the placard.

(b) The department shall issue the temporary disabled parking permit for the period of the disability as stated by the certifying physician, but not to exceed 6 months.

(c) The fee for a temporary disabled parking permit is \$15.

(4) From the proceeds of the temporary disabled parking permit fees:

(a) The Department of Highway Safety and Motor Vehicles must receive \$3.50 for each temporary permit, to be deposited into the Highway Safety Operating Trust

Fund and used for implementing the real-time disabled parking permit database and for administering the disabled parking permit program.

(b) The tax collector, for processing, must receive \$2.50 for each temporary permit.

(c) The remainder must be distributed monthly as follows:

1. To the Florida Governor's Alliance for the Employment of Disabled Citizens for the purpose of improving employment and training opportunities for persons who have disabilities, with special emphasis on removing transportation barriers, \$4. These fees must be deposited into the Transportation Disadvantaged Trust Fund for transfer to the Florida Governor's Alliance for Employment of Disabled Citizens.

2. To the Transportation Disadvantaged Trust Fund to be used for funding matching grants to counties for the purpose of improving transportation of persons who have disabilities, \$5.

(5) The applications for disabled parking permits and temporary disabled parking permits are official state documents. The following statement must appear on each application form immediately below the physician's signature and immediately below the applicant's signature: "Knowingly providing false information on this application is a misdemeanor of the first degree, punishable as provided in s. 775.082, Florida Statutes, or s. 775.083, Florida Statutes. The penalty is up to 1 year in jail or a fine of \$1,000, or both."

(6) Any person who knowingly makes a false or misleading statement in an application or certification under this section commits a misdemeanor of the first degree, punishable as provided in s. 775.082 or s. 775.083.

(7) Any person who fraudulently obtains or unlawfully displays a disabled parking permit that belongs to another person while occupying a disabled parking space or an access aisle as defined in s. 553.5041 while the owner of the permit is not being transported in the vehicle or who uses an unauthorized replica of such a disabled parking permit with the intent to deceive is guilty of a misdemeanor of the second degree, punishable as provided in s. 775.082 or s. 775.083.

(8) A law enforcement officer may confiscate the disabled parking permit from any person who fraudulently obtains or unlawfully uses such a permit. A law enforcement officer may confiscate any disabled parking permit that is expired, reported as lost or stolen, or defaced, or that does not display a personal identification number.

(a) Beginning April 1, 1999, the permit number of each confiscated permit must be submitted to the Department of Highway Safety and Motor Vehicles, and the fact that the permit has been confiscated must be noted on the permit holder's record. If two permits issued to the same person have been confiscated, the Department of Highway Safety and Motor Vehicles shall refer the information to the central abuse hotline of the Department of Children and Family Services for an investigation of potential abuse, neglect, or exploitation of the permit owner.

(b) A confiscated permit must be held as evidence until a judicial decision about the violation has been made. After a finding of guilt has been made or a plea of nolo contendere has been entered, the charging agency shall destroy the confiscated permit. A confiscated permit may not, under any circumstances, be returned to its registered owner after a finding of guilt has been made or a plea of nolo contendere has been entered in court. The permit number of each destroyed permit must be reported to the department, and the department must record in the real-time disabled parking permit database that the permit has been invalidated.

(9) A violation of this section is grounds for disciplinary action under s. 458.331, s. 459.015, s. 460.413, s. 461.013, s. 463.016, or s. 464.018, as applicable.

(10) The Department of Highway Safety and Motor Vehicles shall adopt rules to administer this section.

History.--s. 7, ch. 79-82; s. 3, ch. 80-196; s. 32, ch. 83-318; s. 4, ch. 84-108; s. 7, ch. 85-227; s. 1, ch. 86-237; s. 1, ch. 87-220; s. 1, ch. 90-28; s. 18, ch. 90-330; s. 66, ch. 93-120; s. 1, ch. 93-127; s. 12, ch. 93-268; s. 356, ch. 95-148; s. 7, ch. 95-327; s. 12, ch. 96-200; s. 8, ch. 96-296; s. 52, ch. 96-350; s. 51, ch. 97-100; s. 69, ch. 97-264; s. 12, ch. 97-300; s. 177, ch. 98-166; s. 7, ch. 98-202; s. 102, ch. 99-13; s. 271, ch. 99-248; s. 57, ch. 2000-349; s. 67, ch. 2001-61; s. 1, ch. 2002-6; s. 121, ch. 2002-20; s. 1, ch. 2002-243; s. 1, ch. 2005-225.

#### **553.5041 Parking spaces for persons who have disabilities.--**

(1) This section is not intended to expand or diminish the defenses available to a place of public accommodation under the Americans with Disabilities Act and the federal Americans with Disabilities Act Accessibility Guidelines, including, but not limited to, the readily achievable standard, and the standards applicable to alterations to places of public accommodation. Subject to the exceptions described in subsections (2), (4), (5), and (6), when the parking and loading zone requirements of the federal Americans with Disabilities Act Accessibility Guidelines (ADAAG), as adopted by reference in 28 C.F.R. part 36, subparts A and D, and Title II of Pub. L. No. 101-336, provide increased accessibility, those requirements are adopted and incorporated by reference as the law of this state.

(2) State agencies and political subdivisions having jurisdiction over street parking or publicly owned or operated parking facilities are not required to provide a greater right-of-way width than would otherwise be planned under regulations, guidelines, or practices normally applied to new development.

(3) If parking spaces are provided for self-parking by employees or visitors, or both, accessible spaces shall be provided in each such parking area. Such spaces shall be designed and marked for the exclusive use of those individuals who have a severe physical disability and have permanent or temporary mobility problems that substantially impair their ability to ambulate and who have been issued either a

disabled parking permit under s. 316.1958 or s. 320.0848 or a license plate under s. 320.084, s. 320.0842, s. 320.0843, or s. 320.0845.

(4) The number of accessible parking spaces must comply with the parking requirements in ADAAG s. 4.1 and the following:

(a) There must be one accessible parking space in the immediate vicinity of a publicly owned or leased building that houses a governmental entity or a political subdivision, including, but not limited to, state office buildings and courthouses, if no parking for the public is provided on the premises of the building.

(b) There must be one accessible parking space for each 150 metered on-street parking spaces provided by state agencies and political subdivisions.

(c) The number of parking spaces for persons who have disabilities must be increased on the basis of demonstrated and documented need.

(5) Accessible perpendicular and diagonal accessible parking spaces and loading zones must be designed and located in conformance with the guidelines set forth in ADAAG ss. 4.1.2 and 4.6 and Appendix s. A4.6.3 "Universal Parking Design."

(a) All spaces must be located on an accessible route no less than 44 inches wide so that users will not be compelled to walk or wheel behind parked vehicles.

(b) Each space must be located on the shortest safely accessible route from the parking space to an accessible entrance. If there are multiple entrances or multiple retail stores, the parking spaces must be dispersed to provide parking at the nearest accessible entrance. If a theme park or an entertainment complex as defined in s. 509.013(9) provides parking in several lots or areas from which access to the theme park or entertainment complex is provided, a single lot or area may be designated for parking by persons who have disabilities, if the lot or area is located on the shortest safely accessible route to an accessible entrance to the theme park or entertainment complex or to transportation to such an accessible entrance.

(c)1. Each parking space must be no less than 12 feet wide. Parking access aisles must be no less than 5 feet wide and must be part of an accessible route to the building or facility entrance. In accordance with ADAAG s. 4.6.3, access aisles must be placed adjacent to accessible parking spaces; however, two accessible parking spaces may share a common access aisle. The access aisle must be striped diagonally to designate it as a no-parking zone.

2. The parking access aisles are reserved for the temporary exclusive use of persons who have disabled parking permits and who require extra space to deploy a mobility device, lift, or ramp in order to exit from or enter a vehicle. Parking is not allowed in an access aisle. Violators are subject to the same penalties that are imposed for illegally parking in parking spaces that are designated for persons who have disabilities. A vehicle may not be parked in an access aisle, even if the vehicle owner or passenger is disabled or owns a disabled parking permit.

3. Any provision of this subsection to the contrary notwithstanding, a theme park or an entertainment complex as defined in s. 509.013(9) in which are provided continuous attendant services for directing individuals to marked accessible parking spaces or designated lots for parking by persons who have disabilities, may, in lieu of the required parking space design, provide parking spaces that comply with ADAAG ss. 4.1 and 4.6.

(d) On-street parallel parking spaces must be located either at the beginning or end of a block or adjacent to alley entrances. Such spaces must be designed in conformance with the guidelines set forth in ADAAG ss. 4.6.2 through 4.6.5, exception: access aisles are not required. Curbs adjacent to such spaces must be of a height that will not interfere with the opening and closing of motor vehicle doors. This subsection does not relieve the owner of the responsibility to comply with the parking requirements of ADAAG ss. 4.1 and 4.6.

(e) Parallel parking spaces must be even with surface slopes, may match the grade of the adjacent travel lane, and must not exceed a cross slope of 1 to 50, where feasible.

(f) Curb ramps must be located outside of the disabled parking spaces and access aisles.

(g)1. The removal of architectural barriers from a parking facility in accordance with 28 C.F.R. s. 36.304 or with s. 553.508 must comply with this section unless compliance would cause the barrier removal not to be readily achievable. If compliance would cause the barrier removal not to be readily achievable, a facility may provide parking spaces at alternative locations for persons who have disabilities and provide appropriate signage directing persons who have disabilities to the alternative parking if readily achievable. The facility may not reduce the required number or dimensions of those spaces, nor may it unreasonably increase the length of the accessible route from a parking space to the facility. The removal of an architectural barrier must not create a significant risk to the health or safety of a person who has a disability or to that of others.

2. A facility that is making alterations under s. 553.507(2)(b) must comply with this section to the maximum extent feasible. If compliance with parking location requirements is not feasible, the facility may provide parking spaces at alternative locations for persons who have disabilities and provide appropriate signage directing persons who have a disability to alternative parking. The facility may not reduce the required number or dimensions of those spaces, nor may it unnecessarily increase the length of the accessible route from a parking space to the facility. The alteration must not create a significant risk to the health or safety of a person who has a disability or to that of others.

(6) Each such parking space must be prominently outlined with blue paint, and must be repainted when necessary, to be clearly distinguishable as a parking space designated for persons who have disabilities and must be posted with a permanent

above-grade sign of a color and design approved by the Department of Transportation, which is placed on or at a distance of 84 inches above the ground to the bottom of the sign and which bears the international symbol of accessibility meeting the requirements of ADAAG s. 4.30.7 and the caption "PARKING BY DISABLED PERMIT ONLY." Such a sign erected after October 1, 1996, must indicate the penalty for illegal use of the space. Any provision of this section to the contrary notwithstanding, in a theme park or an entertainment complex as defined in s. 509.013(9) in which accessible parking is located in designated lots or areas, the signage indicating the lot as reserved for accessible parking may be located at the entrances to the lot in lieu of a sign at each parking place. This subsection does not relieve the owner of the responsibility of complying with the signage requirements of ADAAG s. 4.30.

History.--s. 66, ch. 2000-141.



Home > Parking and Fleet Services Department > Permit Information

## SmartPark

### Now Available for Purchase at Parking Services

The City of Fort Lauderdale Parking Services has introduced a new in-car parking meter that's sure to take the hassle out of your parking experience around town. **SmartPark**, a small pocket calculator-size electronic device, is now available for purchase.



The SmartPark device uses a SmartCard that's loaded with a prepaid amount of parking hours. The SmartCard is inserted into the SmartPark, which is then placed inside the vehicle and displays the parking zone selected. The SmartPark unit is a one-time \$55 (plus sales tax) purchase and customers must purchase the SmartCard for a one-time fee of \$10. Customers can preload the SmartCard in increments of \$25, \$50, \$75, \$100, \$150, \$200, and \$250.



This in-car parking device may be used at most single space parking meters, municipal parking lots and municipal garages in Fort Lauderdale.

"With SmartPark, motorists pay for actual parking time only," said John Hoelzle, Director of Parking and Fleet Services. "This state-of-the-art technology is a cashless operation that provides ease of use and comfort for our customers."

To apply, download the [SmartPark Use Agreement](#) .

For more information about the SmartPark in-car parking meter, call the Parking Services at (954) 828-3700.

#### Parking and Fleet Services

- [About](#)
- [Pay Your Ticket Online!](#)
- [Payment Information](#)
- [Appeals Information](#)
- [SmartPark In-Car Parking Meter](#)
- [Permit Information](#)
- [Residential Parking Permit Program](#)
  - [Birch Park Finger Streets](#)
- [Resident Discount Card](#)
- [Resident Reduced Rate Card](#)
- [Parking Meter Debit Card](#)
- [City Public Parking Locations](#)
- [Boat Ramp and Marina Parking](#)
- [Fleet Services](#)



**Member Login**

User:

Pass:

[I forgot my user/pass](#)

[I need to register](#)

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Event Slideshow and Video](#)

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[\[Admin Home\]](#)

## Administration - History by Date By Location/EventGroup

Logged in as CLANCY\clancy

From:  To:

**ALL**

Username	MemberID	Date	Receipt	EventGroup/ID	Plate	Fee
	4320024	10/9/2003 10:38:40 AM		<a href="#">12100244</a>		\$3.00
	4320024	10/9/2003 10:41:07 AM		<a href="#">12100200</a>		\$12.00
	4320013	10/9/2003 10:47:40 AM		<a href="#">12100012</a>		\$5.50
	4320024	10/9/2003 11:59:45 AM		<a href="#">12100152</a>		\$2.00
	4320013	10/9/2003 2:22:50 PM		<a href="#">12100012</a>		\$5.50
	4320050	10/9/2003 2:25:36 PM		<a href="#">12100244</a>		\$3.00
	4320013	10/9/2003 2:45:23 PM		<a href="#">12100174</a>		\$6.00
	4320050	10/9/2003 2:47:39 PM		<a href="#">12100222</a>		\$1.00
	4320024	10/9/2003 3:08:55 PM		<a href="#">12100266</a>		\$2.00
	4320024	10/9/2003 4:39:30 PM		<a href="#">12100266</a>		\$2.00
	4320024	10/9/2003 4:42:22 PM		<a href="#">12100222</a>		\$1.00
	4320013	10/9/2003 6:24:06 PM		<a href="#">12100012</a>		\$5.50
	4320013	10/10/2003 7:10:32 AM		<a href="#">12100012</a>		\$5.50
<b>13 for \$51.00</b>						



## Secure Technology



- > SOLUTIONS
- > HOW PARCXMART WORKS
  - Secure Technology
  - Secure Transactions
  - Parking Infrastructure
  - Merchant Network
  - Rewards Program
  - FAQ
  - Glossary
- > NEWS & INFORMATION
- > PARTNERS
- > ABOUT US

### The Parcxmart payment solution (*patent pending*) minimizes fraud and vandalism because of its unique secure technology.

- > Using proprietary e-Purse technology, Parcxmart's SAM (Secure Access Module)-enabled financial transaction-processing engine provides a cryptographically-secure and accurate way of collecting, processing and receiving revenues from on-street and off-street parking locations.
- > The Parcxmart system is a fully auditable solution based on innovative e-Purse technology, which will allow users to "top-up" their parking cards in a manner similar to that commonly used for prepaid mobile phones. The system is fully scaleable to support full city-size car parking schemes.
- > The Parcxmart car parking solution uses proven e-Purse technology to facilitate the issuance of smart cards, card loading and spending value off the cards. It also allows the system to collect and audit all transactions, thus ensuring the security of the system.
- > The Parcxmart technology provides a level of security that meets the needs of the global banking and financial industries.
- > Parcxmart technology supports multiple currencies, adjustable purse limits and multiple languages.

#### SECURE ENOUGH FOR MULTI-USE

The Parcxmart platform can be adapted for a multi-application suite of card products.

- > Loyalty
- > Gifts
- > Ticketing
- > Vending
- > Transit
- > Merchandise Purchases

To find out how all of these transactions take place so securely, go to our [Secure Transactions](#) page.



## City Solutions

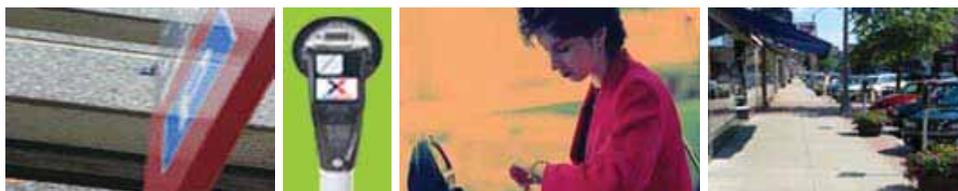
- ▶ SOLUTIONS
  - City Solutions
  - Merchant Solutions
  - Consumer Solutions

▶ HOW PARCXMART WORKS

▶ NEWS & INFORMATION

▶ PARTNERS

▶ ABOUT US



### With Parcxmart, cities can increase revenues and decrease operating costs with no upfront capital outlay required.

#### HOW DO WE DO IT?

- ▶ Parcxmart leverages the investment cities have already made in their parking operations to increase revenues and decrease operating costs.
- ▶ The Parcxmart formula for increased revenue generation is very simple - the more meters that use Parcxmart, the more a city will see its parking revenues increase. The cost to the city for new meters will change quickly from an expense to a profit center.
- ▶ Parcxmart works with the city's meter infrastructure to deliver turnkey payment solutions for no upfront capital outlay.
- ▶ Parcxmart brings a network of local merchants that generate interest in smart card parking and easy access for loading and reloading the Parcxmart card - to assure a steady and ongoing revenue stream to a city's parking infrastructure.

### With Parcxmart, cities reduce fraud and vandalism.

#### HOW DO WE DO IT?

- ▶ With a secure smart card payment option, you minimize the use of coins and cash, and in the process the possibility of fraud is decreased and the reasons for vandalism are diminished.

### With Parcxmart, cities can increase revenues and decrease operating costs with no upfront capital outlay required.

#### HOW DO WE DO IT?

- ▶ Parcxmart operates a secure e-Purse (electronic purse) payment platform.
- ▶ All funds are managed by banks.
- ▶ The city is paid out of a secure and auditable bank Trust Account.

### Parcxmart works with the city to insure that an electronic revenue collection process is fully operational before launch, and thereafter.

#### HOW DO WE DO IT?

- ▶ Parcxmart will work to integrate an electronic collection capability for parking meters and garage systems if one does not already exist, and set up the infrastructure to ensure timely revenue payment from the Trust Account to the chosen city account.
- ▶ Throughout the whole transaction process, from card load at the merchants, to payment to the city for parking time purchased by cardholders, Parcxmart never touches the money.
- ▶ Parcxmart works with parking operators and merchants to define periodic, ad-hoc or any special reports that an operation may require.



## Consumer Solutions

- ▣ SOLUTIONS
  - City Solutions
  - Merchant Solutions
  - Consumer Solutions

- > HOW PARCXMART WORKS
- > NEWS & INFORMATION
- > PARTNERS
- > ABOUT US



### With Parcxmart drivers have a convenient alternative to using coins and cash at on-street and off-street parking locations.

#### HOW DO WE DO IT?

- > Customers purchase, for a nominal fee, a Parcxmart smart card from local merchants. Parcxmart cards will be as easy to find as ATM machines.
- > Customers can load value up to \$100 (U.S.) onto this card. When the value on their card gets too low from usage, they can reload the same card at any Parcxmart participating merchant.
- > Customers can use their Parcxmart card to pay for parking at all participating meters and garages. All they have to do is put the card in the meter, select the amount of time required, and take the card out. The value is deducted from the card. Fast, convenient and clean.
- > As the Parcxmart network expands, drivers can use their Parcxmart card at any meter or garage that is a part of the nationwide network.

### Customers will be able to use their Parcxmart card for purchasing items at participating merchants.

#### HOW DO WE DO IT?

- > Once loaded with value, the Parcxmart card can be used to buy items at the store level.
- > Parcxmart does not require customers to register a name or any other personal information in order to obtain a card.
- > In many cities the Parcxmart card will be usable for transit fares, tolls, and vending machines.

### In the future, the more customers use the Parcxmart card, the more they are rewarded.

#### HOW DO WE DO IT?

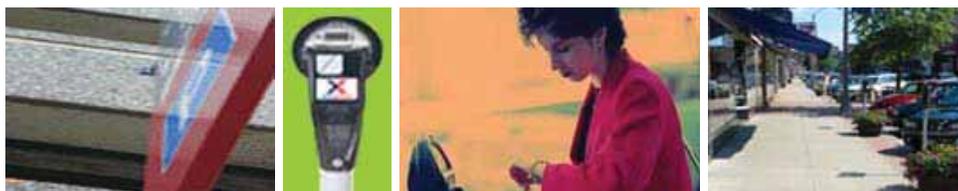
- > COMING IN 2006 - The advantage of using your Parcxmart card for these small purchases is that you can win instant rewards at participating merchants.



# Merchant Solutions

- SOLUTIONS
  - City Solutions
  - Merchant Solutions
  - Consumer Solutions

- HOW PARCXMART WORKS
- NEWS & INFORMATION
- PARTNERS
- ABOUT US



## Parcxmart is designed to increase store traffic, encourage customer retention and generate additional income.

### HOW DO WE DO IT?

- People come to the store to purchase or reload their Parcxmart card.
- COMING IN 2006 - Merchants benefit from a loyalty program which is designed to encourage usage and loading.
- From the minute they load their cards, customers can use the Parcxmart card to pay not only for parking but also for products direct from the participating merchants.

## With Parcxmart, merchants can increase store traffic and generate income with either no capital outlay or a one time machine upgrade fee.

### HOW DO WE DO IT?

- Parcxmart Technologies' partnership with the world's leading point-of-sale terminal manufacturers means that the merchant infrastructure to support Parcxmart cards is either already available or easily installed.
- Parcxmart Technologies will train all merchant staff on how the program works.
- Parcxmart Technologies will supply all point of purchase marketing collateral.

## Parcxmart Technologies provides full reporting, accounting and risk management for merchants.

### HOW DO WE DO IT?

- Value is loaded onto Parcxmart cards at the merchant location using cash, or a debit or credit card, processed via existing electronic funds transfer (EFT) networks.
- All funds are managed by a merchant-approved bank.
- Commissions associated with the sale of load value are settled with the merchant and moved to the Trust Account.
- Parcxmart Technologies manages the loyalty program.

Want to know how all of this actually works? [Click here.](#)

Attachment B:		Staff Headcount		L= Live aboard					
		By Slip		C= Commute					
<u>Brazilian Dock</u>		<u>Australian Dock</u>				<u>Peruvian Dock</u>			
<u>Slip #</u>	<u>Slip Size</u>		<u>Slip #</u>	<u>Slip Size</u>		<u>Slip #</u>	<u>Slip Size</u>		
1E	50'	2/POLICE	1E	50'	O	1E	50'	1C	
1W	50'	1C	1W	50'	O	1W	50'	O	
2E	50'	1C	2E	80'	O	2E	50'	1C	
2W	50'	1C	2W	80'	1C	2W	50'	1C	
3E	50'	1C	3E	100'	1C 3L	3E	110'	1C 1L	
3W	50'	1C	3W	100'	1C	3W	110'	1C 1L	
4E	50'	1C	4E	100'	1C 1L	4E	60'	1C	
4W	50'	1C	4W	100'	1C 1L	4W	60'	O	
5E	50'	1C	5E	100'	2C 1L	5E	110'	1C 1L	
5W	50'	1C	5W	100'	2C	5W	110'	?	
6E	50'	1C	6E	100'	2L	6E	60'	1C	
6W	60'	2C	6W	100'	1C	6W	60'	1C	
7E	60'	O	7E	110'	3L	7E	110'	2L	
7W	60'	1C	7W	110'	1C 1L	7W	110'	O	
8E	60'	1C	8E	110'	3C	8E	60'	O	
8W	60'	1C	8W	110'	2C 1L	8W	60'	O	
9E	80'	1C	9E	110'	1C 1L	9E	110'	2C 1L	
9W	80'	1C	9W	110'	1C	9W	110'	1C	
10E	80'	2C	10E	110'	2C	10E	60'	O	
10W	80'	1C	10W	110'	1C 1L	10W	60'	O	
11E	80'	2C	11E	130'	4L	11E	110'	1C	
11W	80'	1C	11W	130'	?	11W	110'	1C	
12E	80'	2C	12E	120'	2C 1L	12E	TEE		
12W	80'	1L	12W	120'	2C 3L	12W	172'	4C 3L	
13E	80'	1C	13E	130'	3C 2L				
13W	80'	O	13W	130'	3C 2L				
14E	80'	1C	14E	120'	2C 1L				
14W	80'	1C	14W	120'	2C 1L				
15E	80'	1C	15E	130'	1C 1L				
16E	80'	1C	16E	130'	2L				
15W	TEE	O	15W	TEE					
16W	172'	1C 7L	16W	262'	3C 3L				
<b>TOTALS</b>		<b>30C</b>			<b>36C</b>			<b>18C</b>	
		<b>8L</b>			<b>30L</b>			<b>9L</b>	

Attachement C:										
Estimated										
Potential Vessel Party/Guest (Does not include staff or caterers, etc.)										
By Slip										
Brazilian Dock			Australian Dock				Peruvian Dock			
Slip #	Slip Size		Slip #	Slip Size		Slip #	Slip Size			
1E	50'	0	1E	50'	4	1E	50'	6		
1W	50'	8	1W	50'	6	1W	50'	6		
2E	50'	8	2E	80'	12	2E	50'	2		
2W	50'	8	2W	80'	12	2W	50'	6		
3E	50'	8	3E	100'	20	3E	110'	20		
3W	50'	8	3W	100'	16	3W	110'	16		
4E	50'	6	4E	100'	16	4E	60'	8		
4W	50'	10	4W	100'	16	4W	60'	8		
5E	50'	10	5E	100'	20	5E	110'	16		
5W	50'	10	5W	100'	12	5W	110'	?		
6E	50'	10	6E	100'	18	6E	60'	8		
6W	60'	8	6W	100'	12	6W	60'	12		
7E	60'	10	7E	110'	20	7E	110'	16		
7W	60'	10	7W	110'	20	7W	110'	12		
8E	60'	8	8E	110'	20	8E	60'	8		
8W	60'	10	8W	110'	20	8W	60'	12		
9E	80'	12	9E	110'	20	9E	110'	18		
9W	80'	12	9W	110'	10	9W	110'	18		
10E	80'	12	10E	110'	20	10E	60'	12		
10W	80'	12	10W	110'	16	10W	60'	8		
11E	80'	12	11E	130'	20	11E	110'	6		
11W	80'	12	11W	130'	?	12E	110'	8		
12E	80'	12	12E	120'	20	11W	TEE			
12W	80'	12	12W	120'	20	12W	172'	100		
13E	80'	12	13E	130'	30					
13W	80'	12	13W	130'	50					
14E	80'	12	14E	120'	20					
14W	80'	12	14W	120'	20					
15E	80'	12	15E	130'	50					
16E	80'	12	16E	130'	30					
15W	TEE		15W	TEE						
16W	172'	125	16W	262'	100					
<b>TOTALS</b>		<b>425</b>			<b>670</b>					<b>326</b>



## TOWN OF PALM BEACH

### MEMORANDUM

TO: Robert J. Doney, Town Manager  
FROM: James H. Demming, Director of Finance *JHD*  
DATE: July 31, 1998  
SUBJECT: Parking Placard Program - South Ocean Blvd.

At the May 12, 1998 Town Council Meeting, staff was instructed to evaluate areas within the Town where modified parking programs could be implemented to increase revenues similar to the parking placard program utilized on South Lake Drive. As you may recall, that program involved 62 metered spaces and consisted of selling permits (\$240.00 ea.) that allowed the permit holder 4 consecutive months of unlimited parking at any of the available spaces (see attached).

Staff has considered potential areas where similar programs may be successful. After lengthy review, staff reached a consensus that the 53 metered parking spaces along the west side of South Ocean Boulevard, between Hammon Avenue and Royal Palm Way, would be a good candidate for this type of parking program. Due to the proximity of the parking spaces to businesses and condominiums, it appears there would be sufficient demand to support a permit parking program. In addition, staff recommended that the rate charged for these permits be the same as those charged for the South Lake Drive program (\$60.00/mo. with a minimum of 4 months). At this rate, the Town could generate maximum annual revenues of \$38,160 under this program. The entire Mid-Town Beach metered area, which consists of 146 metered spaces, generates approximately \$110,000 annually.

Based on our thorough review of the entire parking inventory throughout the Town, staff believes this is the only area which is a good candidate for expansion of the permit parking program at this time.

#### RECOMMENDATION:

Authorize staff to implement a permit parking program on the west side of South Ocean Boulevard. The rates and administrative policies will be the same as those utilized for the South Lake Drive program.

If additional information is needed, please advise.

JHD:bbc

Attachment

cc: Peter B. Elwell, Assistant Town Manager  
Frank A. Croft, Police Chief  
Al P. Dusey, Public Works Director  
David F. Jakubiak, Assistant to the Town manager

## MINUTES OF THE TOWN COUNCIL MEETING HELD ON MAY 12, 1998

The Town Council was in agreement that the FDOT would be placed on the July Town Council Agenda, to be heard at a time certain as the first item after lunch.

2. Consideration of BellSouth Franchise Fee and Public Service Tax Audit  
*(Deferred from March 10, 1998)*

Assistant to the Town Manager Dave Jakubiak referred to his memorandum dated May 7, 1998, wherein he had noted a letter of protest that had been received from BellSouth, requesting that the Town provide statutory authority for the audit findings of \$33,675 due to the Town. He explained that Town Attorney Randolph would respond to BellSouth in the statutory time period.

Councilman Wyett complimented Mr. Jakubiak on the excellent job he had done in this regard.

3. Status Report from Town Staff on Implementation of Actions Directed by Town Council Regarding Parking Meters on South Lake Drive

Finance Director James Demming referred to his memorandum dated May 6, 1998 referring to the South Lake Drive Parking Program. He explained that revenues generated through the placard program on South Lake Drive since November 1, 1997, had included \$25,200 from the sales of the placards to date; \$28,774 as total revenues collected from the South Lake area this fiscal year through April 30, 1998 (compared to \$14,000-\$16,000 for the previous two years). The only item that would be reviewed for next year was the possibility of issuing more than 62 permits. There were only 62 parking spaces, and the placards had been limited to 62 at any given time. Review could be conducted because there had been 5-10 available spots at any given point in time.

Councilman Shaw commented that the program was excellent and should be expanded Town-wide.

President Pro-Tem McLendon commented that all of the spaces were not utilized consistently, and suggested that "over-booking" the spaces be implemented, as long as some sort of a bonus was provided for someone denied the right to park as a result.

Acting Town Manager Elwell agreed with the "over-booking" concept, however, he expressed concern regarding accommodations for the person denied a parking space. He suggested that the "over-booking" process be conducted very slowly, perhaps with the use of 3-5 spaces initially.

## MINUTES OF THE TOWN COUNCIL MEETING HELD ON MAY 12, 1998

Councilman Wyett commented that he did not believe enough emphasis had been given to encourage Worth Avenue employee parking, according to comments received from the Worth Avenue Association.

President Smith suggested that the Finance & Taxation Committee could consider the implementation of placard parking in other areas of the Town.

Acting Town Manager Elwell responded that staff would review all meter parking in Town and make recommendations about expanding the program.

4. Status Report from Town Staff on Implementation of Actions Directed by Town Council Regarding Concerns by Residents on Park Avenue Relating to Commercial Establishments on Sunrise Avenue

Director of Planning, Zoning & Building Robert Moore reported that there had been code enforcement action taken in the Park Avenue area. A separate zoning problem was associated with the 251 Restaurant, which was being handled separately, under advice from Town Attorney Randolph. There were additional zoning issues regarding the interior commercial space at 251, and the use of the north/south easement to get to the back side of the Palm Beach Hotel. There were ongoing discussions with the Palm Beach Hotel Condominium Association, with the owner of the commercial space, and the tenant of the commercial space, C.J.'s/Ann Z. King.

Chief Code Compliance Officer Brian House reported that the hotel itself had taken care of two problems: the exhaust and intake fans had been quieted so that the ordinance was met; the cooling tower on the northwest corner of the property had also been quieted so that the noise ordinance was met. Garbage and recycling pick-up from 251 was being accomplished through the front.

Councilman Wyett commented that there had been some question as to where garbage and bottles could be stored before going outside; one of the problems had been that it was being stored in the rear of 251, contrary to the operating agreement.

Mr. House responded that the agreement was that it would be picked up from the street, and nothing in the agreement had required them to store it anywhere. It was being stored outside in front. The Condominium Association had then refused to allow them to do that.

Councilman Wyett replied that he understood that 251 was noisily putting out bottles and trash late at night and storing them there until the next morning in the rear of 251. He recalled that special

RESOLUTION NO. 26-02

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AUTHORIZING THE ESTABLISHMENT OF A PARKING PLACARD PROGRAM FOR THE PHIPPS OCEAN PARK METERED PARKING AREAS, AND ESTABLISHING A FEE OF \$70 PER MONTH WITH A MINIMUM OF FOUR MONTHS PURCHASED AT A TIME, AND INCREASING THE PARKING PLACARD FEES FOR THE PROGRAMS AT SOUTH OCEAN BOULEVARD AND SOUTH LAKE DRIVE FROM \$60 PER MONTH TO \$70 PER MONTH WITH A MINIMUM OF FOUR MONTHS, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, the Town staff has determined that there is sufficient demand to establish a parking placard program for the Phipps Ocean Park metered parking areas; and

**WHEREAS**, the Town staff has recommended an increase in the fee for the current parking placard program.

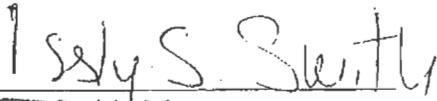
NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA AS FOLLOWS:

Section 1. A parking placard program is hereby established for the Phipps Ocean Park metered parking area available on a first-come, first-served basis during park operation hours, at a rate of \$70 per month with a minimum of four months purchased at a time (\$280).

Section 2. The fees for the parking placard programs currently in place at South Ocean Boulevard and South Lake Drive is hereby increased from \$60 per month to \$70 per month with a minimum purchase of four months (\$280).

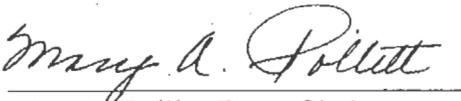
Section 3. The new parking placard program at Phipps Ocean Park and the increase in fees for the placard programs at South Ocean Boulevard and South Lake Drive will be effective May 1, 2002.

PASSED AND ADOPTED by the Town Council of the Town of Palm Beach on this 9<sup>th</sup> day of April, 2002.



Lesty S. Smith, Mayor

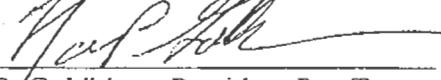
ATTEST:



Mary A. Pollitt, Town Clerk



William J. Brooks, Council President



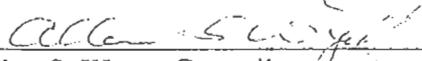
Norman P. Goldblum, President Pro-Tem



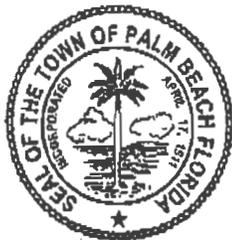
Jack McDonald, Councilman



Samuel C. McLendon, Councilman



Allen S. Wyatt, Councilman



# TOWN OF PALM BEACH

Finance Department

## NEWS RELEASE

**SUBJECT: New "placard parking" permit at Phipps Ocean Park can save user up to 50 percent**

**DATE: APRIL 26, 2002**

**FOR RELEASE: IMMEDIATE**

**FOR FURTHER**

**INFORMATION, CONTACT: Jane Skittone, Finance Director, 838-5444**

The popular placard parking program in the Town has been extended to include Phipps Ocean Park on South Ocean Boulevard effective May 1.

The new permit allows for unlimited parking in metered areas for \$70 a month, with a four-month minimum purchase at a time. If a user parked every business day for four months, the placard permit is a savings of 50 percent.

Employees of area businesses or residents, visitors, guests of area residents and anyone else can purchase and utilize the new permit. The placard program is operated on a first-come, first-serve basis and is good only for the defined area for which it is purchased.

Phipps Park is the third defined area where parking placards can be used. The other two locations are the west side of South Ocean Boulevard between Hammon Avenue and Royal Palm Way (53 spaces) and South Lake Drive (62 spaces).

The Town Council also passed a resolution at its April 9 meeting to increase the current placard permits from \$60 to \$70 a month and retain the four-month purchase minimum, bringing the two current locales into line with the Phipps Ocean Park placard permit price. There has not been an increase since the program first went into effect in 1997. During the season, there is sometimes a waiting list, so early purchase is advisable.

For any questions or to find out how to purchase a parking placard permit, call the Finance Department at 838-5444 or see the Town's web site: [www.townofpalmbeach.com](http://www.townofpalmbeach.com)

SOUTH OCEAN BLVD PARKING PLACARDS

In purchasing the South Ocean Blvd Parking placards, I agree and initial the following rules and regulations.

- 1) 50 placards to be issued, 50 meter spaces, first come, first serve basis \_\_\_\_\_
- 2) People feeding meters with coins will still be able to do so, placards do not guarantee space, meters are open for everyone's use. \_\_\_\_\_
- 3) Placards are transferrable, but can not be resold \_\_\_\_\_
- 4) Placards must be placed on the rear view mirror, if forgotten and a ticket is received, you must pay the ticket \_\_\_\_\_
- 5) Please note WEST SIDE METERS ONLY \_\_\_\_\_

\*\*\*\*\*

Please fill out the information below:

**PLEASE PRINT**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Phone#: \_\_\_\_\_

Drivers's License #: \_\_\_\_\_

State Issued: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Placard # \_\_\_\_\_ Date Issued: \_\_\_\_\_

Date Expires: \_\_\_\_\_

5/5/98 - PBE

ITEM FOR 5/12/98 TOWN COUNCIL MEETING  
(Re: Update on South Lake Drive Parking Meters Program)

xc: Mayor and Town Council  
Demming  
Jakubiak  
Dusey }  
Croft }

Please be prepared to comment on this program at the 5/12/98 Council meeting from the docks management and parking enforcement perspectives of your departments. Thanks, PBE



TOWN OF PALM BEACH

MEMORANDUM

RECEIVED  
MAY 06 1998  
Finance Dept.

TO: Peter B. Elwell, Acting Town Manager  
FROM: James H. Demming, Finance Director *JH*  
DATE: May 6, 1998  
SUBJECT: Update on South Lake Drive Parking Program  
Item for May 12, 1998 Town Council Meeting

At the September 9, 1997 Town Council Meeting, staff was authorized to proceed with implementing a temporary parking permit program for the 62 metered spaces along South Lake Drive. The program consisted of selling permits (\$240.00 ea.) that allowed the permit holder four (4) consecutive months of unlimited parking at any of the available 62 spaces. This program, which became effective November 1, 1997, appears to have been a success financially. It has generated \$25,200 from the sales of these permits. Total revenues collected from the South Lake area this fiscal year through April 30, 1998 are \$28,774. Total revenues for the years ended 9/30/96 and 9/30/97 were \$14,250 and \$16,500, respectively. Presently, the Town has 43 active permits issued with 19 available for sale.

Based on discussions with staff, several concerns were raised by the public during the program.

1. That the Town would only allow 62 permits to be issued at any time.
2. That the purchase of the permit did not guarantee availability of a parking space. (The metered spaces were available to the public on a first-come, first-serve basis).
3. That the full \$240.00 was payable all at once.

Of the concerns noted, staff may consider issuing additional permits above the 62. During the busy season we had between 6 and 10 potential buyers on a waiting list for the next available permit at any given time. And there were no instances where a permit holder was unable to locate an available parking space that was brought to our attention.

If additional information is needed, please advise.

Attachment

Town Attorney Randolph replied that a status report would be forthcoming on this issue, and it was his understanding that settlement was going forward. Assistance from the Town in obtaining easements was a separate issue; as he understood it, the Corps was asking the Town, as a local entity, to assist in obtaining the easements for them, and liability for the easements would not be a responsibility of the Town.

Mr. Dusey explained that the easement agreements could be designed such that the liability would not be the responsibility of the Town.

President Pro-Tem Shaw suggested that the Corps of Engineers should reimburse the Town for the processing of easement agreements.

Councilman McDonald moved that the recommendation of staff be accepted. The motion was seconded by Councilman McLendon. On roll call, the motion carried 4/1, with President Smith casting a negative vote as a result of her concern with liability of the Town.

4. Consideration of Parking Meters on South Lake Drive (*Deferred from March 11, 1997*) 

Police Major Frank Croft addressed the Town Council, referring to the memorandum of Police Chief Terlizzese, dated August 26, 1997, to the Mayor and Town Council regarding parking meters on South Lake Drive. He explained that there were 62 spaces available that were not being utilized currently. Reduction of hourly rates had not resulted in an increase of usage. In an effort to increase revenue, he proposed a system for the public to purchase prepaid placards for a period of four months at \$75 per month.

John Maus, president of Worth Avenue Association, reported that membership had been made aware of the lower rate at the meters and the placard system. He had a list of 15-18 stores that had requested spaces. He noted that the monitoring of the meters would be more successful during the season, and that the \$75 rate was higher than the Apollo lot. He suggested that after 4 months the system be evaluated.

Councilman Wyett urged the Police Department to look into the use of handicapped parking spaces on Worth Avenue by store employees.

President Pro-Tem Shaw suggested that the parking issue become an agenda item in four months to determine if the whole Town could avail itself of parking permits, controlling parking while providing revenue for the Town.

Police Chief Terlizzese replied that the issue would require participation by parking experts, legal experts, and representatives of merchants and residents. He suggested that revision of the entire parking system would take several months to accomplish with a committee assigned for the process.

President Smith clarified that after one full season of use on South Lake Drive the parking could be evaluated more clearly, however, the idea of permit parking would require input from both citizens and civic groups in Town. She suggested that the parking issue could be made an agenda item for next May or June.

Major Croft recommended that an evaluation take place after the initial four month period, however, the Police Department would like to have placards sold for another four month series that would encompass a complete season. He estimated that the initial four month period would begin November 1, 1997.

Town Manager Doney mentioned that first and foremost, a formal opinion from the Town Attorney would be needed as to the legality of the parking restrictions.

In response to Councilman Wyett, Major Croft explained that the \$0.25 reduced parking fee reduced revenue, however, it had not increased parking.

Councilman Wyett suggested that the meters be raised back to where they were if permit parking placards were issued.

Mayor Ilyinsky commented that the Town was currently paying for new docks in order to attract bigger and more expensive boats, and raise the revenue at the docks. He noted that these yachts would have large crews, and every parking space in the area would be needed. He cautioned that taking the parking spaces away along South Lake Drive may result in the loss of revenue from the docks.

Major Croft noted that no spaces would be taken away, and the people on the boats would have equal opportunity to purchase a parking placard.

Councilman Wyett made a motion that the rate for parking placards be set at \$60 per month, that the meter prices return to where they were before the experimental drop in rates, and that consideration be given to special rates for occasional boat visitors. President Pro-Tem Shaw seconded the motion for discussion.

Mr. Shaw suggested that the parking placards be sold on a monthly basis, expiring at the end of each month, as well as on a 4-month basis.

Town Manager Doney clarified that no more on street space "bag" meters would be leased on South Lake Drive; they would remain at \$75 per month.

Councilman Wyett clarified his motion: he moved that a \$60 per month rate be approved, for a four month period; that the meter price be raised back to the price before the experimental reduction; that the Police Department study the idea of shorter terms to accommodate special circumstances; that the current 12 leased spaces be terminated as soon as possible; that a list of those using the parking placards be provided by the Police Department.

Major Croft advised that certified letters would be sent out to ease lessee.

On roll call, the motion carried unanimously.

### **XIII. NEW BUSINESS**

#### **A. Ordinances**

1. Ordinance No. 12-97 - Amendments to Charitable Solicitation Ordinance -  
(first reading)

Town Attorney Randolph read Ordinance 12-97 by title:

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 10, ARTICLE 5 OF THE TOWN CODE OF ORDINANCES RELATING TO CHARITABLE SOLICITATIONS, PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; PROVIDING FOR AN EFFECTIVE DATE.

President Pro-Tem Shaw moved approval of Ordinance 12-97 (first reading). The motion was seconded by Councilman McLendon. On roll call, the motion carried unanimously.

#### **B. Resolutions**

1. Resolution No. 45-97 - Designation of Financial Institutions as Town Depositories and Authorization to Sign Checks for FY98

Town Attorney Randolph read Resolution 45-97 by title:

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, DESIGNATING TOWN DEPOSITORIES FOR FISCAL YEAR 1998, PURSUANT TO SECTION 2-160 OF THE TOWN CODE OF ORDINANCES, AND DESIGNATING PARTIES TO SIGN CHECKS OR WARRANTS ON BEHALF OF THE TOWN, PURSUANT TO SECTION 2-159 OF THE TOWN CODE OF ORDINANCES.

President Pro-Tem Shaw moved approval of Resolution 45-97. The motion was seconded by Councilman McLendon. On roll call, the motion carried unanimously.

# TOWN OF PALM BEACH

Information for Town Council Meeting on: August 8, 2006

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To: Mayor and Town Council

Via: Peter B. Elwell, Town Manager

From: Veronica B. Close, Director of Planning, Zoning & Building  
H. Paul Brazil, Director, Public Works

Re: Update to 2005 Construction Parking Survey

Date: July 28, 2006

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## **STAFF RECOMMENDATION**

Staff recommends that the Town Council review the information contained and provide direction to the staff as necessary.

## **GENERAL INFORMATION**

The Town Council requested that a report be compiled by staff regarding parking problems on Hi Mount Road and Via Vizcaya for its meeting of June 13, 2006. The item was deferred until the July Town Council meeting. Outlined below are data supplied by the Police Department about parking complaints received by them for the past six (6) months on both of these streets.

Hi Mount / Ridgeview Rd.	Total 12 complaints
	3 incidents reported as construction parking violations
	1 incident landscaping vehicle
	1 incident truck blocking drive
	1 incident valet parking problem
	6 incidents parking violation tickets issued ( could not determine if these were construction parking related)

Via Vizcaya	Total 9 complaints
	7 incidents reported as construction parking violations
	2 reported as hazardous parking

In 2005, the Public Works Department issued 9 Right-of-Way permits on Hi Mount Road, and no traffic violations. In 2006, the Department issued 5 ROW permits and issued 1 violation for failure to have a ROW permit. On Via Vizcaya, 1 ROW permit was issued in 2005 with no violations issued, and in 2006 7 ROW permits and 4 violations were issued, of which 3 were related to parking. Code Enforcement has also received a number of parking complaints on Via Vizcaya related to the construction parking, although no empirical data was compiled on these complaints. When investigated most of the complaints were construction-related to either

Update to 2005 Construction Parking Survey  
July 28, 2006  
Page 2

parking on the right-of-way without permits, or materials delivery issues. It should be noted that both of these streets are not normal residential thru streets with access at both ends. Hi Mount Road is a double dead end street and Via Vizcaya is a circle street with only one entry and exit. Both of these conditions will compound any blockage.

Enhanced inspection and enforcement may provide the residents on these two streets with relief. Please note that each street type has varied parking issues associated with them and should be reviewed on a case by case basis.

Also attached, is a copy of survey data compiled by the Public Works Department on June 28, 2006, that surveyed the same streets that were surveyed in 2005. The June 28, 2006 data has been added to the summary sheet from 2005 for comparison. A copy of the entire 2005 survey is included for your easy reference.

It is interesting to note that "Other" parking has exceeded the percentage of "On Street Construction" parking and that all but one sampling indicated that "Service" parking also exceeded the construction parking. Another point is that the total number of vehicles on these streets over the construction season has only varied from 209 to 225 vehicles - not a very large variation.

We have also included data regarding Right of Way (ROW) permit issuance, total permit fees collected, and total permit violations levied on one spreadsheet. The second spreadsheet breaks down ROW permit violations into categories for two separate periods of time; October 1, 2004 through September 30, 2005 and October 1, 2005 through March 31, 2006.

Finally, please remember that regulation of on-street parking on residential side streets throughout the north end is being addressed in the Traffic and Parking Improvement Plan which we expect to be ready for review by October.

#### **ATTACHMENTS**

- Town of Palm Beach Construction Parking Survey, dated June 28, 2006
- Town of Palm Beach Construction Parking Summary
- Town of Palm Beach Construction Parking Survey 2005
- Right of Way Permit Data

VBC/kr

cc: John C. Randolph, Town Attorney  
Charles R. Langley, PE  
Robert S. Walton, Chief Code Compliance Officer



TOWN OF PALM BEACH  
CONSTRUCTION PARKING SUMMARY

REPORTING PERIOD	ACTIVE CONSTRUCTION ACTIVITIES	ON-SITE CONSTRUCTION PARKING	ON STREET CONSTRUCTION PARKING	SERVICE PARKING	OTHER PARKING	TOTAL PARKING
2/15/05 through 3/29/05	34	57	41	75	144	260
4/28/05 through 6/06/05	31	68	37	85	88	210
6/07/05 through 6/23/05	34	67	76	58	91	225
6/28/06	29	42	64	71	74	209
2/15/05 through 3/29/05			16%	29%	55%	100%
4/28/05 through 6/06/05			18%	40%	42%	100%
6/07/05 through 6/23/05			34%	26%	40%	100%
6/28/06			31%	34%	35%	100%
% PARKING (Average)			24	31	46	100

# TOWN OF PALM BEACH

Information for Town Council Meeting on: July 12, 2005

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To: Mayor and Town Council  
Via: Peter B. Elwell, Town Council  
From: H. Paul Brazil, P.E., Director of Public Works  
Re: **Construction Parking Survey**  
Date: June 30, 2005

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## **STAFF RECOMMENDATION**

Public Works staff recommends that construction parking continue to be managed by enforcement of parking regulations based on street capacity. In general, enforcement levels should be stepped up as the need arises. In the case of traffic congestion "hot spots," Public Works staff should respond directly to resolve the construction parking issues, to match enforcement levels to the available on-street parking.

## **GENERAL INFORMATION**

Public Works staff conducted a parking survey of a portion of the Town starting in February of 2005. The boundary of the area selected to conduct the survey was chosen to be representative of conditions found throughout the Town.

On average, on-street construction parking accounted for 24% of the total parking, and service activities accounted for 31% of the total parking. With few exceptions, contractors were providing either all or a portion of construction parking required on the construction sites. On-street construction parking was found to be one of the contributing factors in causing traffic congestion. Enforcement of existing parking regulations was found to be an effective method in minimizing traffic congestion due to construction parking.

Below is a summary of the survey. Detailed results of the survey are attached.

### Observations:

Data for the parking survey was collected on four occasions from an area bounded by Mockingbird Trail on the north, Atlantic Avenue on the south, North Ocean Boulevard and North County Road on the east, and North Lake Way on the west. Data was collected in seven categories including the number of active construction sites, the amount of on-site parking being utilized by the contractors, the amount of construction related on-street parking, the amount of

**JONES  
FOSTER  
JOHNSTON  
& STUBBS, P.A.**

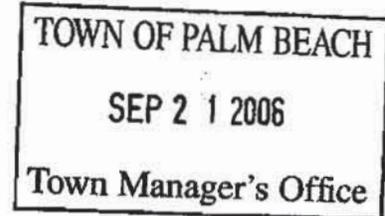
**Attorneys and Counselors**

John C. Randolph, Esquire  
Direct Dial: 561-650-0458  
Direct Fax: 561-650-0435  
E-Mail: jrandolph@jones-foster.com

Flagler Center Tower, Suite 1100  
505 South Flagler Drive  
West Palm Beach, Florida 33401  
Telephone (561) 659-3000

*Mailing Address*  
Post Office Box 3475  
West Palm Beach, Florida 33402-3475

September 20, 2006



Mr. Thomas G. Bradford  
Deputy Town Manager  
Town of Palm Beach  
Post Office Box 2029  
Palm Beach, Florida 33480

RE: Town of Palm Beach  
Townwide Traffic and Parking Study  
Use of Parking Funds  
Our File No. 13156.8

Dear Tom:

You inquired as to whether the Town may collect parking meter fees in excess of the cost of regulating parking. You have also inquired for what purpose may the Town use these parking meter fees.

**SHORT ANSWER:**

The Town may collect parking meter fees in excess of the costs of regulating parking so long as the surplus is modest. If the surplus is substantial, the Town will be levying a tax under the guise of imposing a regulatory fee, which is a clear abuse of its police power. Additionally, fees derived from parking meters may be used only to pay for the costs of parking regulation and enforcement. Parking regulation and enforcement, however, is a broad term. Florida courts, therefore, have determined that parking meter fees may be used to pay principal and interest on bonds issued for the construction and maintenance of parking facilities within a municipality.

**ANALYSIS:**

**I. A modest surplus over costs of regulation does not invalidate regulatory fees.**

A parking-meter system is a valid exercise of a municipality's police power. See Tamiami Trail Tours, Inc. v. City of Orlando, 120 So. 2d 170, 173 (Fla. 1960). Revenues derived from parking meters are "regulatory fees." Id.

Generally, the rule that the amount of a parking fee must not exceed the cost of regulation has been interpreted to mean that the fee must not substantially exceed that limitation; approximate and not mathematical equality with the cost of regulation is required. See McQuillin, MUNICIPAL CORPORATIONS, § 26.167. Accordingly, the fee is not a revenue measure (i.e. a tax) and is valid if it does not substantially exceed the expense of enforcing the parking meter ordinance. Id.; see also Broward County v. Janis Development Corp., 311 So. 2d 371, 375 (Fla. 4th DCA 1975) (municipality may use regulatory fee for offsetting the necessary expense of regulation; use of regulatory fee to raise revenue is an impermissible tax). The Town therefore, may collect fees from parking meters in excess of the costs of regulating parking so long as the surplus is modest. See e.g. State ex rel. Harkow v. McCarthy, 171 So. 314 (1936) (if municipality makes inordinate and unjustified profits from parking meters, fees are not regulatory, but are impermissible tax revenues). Nothing prohibits a municipality from making a modest return on its parking meter operation, providing that the fee is not unreasonable. See e.g. Contractors and Builders Ass'n of Pinellas County v. City of Dunedin, 329 So. 2d 314, 318, n. 5 (Fla. 1976).

**II. Fees derived from parking meters may be used only to regulate and enforce parking.**

As stated above, fees collected through parking meters are subject to the limitations of reasonableness and equality to the cost of enforcement. Such fees, however, do not necessarily have to be applied only to offset the approximate cost of purchase, maintenance and policing of the meters. The exercise of the police power in the control and regulation of parking necessarily involves expenditures in many ways. For example, revenues from parking meters, including any surplus, may be expended for the acquisition, construction, improvement, maintenance and management of parking areas. See e.g. State v. City of West Palm Beach, 125 So. 2d 568, 571 (Fla. 1960) (ordinance requirement that parking revenues be applied first to parking revenue bonds and second to current expenses of parking facilities and meters did not conflict with statutes dealing with municipal parking facilities); State v. City of Tampa, 113 So. 2d 865, 866 (Fla. 1959) (use of parking meter fines to pay principal and interest of bond, which financed construction and maintenance of parking facilities, is permissible and does not constitute ad valorem taxation).<sup>1</sup>

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<sup>1</sup> The reconstruction, paving, and improvement of streets and roads is not entirely unrelated to the regulation and control of vehicular traffic but the relationship is too remote to justify using revenues from parking meters for such purposes. City of Panama City v. State, 60 So. 2d 658, 660 (Fla. 1952). Such a use of parking meter revenues would be a clear abuse of the police power and a levy of taxes under the guise of a regulatory or license fee. Id.

Mr. Thomas G. Bradford  
September 20, 2006  
Page 3

Sincerely,

JONES, FOSTER, JOHNSTON & STUBBS, P.A.

A handwritten signature in black ink, appearing to read "John C. Randolph".

John C. Randolph  
JCR/ssm

**Town of Palm Beach  
Parking Program  
Revenue and Expenditure Analysis  
FY2000 through FY2007**

	FY2000 Actual	FY2001 Actual	FY2002 Actual	FY2003 Actual	FY2004 Actual	FY2005 Actual	FY2006 Budget	Preliminary FY2007 Budget
<b>Revenues</b>								
<b>Parking Meter Revenue</b>								
Royal Palm Way	\$6,462	\$7,891	\$9,263	\$8,222	\$8,848	\$7,742	\$9,000	\$9,000
Australian Avenue	6,179	4,063	322	897	0	0	0	0
Ocean Front	151,450	158,180	157,586	180,333	212,253	193,093	200,000	200,000
Lake Front	45,520	45,103	51,181	55,856	58,483	59,676	55,000	55,000
Phipps Ocean Park	28,339	25,958	27,875	47,876	40,920	25,000	25,000	30,000
Peruvian	78,565	75,971	74,971	69,676	73,058	75,729	75,000	75,000
Main Post Office	2,306	2,803	1,984	2,008	2,116	1,861	2,000	2,000
Bradley Place	9,936	8,246	8,896	10,693	13,524	11,749	12,000	12,000
Phipps Plaza	3,239	2,528	4,136	6,720	5,709	6,416	6,000	6,000
North County	5,616	5,453	5,982	5,765	6,731	6,542	6,000	6,000
South County	7,463	4,704	9,299	10,568	11,412	9,914	11,500	11,500
<b>Total Parking Meter Revenue</b>	<b>\$343,075</b>	<b>\$340,900</b>	<b>\$351,495</b>	<b>\$398,614</b>	<b>\$433,054</b>	<b>\$393,026</b>	<b>\$401,500</b>	<b>\$406,500</b>
<b>Fines, Penalties &amp; Other Revenue</b>								
Parking Penalties	\$97,116	\$121,573	\$112,080	\$123,261	\$205,873	\$208,304	\$250,000	\$250,000
Parking Fines	438,880	410,381	348,373	610,103	569,297	300,187	510,000	450,000
Boot Fees	8,650	6,800	4,800	7,500	6,555	4,900	6,000	5,000
Gainesville Plan	4,195	4,785	4,235	3,980	3,495	4,000	4,500	4,000
Arlington Plan	11,865	12,150	9,710	9,835	10,565	10,145	11,000	10,500
ROW Permits	142,771	126,759	99,536	114,574	131,127	129,312	110,000	110,000
ROW Parking Violation Fines	31,470	34,060	28,155	16,825	22,913	29,482	25,000	20,000
Valet Parking Permits	0	0	0	6,500	1,250	4,500	4,500	4,500
Kreusler Park Admin Fee	32,592	39,290	44,686	27,136	34,180	30,699	40,000	45,000
Rebate for Town Towing	1,418	1,098	239	338	1,581	1,593	1,000	1,500
<b>Total Fines, Penalties &amp; Other</b>	<b>\$768,957</b>	<b>\$756,896</b>	<b>\$651,814</b>	<b>\$920,052</b>	<b>\$986,836</b>	<b>\$723,122</b>	<b>\$962,000</b>	<b>\$900,500</b>
<b>Total Revenues</b>	<b>\$1,112,032</b>	<b>\$1,097,796</b>	<b>\$1,003,309</b>	<b>\$1,318,666</b>	<b>\$1,419,890</b>	<b>\$1,116,148</b>	<b>\$1,363,500</b>	<b>\$1,307,000</b>
<b>Expenditures</b>								
<b>Police Department</b>								
<b>Parking Control (430)</b>								
Personnel Services	\$321,381	\$320,267	\$331,213	\$372,901	\$412,763	\$444,863	\$483,131	\$503,149
Contractual Services	4,452	5,620	5,201	9,701	16,094	14,088	11,500	12,860
Commodities	11,516	7,067	2,877	7,852	17,890	8,220	7,910	9,350
Capital Outlay	34,816	122,257	26,155	57,934	24,019	24,344	24,259	34,384
<b>Police Department Expenditures</b>	<b>\$372,165</b>	<b>\$455,211</b>	<b>\$365,446</b>	<b>\$448,388</b>	<b>\$470,766</b>	<b>\$491,515</b>	<b>\$526,800</b>	<b>\$559,743</b>
<b>Public Works Department</b>								
<b>Parking Meter Maintenance and Coll (558)</b>								
Personnel Services	\$25,912	\$32,326	\$30,083	\$30,903	\$30,778	\$36,052	\$43,616	\$42,082
Contractual Services	33	551	543	680	1,426	597	2,200	6,200
Commodities	12,327	16,076	20,168	7,267	18,361	6,481	16,700	26,800
Capital Outlay	0	0	0	1,405	1,405	11,851	1,405	2,450
<b>Public Works Department Expenditures</b>	<b>\$38,272</b>	<b>\$48,953</b>	<b>\$50,794</b>	<b>\$40,255</b>	<b>\$51,970</b>	<b>\$54,981</b>	<b>\$63,921</b>	<b>\$77,532</b>
<b>Right of Way Inspection (565)</b>								
Personnel Services	\$72,884	\$65,302	\$70,059	\$79,489	\$88,073	\$93,540	\$99,299	\$105,575
Contractual Services	110	45	25	0	0	0	1,000	1,000
Commodities	1,523	1,119	1,283	1,134	1,237	971	1,400	1,400
Capital Outlay	0	0	0	720	664	1,375	0	1,283
<b>Public Works Department Expenditures</b>	<b>\$74,517</b>	<b>\$66,466</b>	<b>\$71,367</b>	<b>\$81,343</b>	<b>\$89,974</b>	<b>\$95,886</b>	<b>\$101,699</b>	<b>\$109,258</b>
<b>Finance (141)*</b>								
Parking Ticket costs	\$49,115	\$52,250	\$55,349	\$59,279	63,680	69,809	75,879	79,673
Parking Permit Costs	\$4,720	\$5,022	\$5,319	\$5,697	6,120	6,709	7,293	7,657
Other Costs	\$556	\$592	\$627	\$671	721	780	859	902
<b>Total Finance costs</b>	<b>54,391</b>	<b>57,863</b>	<b>61,295</b>	<b>65,648</b>	<b>70,521</b>	<b>77,308</b>	<b>84,031</b>	<b>88,232</b>
<b>Total Expenditures</b>	<b>\$539,345</b>	<b>\$628,493</b>	<b>\$548,902</b>	<b>\$635,634</b>	<b>\$683,231</b>	<b>\$719,690</b>	<b>\$776,451</b>	<b>\$834,765</b>
<b>Total Revenue over/(under) Expenditures</b>	<b>\$572,687</b>	<b>\$469,303</b>	<b>\$454,407</b>	<b>\$683,032</b>	<b>\$736,659</b>	<b>\$396,458</b>	<b>\$587,049</b>	<b>\$472,235</b>

## Finance Department Cost of parking system

	<u>Time period</u>	<u># per</u>	<u>Cost per</u>	<u>Hrs per</u>	<u>Yearly cost</u>
<b>Parking tickets</b>					
Parking ticket notice forms (1936.26 for 7,500 forr	month	2,500	\$0.258		\$7,740.00
Postage	month	2,500	\$0.370		\$11,100.00
Correspondence-ticket/penalty disputes	month	40	\$22.028	0.25	\$2,643.36
Phone payments/inquiries					
Mary McQuaig	year	2,150	\$22.028	0.10	\$4,736.02
Kathy Eder	year	1,000	\$24.708	0.10	\$2,470.80
Donna Bragel	year	650	\$22.994	0.10	\$1,494.61
Linda Jones	year	500	\$22.027	0.10	\$1,101.35
Betty Cotton	year	150	\$23.483	0.10	\$352.25
Amy Wood	year	650	\$33.892	0.10	\$2,202.98
Credit card discounts/fees	year				\$4,800.00
Mail payment processing	day		\$19.614	3.00	\$15,298.92
Walk in customers	day	30	\$19.614	0.08	\$12,239.14
Ticket transaction uploads	day		\$22.028	0.15	\$859.09
File transfers w/ collection company	week		\$33.892	0.25	\$440.60
Enter voids/returned mail	year	3,000	\$24.708	0.01	\$741.24
Take meter check requests	year	150	\$22.028	0.25	\$826.05
Process customer refunds	year	225	\$22.028	0.25	\$1,239.08
Review of penalties prior to notice printing	month		\$33.892	1.00	\$406.70
Run/fold parking ticket notices	month		\$22.028	8.00	\$2,114.69
Parking ticket account reconciliation	month		\$33.892	2.00	\$813.41
Review of ticket account reconciliation	month		\$48.081	0.25	\$144.24
Rental agency billing updates	month		\$22.028	8.00	\$2,114.69
					@SUBTOTAL(F29..F6); 75879.22
<b>Parking permits</b>					
Issuance of parking permits					
Mary McQuaig	year	415	\$22.028	0.15	\$1,371.24
Kathy Eder	year	85	\$24.708	0.15	\$315.03
Donna Bragel	year	60	\$22.994	0.15	\$206.95
Linda Jones	year	45	\$22.027	0.15	\$148.68
Amy Wood	year	48	\$33.892	0.15	\$244.02
Issue parking placards					
S. Ocean	cust/qtr	13	\$22.028	0.15	\$171.82
S. Lake	cust/qtr	27	\$22.028	0.15	\$356.85
Phipps	cust/qtr	0	\$22.028	0.15	\$0.00
Issue reminders of renewal-placards					
S. Ocean	cust/qtr	13	\$22.028	0.25	\$286.36
S. Lake	cust/qtr	27	\$22.028	0.25	\$594.76
Postage-reminders	quarter	40		0.37	\$59.20
Temporary parking permits	year	350	\$22.028	0.25	\$1,927.45
Resident parking decals	year	1,170			\$1,284.54
Parking placards					
S. Ocean	quarter	42		0.74	\$124.32
S. Lake	quarter	68		0.74	\$201.28
					@SUBTOTAL(F51..F32); 7292.5
<b>Other</b>					
Receipt in bills from Phipps Park kiosk	weekly		\$22.028	0.50	\$572.73
Receipt in daily credit card receipts-Phipps kiosk	day	1	\$22.028	0.05	\$286.36
					@SUBTOTAL(F56..F54); 859.09
<b>Grand total</b>					
					@GRANDTOTAL(F59..F4); 84030.81



American Consulting Engineers of Florida, LLC

## **Town of Palm Beach**

### **Northern Residential Roads**

**Friday, May 26, 2006**

**8:00 am – 10:00 am**

**Photographs**



Via Las Brisas



Miraflores Drive



Tangier Avenue



Woods Road



Via Linda



West Indies Drive



El Dorado Lane



Ridgeview Drive



Tradewind Drive



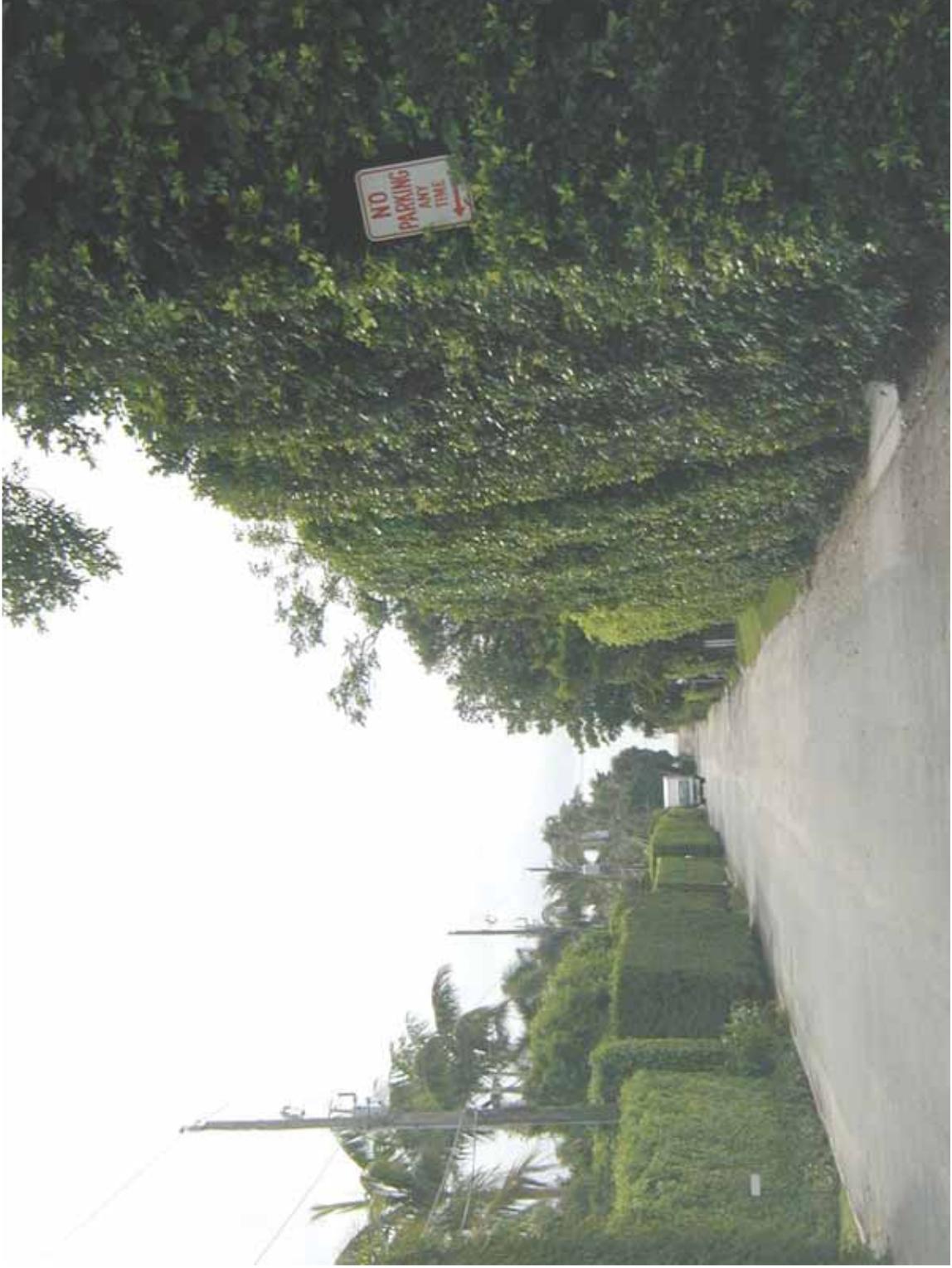
Eden Road



Garden Road



Garden Road



Laurian Lane



Orange Grove Road



Colonial Lane



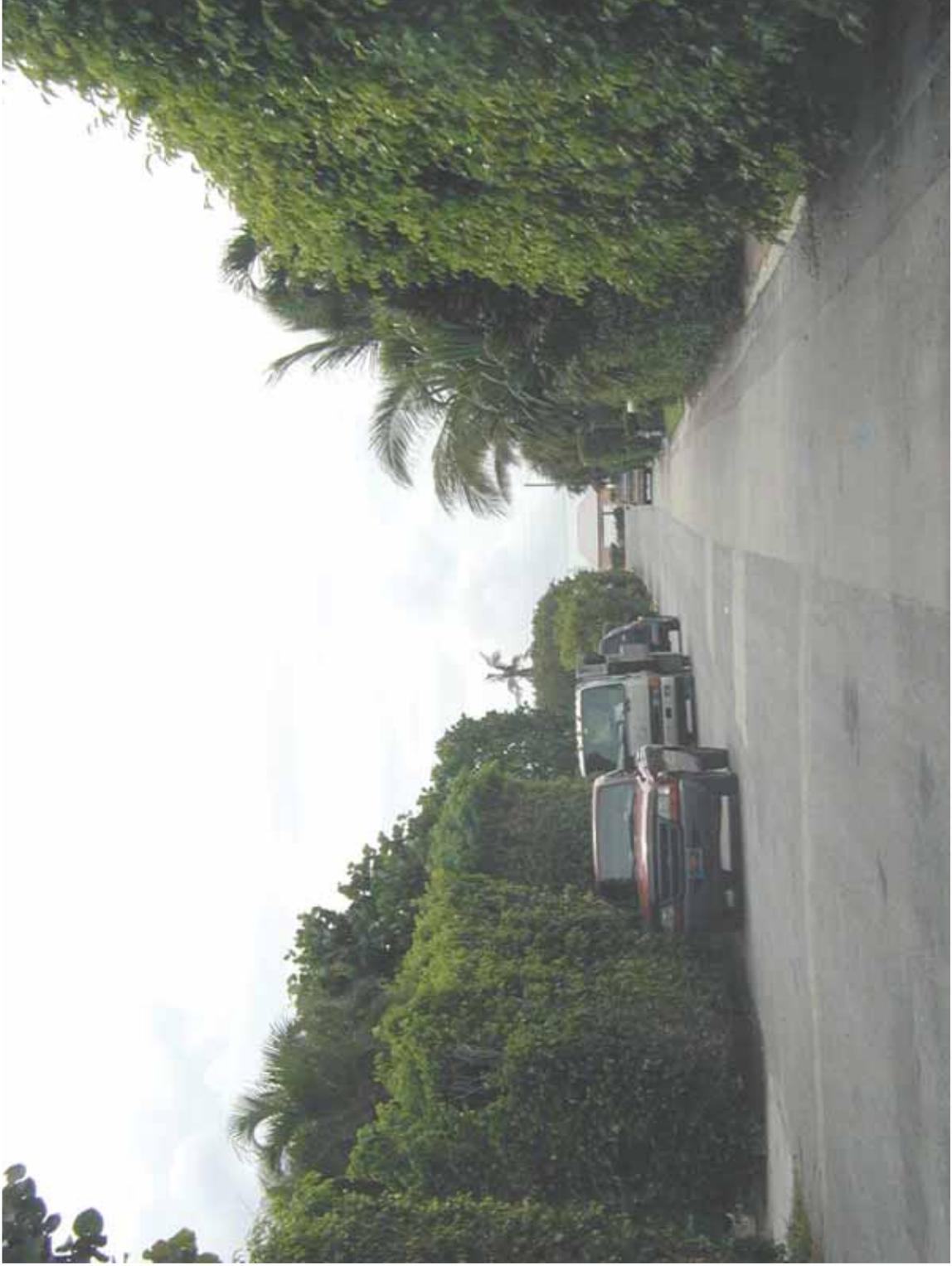
North Ocean Boulevard, north of Kenlyn Road



Osceola Way



Angler Avenue



Dolphin Road

**BEST**  
Workplaces  
for Commuters<sup>SM</sup>

## Carpool Incentive Programs:

Implementing Commuter Benefits  
as One of the Nation's  
Best Workplaces for Commuters<sup>SM</sup>

United States Environmental Protection Agency  
Office of Air and Radiation  
November 2005



# **Carpool Incentive Programs**

## Implementing Commuter Benefits as One of the Nation's Best Workplaces for Commuters<sup>SM</sup>

- ▶ Carpools consist of two or more persons driving together in a privately owned vehicle. At a workplace, employees may choose to carpool without any assistance or involvement from the employer; however, carpool incentive programs are a way for employers to encourage employees to carpool.
- ▶ Carpool incentive programs may incorporate a variety of means to encourage employees to carpool. Possible incentives include reduced cost or free parking, preferred parking, or reward programs (such as prize drawings).
- ▶ Employers can help employees form carpools through rideshare matching, which helps potential carpoolers locate others nearby with similar schedules. Regional rideshare organizations in most areas allow interested employees to register directly for no cost. Employers can direct their employees to these free services.
- ▶ Employee benefits from carpooling include cost sharing, less wear and tear on vehicles, time savings in regions with high-occupancy vehicle (HOV) lanes, and the ability to talk, eat, sleep, or read while commuting. The primary employer advantage is the need for fewer parking spaces; other advantages include less employee stress and improved productivity.
- ▶ Programs to encourage carpooling, such as rideshare matching services, preferred parking for carpools, reduced parking costs for carpools, and commute awards programs qualify as additional commuter benefits under Best Workplaces for Commuters<sup>SM</sup>.

This document is one in a series of briefing papers designed to help employers implement commuter benefits to achieve the Best Workplaces for Commuters<sup>SM</sup> designation.

The U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT) have established a voluntary *National Standard of Excellence* for employer-provided commuter benefits. Commuter benefits help American workers get to and from work in ways that cut air pollution and global warming pollution, improve public health, improve employee recruiting and retention, improve employee job satisfaction, and reduce expenses and taxes for employers and employees. Employers that meet the program-established *National Standard of Excellence* are recognized as Best Workplaces for Commuters<sup>SM</sup> and agree to:

- ▶ Centralize commute options information so that it is easy for employees to access and use.
- ▶ Promote the availability of commuter benefits to employees.
- ▶ Provide access to an emergency ride home (ERH) program.
- ▶ Provide one or more of the following primary commuter benefits:
  - ✓ Transit subsidy of at least \$30 per month.
  - ✓ Vanpool subsidy of at least \$30 per month.
  - ✓ Cash in lieu of free parking worth at least \$30 per month.
  - ✓ Telework program that reduces commute trips by at least 6 percent.
  - ✓ Other option proposed by employer and agreed to by EPA. These services must reduce the rate at which employees drive to work alone and be perceived by employees as a significant workplace benefit.
- ▶ Provide three or more of the following additional commuter benefits:
  - ✓ Active membership in a Transportation Management Association (TMA) or participation in a voluntary regional air quality management program (e.g., Spare the Air, Air Awareness, SEQL, Clean Air Coalition) or another employer-based commuter program.
  - ✓ Active membership in a local ozone awareness program, in which you agree to notify employees of expected poor air quality and suggest ways that they might minimize polluting behaviors.
  - ✓ Ridesharing or carpool matching, either in-house or through a local or regional agency.
  - ✓ Pre-tax transit benefits.
  - ✓ Pre-tax vanpool benefits.
  - ✓ Parking cash out less than \$30 per month or less than 75 percent of the actual parking benefit.
  - ✓ Shuttles from transit stations, either employer-provided or through a local TMA or similar service provider.
  - ✓ Provision of intelligent (i.e., real-time) commuting information.
  - ✓ Preferred parking for carpools and vanpools.
  - ✓ Reduced parking costs for carpools and vanpools.
  - ✓ Employer-run vanpools or subscription bus programs.
  - ✓ Employer-assisted vanpools.
  - ✓ Employer-provided membership in a carsharing program (visit <www.carsharing.net> to learn more).
  - ✓ Secure bicycle parking, showers, and lockers.
  - ✓ Electric bicycle recharging stations.
  - ✓ Employee commuting awards programs.
  - ✓ Compressed work schedules.
  - ✓ Telework (less than 6 percent of commute trips on a monthly basis).
  - ✓ Lunchtime shuttle.
  - ✓ Proximate commute (where employees work at locations closer to their homes).
  - ✓ Incentives to encourage employees to live closer to work.
  - ✓ Incentives to encourage employees to use alternative transportation (e.g., additional vacation time).
  - ✓ On-site amenities (e.g., convenience mart, dry cleaning, etc.).
  - ✓ Concierge services.
  - ✓ Other options proposed by employers.
- ▶ In addition, employers commit to ensuring that within 18 months of applying, at least 14 percent of commute trips are taken using a mode other than driving alone.

### Disclaimer

EPA provides this briefing as a service to employers participating in the Best Workplaces for Commuters<sup>SM</sup>. Information about private service providers is intended for informational purposes and does not imply endorsement by EPA or the federal government.

The information presented here does not constitute official tax guidance or a ruling by the U.S. government. Taxpayers are urged to consult with the Internal Revenue Service of the U.S. Department of Treasury or a tax professional for specific guidance related to the federal tax law.

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## Carpool Incentive Programs: A Summary

A carpool is a group of two or more persons who commute together in a privately owned vehicle. Employees can and do, of course, carpool without any involvement from their employer. The focus of this paper is carpool incentive programs, in which employers actively encourage carpooling by and usually among their employees.

Carpooling benefits both employer and employee, so many companies are interested in increasing carpooling. Companies can choose among numerous ways to encourage carpooling, including reduced cost or free carpool parking, preferred parking, rideshare matching (to identify persons leaving near each other), and financial incentives. Regional rideshare organizations can assist employees in locating potential carpool partners. This relieves the employer of having to match potential ridesharers.

## Employer Benefits

Employers enjoy several benefits from offering carpool programs.

### Reduced Need for Parking

Many employers offer carpool incentive programs to reduce parking demand. Carpooling helps get employees to work without a car, especially where transit is not available. Employers can save a substantial amount of money in reducing the number of parking spaces required; one study estimates that annual per-space costs vary between \$360 and \$2,000.<sup>1</sup>

### Increased Productivity and Morale

Employees who carpool have less commute-related stress, and therefore improved morale and productivity. In regions with carpool lanes, carpoolers can avoid congestion, its delays, and the congestion-induced unpredictability that interferes with scheduling.

## Tax Considerations

Tax provisions that allow carpool parking costs to be taken as a tax-free fringe benefit offer potential financial savings for both employers and employees.<sup>2</sup>

Parking benefits may be provided tax-free to employees up to \$205 per month. Tax benefits accrue to businesses and employees whether the employer pays for the benefits or the employee pays for it through a pre-tax salary deduction. If parking costs are less than \$205, parking benefits can only equal the actual cost of parking. However, any employee who drives to work is eligible for these benefits, not just carpoolers. For more detailed information on how pre-tax programs work see the briefing paper *Commuter Tax Benefits*.

## Employee Benefits

Employees enjoy several benefits from carpooling:

- ▶ **Reduced costs.** Carpoolers save on gas, depreciation, and general wear and tear on their vehicles.
- ▶ **Increased personal time.** Carpool passengers can read, sleep, or converse with other carpoolers, instead of driving.
- ▶ **In regions with carpool lanes, reduced commute time and costs.** These lanes provide not only speed, but often more important, reliability, by bypassing congestion. Toll routes and bridges often give carpool discounts, and even when they do not, the cost is split.
- ▶ **Decreased stress.** Many drivers find solo commutes in heavy traffic stressful. Carpooling lets them arrive at work fresh and productive.

## When Carpool Incentive Programs Make Sense

Although any employer can encourage carpooling, carpooling is more likely to be successful in certain cases. These include the following:

### Regions with HOV Lanes

Some metropolitan regions have extensive carpool lane networks. Carpool lanes—commonly known as high-occupancy vehicle (HOV) lanes—are reserved for vehicles with more than one occupant. HOV lanes can save drivers substantial time over congested regular lanes. In some areas, where carpool lanes are used at toll areas, drivers and passengers enjoy not only timesavings but financial savings as well.

Carpool programs are likely to be more successful where car-

<sup>1</sup> Victoria Transport Policy Institute, *Online TDM Encyclopedia*, available at [www.vtpi.org/tdm](http://www.vtpi.org/tdm). Costs are based on land, construction, and operations costs for suburban and urban locations, and for surface, structured, and underground parking.

<sup>2</sup> Employers should review with their tax advisor the tax implications for themselves and their employees.

pool lanes exist, because they reward commuters with time and sometimes money. Depending on the length of the commute and the amount of congestion bypassed, using the HOV lanes may save 15 to 30 minutes each way.

### **Employers with Limited Parking**

Many employers with carpool incentive programs have implemented them because of parking shortages. Encouraging carpooling among employees can effectively reduce parking demand while still meeting employees' transportation needs. In extreme cases, employers may impose mandatory carpooling.

### **Employers with Large Numbers of Employees**

Regional rideshare organizations will match employees from different employers. But the more employees at the same site, the more likely a convenient match can be found. In particular, universities and hospitals often have hundreds or even thousands of personnel in a relatively compact setting, and many have very successful carpool incentive programs.

### **Employers in Urban Settings**

Even a small employer can find potential carpooling partners for employees, perhaps through a ridesharing organization, if it is located in a downtown or other urban setting. Carpooling depends on having either a single destination or close destinations, so the higher density the employment setting, the more likely a carpool program is to succeed.

## **Implementation Issues and Costs**

An employer considering a carpool incentive program should consider the following issues.

### **Rideshare Matching**

One of the most important needs in setting up a carpool program is matching potential carpool partners. Outside some obvious situations (a married couple who both work for the same employer), potential carpoolers may not know anybody with whom to carpool.

Many regions have rideshare programs for which the main function is to match potential car- and vanpoolers with rideshare partners. See Appendix A for a list of regional rideshare programs.

Some rideshare matching organizations have moved to online

rideshare matching. For example, the Greater Redmond Transportation Management Association, in the Seattle region, uses a software product called Ridequest.com. Users can log in and receive an instant list of potential ridesharers (both car- and vanpool) showing their locations on a map. Users can then immediately send e-mails to people on the list.

### **Preferred Parking**

One workplace incentive for carpoolers is preferred parking. Spaces can be designated for either individual carpools or rideshares in general. To be effective, designated spaces should be those that are most desirable: near building entrances, covered, and/or attended.

Although designated preferred parking areas are most effective where parking demand meets or exceeds supply, even employees with abundant parking enjoy parking closer to the building.

### **Reduced Cost Parking**

Where employers charge for parking, reducing the parking cost for carpools encourages carpooling. Although carpools will effectively receive reduced cost parking in any case because the cost will be shared, employers may wish to reduce costs even further, or allow carpools to park free.

### **Employee Schedules**

A lack of matching schedules among employees can be a major barrier to carpooling. Employees who carpool together must generally arrive and depart at the same time, or the carpool will prove inconvenient. (An exception could be if an employee carpools one way and takes transit the other way.) Senior management can encourage carpooling by requesting that supervisors take carpoolers' needs into account. This includes predictable schedules and infrequent requests to work overtime. If employees cannot be sure they will be off work at a predictable time every day, they will be much less likely to carpool.

### **Potential for Fraud**

Employers with carpool programs report that employees sometimes commit carpool fraud. There are several sources of potential fraud, including registration of carpool partners who do not actually carpool, self-reporting of carpool trips when the driver actually drove alone, and color photocopying of carpool passes or tags. Unless parking areas have attended stations, it might be difficult to know if employees who say they carpool are actually carpooling. Some measures that employers can take to prevent fraud are annual re-registration of car-

poolers, checking carpool registrations against lists of employees who have left, and implementing carpool parking in gated or attended parking areas only. Generally, however, employers do not report that such fraud is a substantial problem.

## Other Incentives

In areas where parking is free and plentiful, employers can encourage carpooling through prize drawings or other rewards. Prize amounts could range from \$10 to \$25 to \$500 depending on the size of the company and budget. Other commuter rewards could include discounts at local merchants or free merchandise (travel mugs, T-shirts, and other inexpensive items). One program in southern California has coupon books for local restaurants and entertainment specially made to distribute to ridesharers.

# Guide to Implementation

An employer goes through several steps to implement a carpool incentive program. Although these vary from employer to employer, the main ones are outlined below.

## 1) Determine the potential for carpooling

The first step an employer takes should be to determine whether carpooling will fit employee locations and schedules. The Association for Commuter Transportation (ACT) recommends that employers conduct a Commute Mode Survey to determine employees' current transportation patterns and interest in carpooling. The survey should ask about employees' interest in carpooling, their residential location (the ACT sample survey asks for the zip code) as well as whether their schedules are regular enough to permit them to carpool.

For employees who currently drive alone to work, the survey should ask what incentives would encourage them to carpool. ACT also points out that more employees will respond positively to the idea of carpooling than will actually carpool. See ACT's Transportation Demand Tool Kit for a description of their Commute Mode Survey. The Tool Kit can be ordered at <[www.actweb.org](http://www.actweb.org)>.

Also, in deciding whether to implement a carpooling program, employers should consider enforcement issues. It is easier to enforce carpool regulations in areas with gated or attended parking.

## 2) Determine possible carpooling incentives

If the employee survey reveals sufficient interest and potential among employees, an employer should next determine what incentives should be used to encourage carpooling. As discussed above in Implementation Issues and Costs, incentives can include reduced cost or free parking, preferred parking, and prizes or discounts. Incentives should be based on particular circumstances at the location; for example, an employer located in a downtown location with expensive parking might give reduced cost or free parking as an incentive, while a suburban employer might rely on prize drawing to motivate carpoolers. In addition, employers with paid parking may use parking tax benefits (see Tax Considerations, above).

If an employer is considering implementing paid parking in response to a parking shortage, it might work well to implement a carpooling incentive program at the same time. For example, previously free parking might remain free to carpoolers, but cost \$50 per month for those driving alone. This allows employees to retain the ability to park free, if they carpool.

Acknowledging that carpoolers may occasionally need to drive alone to run errands or attend to other personal business during the day, some employers allow registered carpoolers to drive alone from time to time without incurring a penalty.

## 3) Investigate rideshare options

Many regions have rideshare organizations that help potential car- and vanpoolers locate rideshare partners. These services are usually either nonprofit agencies or publicly funded, and matching services are generally free to riders. Unlike many Transportation Management Associations (TMA), where employers must become members before their employees can take advantage of their services, rideshare organizations seldom require employers to become involved.

Using a rideshare organization relieves the employer of having to match potential carpoolers. Because of the complexity of matching potential carpoolers and maintaining a database of persons interested in carpooling, there are specialized software programs available (see the list at <[www.nctr.usf.edu/clearinghouse/ridematching.htm](http://www.nctr.usf.edu/clearinghouse/ridematching.htm)>). Unless the employer is relatively large and there is no regional rideshare service available, it is probably easiest to encourage employees to find carpool partners through a rideshare organization. A list of rideshare organizations can be found in Appendix A.

Employers may wish to contact the rideshare organization to learn more about its operations, so that they can have

answers to employees' questions about how rideshare matching works, and to reassure employees that their personal information will not be used for other purposes. Because many rideshare organizations have online registration, a company with an internal Web site may wish to provide a direct link. Employers can also discuss with a rideshare organization whether they wish have their employees matched only with employees at the same employer, or with employees at other nearby employers.

#### **4) Determine registration and eligibility requirements**

Employees generally have to register with the employer to qualify for carpool incentives. The human resources department or employee transportation coordinator should determine procedures, and what information an employee must submit. To prevent fraud, most employers ask employees to re-register once per year. Registration can be done by written form or online at a company web site.

If there are designated spaces for carpoolers, an employer should probably issue some type of identification for those vehicles. Employers generally use hangtags (tags that hang from the rear view mirror) for this purpose, as decals cannot be moved easily from vehicle to vehicle.

An employer may want to consider whether all employees will be eligible to register as carpoolers, or only certain categories. For example, an employer with multiple worksites may allow only employees at certain worksites to register as carpoolers. Some employers who have high numbers of temporary workers or teleworkers allow only employees who work on-site a certain number of hours per week to register.

Some employers differentiate between carpools by employee status and number of passengers. Emory University, for example, has three categories of carpools based on these criteria. (See Employer Case Studies.) This allows employers to give higher incentives to full-time employees and larger carpools.

#### **5) Announce and implement the carpooling program**

Once incentives have been determined, employers should take the necessary steps to implement the carpooling program. Depending on the nature of the program, steps may include the following:

- ▶ Designating and marking carpool spaces in parking areas.
- ▶ Introducing or changing parking fees.
- ▶ Implementing a system for carpoolers to register.

- ▶ Obtaining and distributing hangtags or other vehicle identification.
- ▶ Writing a carpool policy that covers eligibility, incentives, and penalties for non-compliance.

Once guidelines and policies are in place, the employer should make a formal announcement and encourage employees to register as carpools. The employer should use whatever means of internal publicity it normally uses to communicate changes in benefits policies to its employees. These may include the following:

- ▶ Company orientation for new employees.
- ▶ Advertisements in places seen frequently by employees (cafeteria, garage, elevators, etc).
- ▶ Distribution of program brochures.
- ▶ Company newsletters.
- ▶ Voicemail or e-mail broadcast.
- ▶ Special promotional days (example: a "Pool Day" to encourage car/vanpooling).
- ▶ Awards or prize drawings to recognize employees using transit or carpools.
- ▶ Inserts to paychecks.
- ▶ Company Web site or intranet.
- ▶ "Kick-off" event (which could include representatives from rideshare organization).

#### **6) Monitor and maintain carpool incentive program**

Once implemented, carpool incentive programs should be monitored and changed as circumstances require. Recommendations for ongoing monitoring include:

- ▶ Annual re-registration of carpoolers to prevent fraud and checking carpoolers' names against employment records to ensure that all registered employees are still working at the worksite claimed.
- ▶ Enforcement of preferred parking and ensuring that there is sufficient preferred parking for all registered carpoolers.
- ▶ Frequent updates to the rideshare list, if maintained by the employer.

- ▶ Continued marketing of the incentive program. Carpooling is not a "one-time purchase," but requires continued promotion for maximum participation.

## Employer Questions and Answers

An employer's human resources administrator or business manager, among others, might ask the following common questions when considering a parking cash out program:

### **How difficult and costly is it to administer the program?**

It depends on the scope of the program, the number of employees, and the type of incentive. A registration-based program updated annually would not take much staff time; however, maintaining a rideshare database for a large company might be very time-intensive. The cost of financial incentives would be based on current parking costs (i.e., if the incentive involves reduced cost or free parking for carpools, the company would forego some revenue) or the size of prizes or awards.

### **Does the employer decide who pays for gas and insurance, or how frequently each carpooler has to drive?**

Generally cost sharing and driving duties are left up to the discretion of the carpoolers. Different arrangements work for different carpools; for example, some carpoolers may always need their car during the day, so they are responsible for all the driving, while other carpools rotate drivers. Some carpools are composed of family members, so cost sharing is not a major issue. The employer should make clear in the carpool guidelines that carpoolers must reach their own arrangements, and that the employer is not responsible for resolving disputes. Guidelines should also urge employees to review their car insurance policies to ensure that they are adequately covered.

Nike has a carpool program with written guidelines; these guidelines are provided in Appendix B as a potential model.

### **Are there safety concerns in encouraging my employees to share rides with strangers? Are rideshare partners screened?**

According to a Transportation Consultant at RIDES for Bay Area Commuters, a San Francisco area rideshare organization that has been operating since 1977, rideshare matches are not screened. Registrants are provided with the neighborhood and phone number of potential rideshare partners. RIDES encourages potential rideshare matches to speak on the

phone and/or meet in person to establish both rideshare compatibility and to ensure that they feel comfortable with each other. RIDES informs registrants that they have not screened applicants with a disclaimer on the registration form. However, they have not learned of any problems between ridesharers more serious than smoker/non-smoker, differing tastes in music, or fragrance tolerance.

### **How often must somebody carpool before they become eligible for benefits?**

Some employers request that only people who carpool two or more days per week register, but benefits to employer and employee increase with frequency, and many employers feel that higher frequencies are worth higher benefits.

## Employer Case Studies

Employers around the country have implemented carpool incentive programs. The following cases describe several employer programs.

### **Ithaca, New York—Cornell University**

In 1990, Cornell University Commuter and Parking Services was investigating its projected need to build as many as 2,500 additional parking spaces to keep up with increasing demand. Instead, the university decided to create incentives to get people out of their single-occupancy vehicles. Cornell has a total campus population of 30,000, including approximately 9,000 faculty and staff, and only 10,000 parking spaces. Cornell determined that based on their nearly universal need to commute, the faculty and staff were the biggest burden on the university's parking system and made them the initial focus of the program.

The university raised its parking fees to create a disincentive to driving to campus alone. This change resulted in more carpools, with 600 fewer cars being driven to campus each day. Currently, Cornell has approximately 1,370 people participating in 625 carpools. The average occupancy is 2.2 people per car. Participants benefit from the program by sharing the cost of the parking permit, which is heavily subsidized by the university, among the group. In addition, if certain conditions are met, carpools are given a cash rebate each year. ([www.parking.cornell.edu/tms3\\_rideshare.html](http://www.parking.cornell.edu/tms3_rideshare.html))

Cornell recognizes the need for people to occasionally bring their own cars to campus. Each individual in a registered carpool receives up to two books of 10 one-day parking permits per year. Individuals who have child-care or other similar responsibilities have the option of obtaining additional books.

Cornell helps to avoid abuse of its carpool program by making each of its commuter benefits programs mutually exclusive from the rest. It is impossible for an employee to sign up both for a carpool and a transit pass—and neither can hold an individual parking permit. These benefits are only available to benefits-eligible faculty and staff and are funded by the university through its employee benefits pool.

When Commuter and Parking Services originally set up this program 15 years ago, they were able to convince the university that, in the long run, it would be far less expensive to provide these benefits than it would be to keep up with the demand for parking. Cornell estimates its net cost savings, after the first 10 years of the program, were approximately \$36 million. The university continues to spend some money on parking, but those expenditures only maintain the number of existing spaces on campus.

The overall result of all of Cornell's commuter benefits programs combined is approximately 2,400 fewer cars coming to campus each day. In addition, in the last 15 years, Cornell estimates that these programs have reduced commuter miles by 10 million each year, which results in numerous benefits in terms of air quality and traffic congestion.

### Atlanta, Georgia—Emory University

Emory University, with approximately 12,000 students and 14,000 faculty and staff, is located on just beyond the city limits of Atlanta in unincorporated DeKalb County. Emory's carpool program is administered by the Department of Community Services, which includes the Office of Alternative Transportation. The university contains a major hospital and clinic.

Emory provides incentives to carpoolers in the form of reduced parking rates and in most cases reserved spaces. Emory recognizes three categories of carpools, which are based on the number of full-time employees registered in the carpool. (See table below.) All carpools must register with the

#### Carpool Incentive Program Requirements at Emory University

Number/Type of Employees	Carpool Category	Parking Cost	Reserved Space?
2PT	1	\$100/year	No
1FT 1PT			
2FT	2	\$100/year	Yes
2FT 1PT			
3FT*	3	Free	Yes
3FT 1PT			

\*applies to all carpool groups of 3 or more, including vanpools.

Parking Office to receive hangtags for the rear view mirror. Both university and hospital/clinic employees are eligible to participate in carpool programs. Students are also eligible to carpool by sharing their hangtag but are not eligible for reserved parking spaces.

Annual parking rates range from under \$100 (for hospital and clinic employees) to \$1,000 for 24-hour reserved faculty spaces. Most university employees pay \$256 per year. Reserved spaces are reserved exclusively for individual vehicles; there are no "carpool only" parking areas in the lots (i.e., carpools with non-reserved spaces compete for spaces with solo drivers).

All carpool participants also receive a "Value Pass" hangtag to be used in cases where they need to occasionally drive to work alone. The Value Pass allows 24 entries per year; additional passes may be purchased for \$36.

Emory advises potential carpoolers to register with the regional 1-87RIDEFIND service, a rideshare organization run by the Atlanta Regional Commission.

Emory's program has been in place approximately 10 years. It was begun to alleviate parking congestion on the main campus (employees at other locations do not have carpool incentives). There are currently 473 carpoolers registered in 208 carpools for an average vehicle occupancy of 2.27 persons.

The program is publicized through commuter fairs, employee orientation and other events put on by the Clifton Corridor Transportation Management Association (CCTMA). In addition, the program is promoted as part of larger events such as Staff Day. There is also an e-mail listserv with 11,000 participants. CCTMA also provides incentives such as Starbucks cards and gas cards to carpoolers.

According to Wanda Teichert, Program Development Coordinator with the Alternative Transportation Office, there are recurring but mostly minor problems with attempted cheating. She mentioned that the best safeguard is a gated parking lot; the hangtags issued to carpoolers are barcoded to allow entry. She said that another problem is invalid registrations (generally persons who work at other facilities). To help prevent this, they require all carpools to re-register annually, so they can check carpoolers' names against current employment records. Several people caught cheating have been banned from the carpool program. Emory has in the past terminated employees for transit benefits program fraud, but so far that has not occurred in the carpool program.

## Beaverton, Oregon—Nike

Nike, a sports and fitness company headquartered in suburban Portland, has an extensive commuting program that includes two types of carpooling incentives. Carpools have reserved parking areas until 10 AM, and carpoolers are eligible, along with all other non-single occupant vehicle commuters, for monthly and quarterly prize drawings.

According to Linda Bainbridge, Nike's Employee Transportation Coordinator, carpoolers previously received "Nike Bucks," vouchers that could be used to purchase food, merchandise, or other onsite services, every time they arrived in a carpool at the main campus. However, this program proved to be too expensive, so in 1998 it was replaced with the prize drawings. Under the Nike Bucks program, Nike spent approximately \$250,000 a year on commuter incentives; currently, they spend \$15,000. Prizes are gift certificates ranging in value from \$20 to \$100 for the employee store or local retailers.

Carpoolers do not register with the company in advance. Rather, carpoolers receive a hangtag from the security guard at the main gate to place in their car for the day that allows them to park in the reserved carpool areas. The Nike campus consists 16 buildings, and there are approximately 30 to 40 spaces reserved for carpools scattered throughout the campus at different buildings.

An application that allows participants to register their commute trips online was developed in-house. This application includes a carpool matchlist that participants can choose to be added to if they want. This application also allows Ms. Bainbridge to track participation rates, conduct prize drawings, send out reminder emails and track the environmental impact of the program. Information about setting up a carpool is available on the internal Web site.

Because there is no pre-registration, Ms. Bainbridge tracks participation through registration for prize drawings. Anyone who does not drive alone to work during a given week is eligible to register for the prize drawings. When they register online for the prize drawing, commuters list the number of times they used a particular transportation mode during the week. These figures form the basis for reporting mode splits under Oregon's trip reduction mandate. Ms. Bainbridge said that in an average week there are 400 trips made by carpool, meaning that at least 800 people carpooled. The campus has 4,200 employees; there are another 2,000 employees in the metropolitan area. Although employees at any facility can register for the prize-drawing if they carpool, only one other facility has reserved parking.

An internal Web site provides a wealth of information for carpoolers as well as all commuters. The latest addition to the Web site is a Just For Fun page. Included on this page is a question of the month to stimulate conversation among carpool partners. Responses to the question are posted on the website. The goal is to add some fun to the daily commute.

## Services that Support Implementation

### Rideshare Organizations

Many regions have rideshare organizations whose primary function is to maintain databases of potential carpoolers. Because of both the difficulty of keeping this type of database updated, and the fact that many employers do not have sufficiently high numbers of employees to make many carpool matches, a regional rideshare service is an excellent way to find carpool partners for employees. Appendix A lists major regional programs.

### Parking Cash Out

Parking cash out is an arrangement in which an employer offers employees cash in lieu of a parking space. One study of parking cash out (Shoup, 1997) showed that carpooling at eight companies increased from 14 to 23 percent when parking cash out was implemented. Unless other incentives are implemented, it is difficult to convince employees not to drive alone when parking is free and plentiful.

### Emergency Ride Home Programs

A barrier preventing some employees from carpooling is the fear that they will not be able to get home quickly in the event of an emergency, such as picking up a sick child from school, or working unscheduled overtime. Emergency ride home (ERH) programs provide commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a reliable ride home when an unexpected emergency arises. ERH programs are designed to rescue commuters who are worried about how they'll get home in the event of an emergency. Knowing there is a ride home in an emergency gives many people the security to carpool. ERH programs may be established by individual employers. Usually the employer will pay for a taxi or rental car home in the case that an employee who is a carpool passenger has to leave in the middle of the day, or the carpool driver is for some reason unavailable. Some MPOs and local governments have also established regional or countywide ERH programs for employees that register for the program. ERH tends to be a

low-cost way to encourage carpool use, especially if a company only fills in coverage for areas not covered under a broader regional program. For example, a regional transit agency may provide an emergency ride home for monthly passholders, so a company would have to provide ERH only for carpoolers. Provision of ERH is a requirement of participation in Best Workplaces for Commuters<sup>SM</sup>. See the separate ERH briefing paper for further information.

### **Park-and-Ride Lots**

For potential carpool partners who do not live in immediate proximity to each other, a park-and-ride lot may be a good meeting place. The availability of park-and-ride lots may encourage carpool drivers who would otherwise be inconvenienced by picking up and dropping off passengers at their homes.

## **Associations and Contacts**

This section provides information on contacts that EPA and regional, state, and local governments might wish to utilize for expertise in understanding, promoting, or providing technical information on carpool incentive programs.

### **Information Clearinghouses**

Association for Commuter Transportation  
1401 Peachtree Street, Suite 440  
Atlanta, GA 30309  
Tel: 678-916-4940  
Fax: 678-244-4151  
Act@act-hq.com  
www.ACTweb.org

The Association for Commuter Transportation (ACT) is a membership organization that promotes commuter choice and transportation demand management. It sponsors annual conferences on commuting, and publishes educational materials for employers.

National Transportation Demand Management  
(TDM) and Telework Clearinghouse  
National Center for Transit Research  
University of South Florida  
4202 E. Fowler Avenue  
CUT100  
Tampa, FL 33620-5375  
Tel: 813-974-3120  
www.nctr.usf.edu/clearinghouse

The National TDM and Telework Clearinghouse is a compendium of research and information on transportation demand management (TDM). TDM refers to a set of programs and policies designed to make the best use of existing transportation resources without additional infrastructure investment. Much of the Clearinghouse information is available electronically. The web site contains information for employers interested in establishing trip reduction programs.

### **Rideshare Organizations**

As discussed above, there are rideshare organizations in many regions. If an area is not listed in Appendix A, the MPO for the region may offer more assistance on locating rideshare programs. The appropriate MPO can be located through the Association for Metropolitan Planning Organizations (202-457-0710 x19); a list of MPOs with Web pages is available at <[www.ampo.org/mposnet\\_old.html](http://www.ampo.org/mposnet_old.html)>.

### **Best Workplaces for Commuters<sup>SM</sup>**

For more information on Best Workplaces for Commuters<sup>SM</sup>, contact the BWC information request line at (888) 856-3131, or visit <[www.bwc.gov](http://www.bwc.gov)>.

## **Emissions and Transportation Benefits**

Carpooling reduces travel and emissions compared to driving alone. Employees get to work with fewer separate vehicle trips, thereby reducing traffic congestion and air pollution.

Nationally, about 12 percent of employees commuted to work in carpools, according to the Journey to Work survey in the 2000 census; these are the most recent national figures available.

Companies that implement programs to support ridesharing can expect increases in the portion of employees who choose to carpool. According to EPA's Commuter Model, which draws relationships from actual case studies of employer-based programs, companies that implement in-house carpool matching services along with carpool information activities, and a part-time transportation coordinator, can expect about a four to ten percent increase in the number of employees carpooling. Employers that also provide preferential parking for carpoolers, flexible work schedules (to accommodate carpools), and a full-time transportation coordinator might expect an increase of up to 20 percent in the number of employees carpooling. Employers who institute financial incentives for carpooling (such as greatly reduced parking rates) may find even greater increases in the number of carpoolers.

## References and Publications

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Odekirk, L. 2001. Personal communication. Telephone conversations between Linda Odekirk, Employee Transportation Coordinator, Nike, and Liisa Ecola, ICF Consulting, April 6, 2001.

Shoup, D. 1997. *Evaluating the Effects of Parking Cash Out: Eight Case Studies*, Sacramento: California Environmental Protection Agency.

Teichert, W. 2001. Personal communication. Telephone conversation between Wanda Teichert, Program Development Coordinator, Alternative Transportation Office, Emory University, and Liisa Ecola of ICF Consulting, April 4, 2001.

## Appendix A: Commuter Rideshare Programs

The table below lists some of the third-party commuter rideshare programs in the country. Employers located in areas not listed below should contact the MPO for their region to determine if others exist.

Location	Sponsoring Agency	Type of Agency	Contact Info	Web Site
Atlanta, GA	Commuter Connections	Rideshare sponsored by Atlanta Regional Commission	87-RIDEFIND	www.commuteconnections.com
Albany, NY	Capital District Commuter Register	Rideshare	518-458-2164	www.commuter-register.org
Augusta, ME	Go Augusta	Rideshare	800-280-RIDE	www.goaugusta.org
Birmingham, AL	CommuteSmart Rideshare	Rideshare	800-826-RIDE	www.commutesmartrideshare.com
Contra Costa County, CA	Contra Costa County Commute Alternative Network	Public consortium	510-215-3035	www.traks.org/incentive/guarantee/incentive.html
Denver, CO	Ride Arrangers	Rideshare sponsored by Denver Regional Council of Governments	303-455-1000	www.drcog.org/ridearrangers/
Detroit, MI	Southeast Michigan Council of Governments	Council of Governments	313-961-4266	www.semco.org/index.html
Houston, TX	METROVan	Rideshare	713-224-RIDE	www.hou-metro.harris.tx.us/METVAN.HTM

<b>Location</b>	<b>Sponsoring Agency</b>	<b>Type of Agency</b>	<b>Contact Info</b>	<b>Web Site</b>
Kansas City, MO	Mid-America Regional Council	Rideshare	816/842-RIDE	<a href="http://rideshare.marc.org">rideshare.marc.org</a>
Las Vegas, NV	Regional Transportation Commission	MPO	702-228-RIDE	<a href="http://www.catride.com/catmatch/">www.catride.com/catmatch/</a>
Long Island, NY	Long Island RideSharing	Rideshare	631-737-CARS	<a href="http://www.737cars.com">www.737cars.com</a>
Miami, FL	South Florida Commuter Services	Rideshare	800-234-RIDE	<a href="http://www.commuterservices.com/sf/">www.commuterservices.com/sf/</a>
Minneapolis/St. Paul, MN	Metro Council	MPO/Transit Agency	651-602-1602	<a href="http://www.metrocommuterservices.org/index.asp">www.metrocommuterservices.org/index.asp</a>
Morris County, NJ	TransOptions	Rideshare	973-267-7600	<a href="http://www.transoptions.org">www.transoptions.org</a>
Nashville, TN	Regional Transportation Authority	MPO/Transit Agency	615-862-8833	<a href="http://www.rta-ride.org/ridehome/ridepolicy.htm">www.rta-ride.org/ridehome/ridepolicy.htm</a>
New Hampshire	New Hampshire DOT	State Department of Transportation	800-462-8707	<a href="http://www.state.nh.us/dot/rideshare">www.state.nh.us/dot/rideshare</a>
New Haven, CT	Rideworks	Rideshare	800-ALL-RIDE	<a href="http://www.rideworks.com">www.rideworks.com</a>
New York, NY	Commuter Link	Rideshare	718-886-1343	<a href="http://www.commuterlink.com">www.commuterlink.com</a>
Phoenix, AZ	Valley Metro	Transit Agency	602-262-7242	<a href="http://www.valleymetro.maricopa.gov">www.valleymetro.maricopa.gov</a>
Portland, ME	RideShare	Rideshare	800-280-RIDE	<a href="http://www.ridesharemaine.org">www.ridesharemaine.org</a>
Rhode Island	Rhode Island Public Transit Authority	Transit Agency	888-88-RIPTA	<a href="http://www.ripta.com">www.ripta.com</a>

<b>Location</b>	<b>Sponsoring Agency</b>	<b>Type of Agency</b>	<b>Contact Info</b>	<b>Web Site</b>
San Diego, CA	San Diego Commute	Rideshare sponsored by San Diego Association of Governments	800-COMMUTE	<a href="http://www.sdcommute.com/van_pool.html">www.sdcommute.com/van_pool.html</a>
San Francisco Bay Area, CA	RIDES for Bay Area Commuters	Rideshare	800-755-POOL	<a href="http://www.rides.org">www.rides.org</a>
San Mateo County, CA	Peninsula Traffic Congestion Relief Alliance	Public/non-profit Joint Powers Association	650-994-7924	<a href="http://www.commute.org">www.commute.org</a>
Seattle, WA	Metro Rideshare Operations	County	206-625-4500	<a href="http://transit.metrokc.gov/van-car/vancar.html">transit.metrokc.gov/van-car/vancar.html</a>
Stamford, CT	Metropool	Rideshare	800-346-3743	<a href="http://www.metropool.com">www.metropool.com</a>
Tallahassee, FL	Commuter Services of North Florida	Rideshare	973-267-7600	<a href="http://tmi.cob.fsu.edu/commute/">tmi.cob.fsu.edu/commute/</a>
Tampa, FL	Bay Area Commuter Services	Rideshare	813.282.8200	<a href="http://www.tampabayrideshare.org">www.tampabayrideshare.org</a>
Vermont	Vermont Public Transit Authority	Transit Agency	800-685-RIDE	<a href="http://www.vpta.net">www.vpta.net</a>
Vermont and New Hampshire	Upper Valley Rideshare	Rideshare	802-295-1824	<a href="http://www.uppervalleyrideshare.com//uvrs.grh.html">www.uppervalleyrideshare.com//uvrs.grh.html</a>
Washington, DC	Commuter Connections	MPO	800-745-RIDE	<a href="http://www.mwcog.org/commuter">www.mwcog.org/commuter</a>
Windsor, CT	The RideShare Company	Rideshare	800-972-3279	<a href="http://www.rideshare.com">www.rideshare.com</a>

## Appendix B: Sample Carpooling Guidelines

The following guidelines are provided by Linda Bainbridge, Employee Transportation Coordinator for Nike.

### Guidelines for Carpooling

It is important for prospective carpoolers to meet under comfortable conditions to determine the feasibility of ridesharing. As you make contact with potential rideshare partners, suggest a meeting on common ground to discuss compatibility. Invite several people to the meeting. If all the schedulers and pickup points do not mesh, perhaps more than one pool is a possibility.

When a compatible group is formed, the following should be discussed and all members should agree to:

- ▶ Select the route or routes the carpool will take to and from work and designate pickup points which may be at each member's home or at a common meeting point such as a park-and-ride lot.
  - ▶ Determine the morning arrival and afternoon departure times based on compatible work schedules. Allow extra time for the occasional traffic tie-up or other unforeseen events.
  - ▶ Choose the departure locations at work where carpool members will gather for the drive home.
  - ▶ Determine who is going to drive. Will some or all of the carpool members share driving responsibilities by alternating on a daily, weekly, or monthly basis? Or will they select a designated driver?
  - ▶ Calculate commuting costs to determine the amount non-drivers will pay to cover the expenses of the driver(s). This normally can be determined by multiplying the daily round-trip miles by the driver's cost per mile and dividing the total by the number of carpool members. Some carpools simply cover gas expenses. Set regular payment dates.
  - ▶ Determine which days of the week each person will carpool. While many carpools are five days a week, many other carpools operate quite well on a part time basis. To accommodate individual needs some full time carpools include a part time member(s). Be creative.
  - ▶ Create communication lines between pool members so that an agreed upon alternative plan can be rapidly implemented in case of illness or other problems. Make certain that all members of the pool have exchanged phone numbers. Also appoint a Carpool Captain responsible for maintaining these communications.
- Once these logistical details have been arranged, it is important that a frank and friendly discussion take place regarding the "rules of the road." By establishing these understandings ahead of time, a carpool is far less likely to experience social friction. Issues to be covered and recommended rules to establish include the following:
- ▶ The first rule is to agree to have rules.
  - ▶ Agree to be on time. Depending on the length of the commute, most carpools allow two to five minutes for a late passenger, but some reach an understanding not to wait.
  - ▶ Detours for personal errands, such as picking up a carton of milk on the way home, should be avoided.
  - ▶ Establish a smoking policy. Smoking should not be allowed unless everyone in the carpool is a smoker or everyone agrees that smoking is acceptable.
  - ▶ Take a vote about the radio. On or off? Music or news? Classical, top 40, rock, progressive rock, country, or whatever?
  - ▶ Agree on do's and don'ts concerning personal habits, such as reading, talking, and eating in the car.
  - ▶ Driver responsibilities include keeping the vehicle clean, in good working condition, and adequately fueled for the round-trip commute. Naturally he or she is also responsible for driving safely and for maintaining adequate auto insurance.
- Once these initial arrangements have been made, the carpool should be ready for a trial period.
- Make sure all the members of the fledgling carpool agree to give it time to work. A four-week shakedown cruise is normally necessary to get it all running smoothly.

## Ordering

This publication may be ordered from the National Service Center for Environmental Publications (NSCEP) at:

U.S. Environmental Protection Agency  
NSCEP  
P.O. Box 42419  
Cincinnati, OH 45242-2419  
Phone: (800) 490-9198, Fax: (513) 489-8695

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## For More Information

This guidance document and other information about Best Workplaces for Commuters<sup>SM</sup> are available at <[www.bwc.gov](http://www.bwc.gov)> or by calling the BWC information request line at (888) 856-3131.

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ARTICLE XI

EFFECTIVE DATE ..... 7

ARTICLE XII

MISCELLANEOUS ..... 7

EXHIBIT "A"

THE LAND ..... 12

This is not a certified copy

DECLARATION OF USE AGREEMENT

THIS DECLARATION OF USE AGREEMENT is made and entered into this 9th day of May, 2000 by and between the TOWN OF PALM BEACH, a Florida municipal corporation, 360 South County Road, Palm Beach, Florida 33480 (hereinafter the "Town"); and the PALM BEACH DAY SCHOOL, INC., 241 Seaview Avenue, Palm Beach, Florida (hereinafter the "Day School"), which terms "Town" and "Day School" will include and bind the successors and assigns of the parties, wherever the context so requires or admits.

WITNESSETH:

WHEREAS, the land described in Exhibit "A" attached hereto and made a part hereof (hereinafter the "Land") is located within the municipal limits of the Town; and

WHEREAS, title to all of the Land is held by Day School; and

WHEREAS, the Day School has been in operation at its current location for over 75 years;

WHEREAS, the Land is zoned R-B, Low Density Residential, and schools are special exception uses within such zoning category; and

WHEREAS, Day School submitted applications for Site Plan Review #3-99 with Special Exceptions, Site Plan Review with Variances #4-99, and Site Plan Review #17-99 with Special Exception and Variances for certain physical improvements to the Day School located at 241 Seaview Avenue and for an increase in the student cap (hereinafter the "Applications"); and

WHEREAS, the Town Council of the Town of Palm Beach, subsequent to review and public hearings, did grant approval of said Applications, with certain revisions and subject to certain conditions on March 11, 1999, September 17, 1999, and March 14, 2000 (hereinafter the "Approvals"); and

WHEREAS, the Approvals provided for the construction of a two-story art studio, or gymnasium, stabilized parking on the west play field, additional on-street and on-site parking, and an increase in the student cap; and

WHEREAS, the approval of March 11, 1999 provides that the conditions reflected in said approval shall be identified in a Declaration of Use Agreement between the Town and The Day School; and

ORIGINAL FILED  
 MAY 12 2000  
 COUNTY OF PALM BEACH  
 CLERK OF COURTS

WHEREAS, the Town and the Day School hereby intend to fulfill the requirement for a Declaration of Use Agreement; and

WHEREAS, in approving the Special Exceptions, Site Plan, and Variances, the conditions of approval reflected herein are imposed in order to regulate the use, mitigate any adverse impacts of the use, as well as to insure that said use shall not be adverse to the public interest; and

WHEREAS, all of the representations made herein are true and accurate and the granting of the Special Exceptions, Site Plan approvals, and Variances are conditioned upon the representations made herein and all of the conditions herein imposed.

NOW THEREFORE, in consideration of the mutual promises set forth herein, it is agreed as follows:

ARTICLE I

RECITALS

The recitals set forth above are true and correct and are incorporated herein and made a part hereof.

ARTICLE II

REPRESENTATION OF OWNERSHIP

Day School has full right to enter into this Agreement and to bind the Land and itself to the terms hereof. There are no covenants, restrictions or reservations of record that will prevent the use of the Land in accordance with the terms and conditions of this Agreement. No consent to execution, delivery and performance hereunder is required from any person, partner, limited partner, creditor, investor, judicial or administrative body, governmental authority or other party other than any such consent which already has been unconditionally given or referenced herein. Neither the execution of this Agreement nor the consummation of the transactions contemplated hereby will violate any restriction, court order or agreement to which Day School or the Land are subject.

THIS IS NOT A COPIED COPY

ARTICLE IIISCHOOL USES

The use of the Land shall be for school uses in compliance with all of the information and exhibits included in the application, not inconsistent with the terms and conditions set forth in the Approvals as reflected herein. Any usages not specifically set forth in the Approval are excluded from the Town's approval of the Plan pursuant to that provision of the Town Code which provides that no subsequent deviation may be made from the application as approved by the Town Council except upon new application to and approval by the Town Council. Any additional uses of the Land shall be subject to approval by the applicable governmental authority including but not limited to the Town Council of the Town, the Landmarks Commission of the Town, Palm Beach County, the State of Florida, the United States Government, and/or any agencies under any of the foregoing governmental authorities.

ARTICLE IVCONDITIONS OF APPROVAL

The Town's approvals are further subject to the following conditions.

1. The height of the gymnasium at the top of the tie beam (joist bearing point) shall be reduced to 33 feet and the overall peak height of the tower element shall be reduced to 45 feet (the Landmarks Commission shall evaluate whether the tower feature is an appropriate architectural element) as measured from 5.5 feet NGVD.
2. When the school uses the west play field for parking, it shall be required to use valet services for parking on the field.
3. There shall be no lighting erected in the west play field.
4. The School shall construct a concrete block wall stuccoed and painted white on both sides at a height of 7 feet along the west boundary of the School property. That wall shall be set back from the west property line the distance necessary to ensure that the footers remain on the School property or 2 feet east of said property line, whichever is greater. The School shall landscape both sides of the wall. The School's landscape architect shall meet with the two abutting property owners in regard to the selection of the plant material on their side of the wall. The School shall install a fence 10 feet east of the wall. Any fences or walls

which are located along the north and south boundaries of the properties abutting the west end of the west play field may be extended and connected to the wall. In addition, the School shall enter into an agreement with the Town to ensure that if work within the easement requires the removal of all or a portion of the wall and/or landscaping on the north side of the subject property that the School shall be responsible for replacing said material.

5. There shall be no vehicle entrance at the west end of the play field.
6. Parking on the play field shall be limited to a maximum of 12 school events per year.
7. Prior notice shall be given to the owner of the property at 235 Coconut Row of major events which will occur at the School and which may generate a significant amount of traffic and parking.
8. The School shall provide traffic control at the east and west ends of Seaview Avenue during major events at the School.
9. The School shall participate in a meeting, or meetings, between the Town Recreation Department and the Palm Beach Public School to address parking and traffic management on Seaview Avenue.
10. No School buses shall be parked on the north school parcel.
11. The School shall by August 1, 2000 develop and submit to the Town for review, a program to promote car pooling and the use of bus transportation by students at the school, shall evaluate with Palm Tran the possible transportation of students by public transit, and shall evaluate the staggering of arrival and dismissal times.
12. The student cap may be increased over five years from 310 to 360 students at a rate not to exceed 10 new students in any one year, except that if fewer than 10 students are added in a particular year, the remainder may be carried over to a subsequent year(s) in addition to the 10 otherwise allowed for that subsequent year(s).
13. A unity of title, acceptable to the Town between the northern and southern parcels of land occupied by the School shall be recorded in the official records of Palm Beach County.

14. The applicant shall provide a curb on the west property line of the gymnasium where the buses are to be parked so that storm water drainage does not discharge onto the tennis courts on the abutting property to the west.
15. The fence for the tennis court shall be higher than the buses that are to be parked next to the fence and said fence shall have a wind screen on both sides of the fence to be provided by the applicant in perpetuity to ensure said buses are screened from the view on the tennis courts.
16. The applicant shall use the six parking spaces at the west end of the school buildings on the north side of Seaview Avenue only for school administration and staff. The applicant shall close those parking spaces when not being used for school-related activities.

ARTICLE V

UNITY OF TITLE

The Land, described in Exhibit A, shall be considered as one (1) parcel and no portion thereof may be sold, transferred, devised or assigned except in its entirety, either voluntarily or involuntarily, by operation of law or otherwise as long as a school is operated on the Land, unless said unity of title is released by the Town or otherwise modified by agreement between the Day School and the Town. This provision shall not preclude the dedication of right-of-way for road improvements required by a governmental authority or utility easements. Said unity of title shall be satisfactory to the Town Attorney as to form and content, and shall be recorded in the Official Records of Palm Beach County, Florida.

ARTICLE VI

PARKING EASEMENT OR FEE INTEREST

The Day School shall provide an easement or fee interest to the Town on the north side of Seaview Avenue along the west play field for a width of up to six feet to facilitate the creation of on-street parking ("Parking Area"). In addition, the Day School shall pay for the construction of said on-street parking. Town shall be responsible for the management, maintenance, and repair of said on-street parking. Said parking shall be constructed at the time of the demolition of the houses, and the grading and stabilization of the playfield on the west side of the Day School campus. Said easement or fee interest shall be recorded by Day School at Day School's expense in the Official Records of Palm Beach County, Florida. If the school use is abandoned and the Land adjacent to the

Parking Area is returned to residential use, the Town shall reconvey Town's interest in the Parking Area to Day School.

ARTICLE VII

VOLUNTARY AGREEMENT

The terms and conditions set forth in the Approval and this Agreement are agreed to voluntarily by the Day School, Day School agrees to be bound by them, and Day School waives any legal objection it might otherwise have to said terms and conditions or parts thereof.

ARTICLE VIII

REMEDIES FOR VIOLATION

The Town and Day School shall have all remedies available at law and equity in order to enforce the terms of this Agreement including but not limited to: (a) the Town's code enforcement procedures in the Code of Ordinances through the Code Inspector, Code Enforcement Officer, and Code Enforcement Board; (b) the Town may initiate action to revoke the occupational license pursuant to applicable provisions of the Town Code, (c) all remedies otherwise offered in the Town's Code of Ordinances; and (d) injunction, specific performance, and any and all other equitable relief through the civil courts in and for Palm Beach County or the State of Florida. In the event the Town is required to seek injunctive relief, it shall not be required to post bond and it shall not be required to demonstrate irreparable harm or injury to secure an injunction to enforce the terms of this Agreement. Additionally, in the event of any breach, default or non performance of this Agreement, or any of its covenants, agreements, terms or conditions, the prevailing party shall be entitled to recover its costs, expenses and reasonable attorneys' fees either before or as a result of litigation, including appeals.

ARTICLE IX

PROVISIONS TO RUN WITH LAND/RECORDING

This Agreement shall run with the Land and shall be binding upon the Day School and Town and their respective heirs, legal representatives and successors. This Agreement shall be recorded by Day School in the Official Records of Palm Beach County, Florida upon full execution by the parties hereto. This Agreement shall be superior to any

mortgages on the Land and shall be recorded prior to the recording of any such mortgages.

ARTICLE X

ENTIRE AGREEMENT

This Agreement represents the entire agreement between the parties as to its subject matter and it may not be amended except by written agreement executed by both parties.

ARTICLE XI

EFFECTIVE DATE

The Effective Date of this Agreement shall be the last day upon which the last required signature by a party is affixed hereto.

ARTICLE XII

MISCELLANEOUS

1. Wherever the word "laws" appears in this Agreement, it shall be deemed to include all ordinances, rules and regulations as well as laws of the appropriate governmental authorities.
2. This Agreement may not be amended except by written instrument signed by all parties hereto.
3. Paragraph headings are inserted for convenience only and shall not be read to enlarge, construe, restrict or modify the provisions hereof. All references to numbered or lettered paragraphs, subparagraphs and exhibits refer (unless the context indicates otherwise) to paragraphs and subparagraphs of this Agreement and to exhibits attached hereto, which exhibits are by this reference made a part hereof.
4. This Agreement shall be binding upon the parties hereto and upon their successors, assigns, heirs and personal representatives.
5. In the event of the invalidity of any provision of this Agreement, same shall be deemed stricken herefrom and this Agreement shall continue in full force and effect as if such invalid provision were never a part hereof.

6. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

IN WITNESS WHEREOF the parties have hereunto set their hands and seals the day and year first above.

Signed, sealed and delivered in the presence of:

Cheryl A. Jones

Nancy P. Berger

W. L. ...

Nancy P. Berger

Thomas D. ...

Thomas D. ...

Beverly S. Jacobs

Mya J. Mayne

TOWN OF PALM BEACH

By: Lesly S. Smith  
Lesly Smith, Mayor

By: Jack McDonald  
Jack McDonald, President  
Town Council

By: Robert J. Doney  
Robert Doney  
Town Manager

THE PALM BEACH DAY SCHOOL, INC.

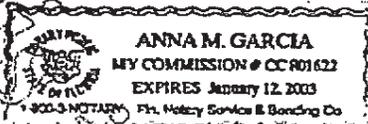
By: William M. Matthews  
William M. Matthews  
President

Original Copy

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 13 day of June, 2000, by Lesly Smith, the Mayor of The Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation. She is personally known to me and she did not take an oath.



Anna M. Garcia  
Signature of Notary Public

Anna M. Garcia  
Printed Name of Notary Public

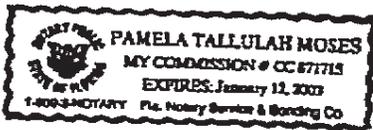
Commission No.: CC 801622

Commission Expires: 1/12/03

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 13<sup>th</sup> day of June, 2000, by Jack McDonald, the President of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation. He is personally known to me and he did not take an oath.



Pamela Tallulah Moses  
Signature of Notary Public

Pamela Tallulah Moses  
Printed Name of Notary Public

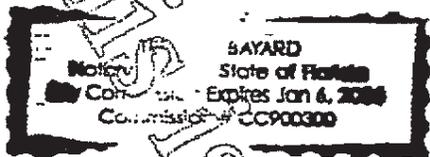
Commission No.: CC 87715

Commission Expires: 1/12/03

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 13<sup>th</sup> day of June, 2000, by Robert Doney, the Town Manager of the Town of Palm Beach, a Florida municipal corporation, on behalf of the corporation. He is personally known to me and he did not take an oath.



Terri N. Bayard  
Signature of Notary Public

TERRI N. BAYARD  
Printed Name of Notary Public

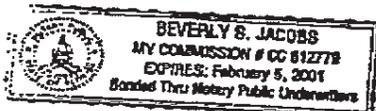
Commission No.: CC900300

Commission Expires: 1/6/04

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 5<sup>th</sup> day of June, 2000, by William M. Matthews, the President of The Palm Beach Day School, a Florida corporation, on behalf of the corporation. He is personally known to me or has produced his Florida Driver's License Number \_\_\_\_\_ as identification and he did not take an oath.



Beverly S. Jacobs  
Signature of Notary Public

\_\_\_\_\_  
Printed Name of Notary Public

Commission No.: \_\_\_\_\_

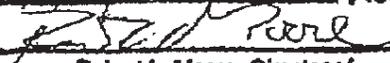
Commission Expires: \_\_\_\_\_

APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY FOR THE  
TOWN OF PALM BEACH

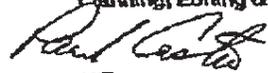
By:

  
John C. Randolph  
Town Attorney

RECOMMEND APPROVAL:

5/7/02 .19  


Robert L. Moore, Director of  
Planning, Zoning & Building

  
Zoning Administrator

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EXHIBIT "A"

THE LAND

Parcel 1 (South side of Seaview Avenue)

A parcel of land in Section 22, Township 43 South, Range 43 East, in the Town of Palm Beach, Palm Beach County, Florida, more particularly described as follows:

Beginning at a point on the North line of Block A, ROYAL PARK ADDITION to Palm Beach, Florida, in accordance with the Revised Map thereof on file in the Office of the Clerk of the Circuit Court in and for Palm Beach County, Florida, in Plat Book 4, Page 1, said point being 700 feet East of the intersection of the North line of said ROYAL PARK with the East line of Coconut Row as now laid out and established, run thence Northerly parallel to and 450 feet from the East line of the property conveyed by E. W. Histed and Lena Belle Histed to State Tax School District No. 1, a corporation, by Warranty Deed dated December 29, 1920 and recorded in Deed Book 143, at Page 428, Palm Beach County Records, to the South line of Sea View Avenue as now laid out and in use; run thence East along the South line of Sea View Avenue a distance of 135.02 feet, more or less, to the west line of the ten foot Private Drive shown on the west side of Lots 2 and 3 of THE PLAZA, according to the plat thereof on file and of record in Plat Book 18, at Page 62, Palm Beach County, Florida Public Records; thence southerly along the west line of said Private Road to the point of intersection with the north line of said ROYAL PARK ADDITION; thence West along the North line of said ROYAL PARK ADDITION, a distance of 119.09 feet, more or less, to the point of beginning.

TOGETHER WITH:

A tract of land in Government Lot 3, Section 22, Township 43 South, Range 43 East, Palm Beach County, Florida, and more particularly described as follows, to wit:

BEGINNING at the Northeast Corner of Lot 14, Block A, ROYAL PARK ADDITION, as recorded in Plat Book 4, Page 1, Palm Beach County Records; thence run westerly along the North line of said ROYAL PARK ADDITION for a distance of 7.97 feet to a point; thence run Northerly at right angles to the North line of said ROYAL PARK ADDITION for a distance of 73.91 feet to a point; thence turn an angle of 6° 09' measured from the preceding course to the East and run Southeasterly for a distance of 74.30 feet to the POINT OF BEGINNING.

LESS AND EXCEPT:

Being a tract of land in Government Lot 3, Section 22, Township 43 South, Range 43 East, Town of Palm Beach, Palm Beach County, Florida, and more particularly described as follows, to wit:

Commencing at the Northeast corner of Lot 14, Block A, Royal Park Addition, as recorded in Plat Book 4, Page 1, Palm Beach County Records; thence turn an angle from the North line of said Royal Park Addition 83° 51' measured from West to North and run along a line for a distance of 74.36 feet to the POINT OF BEGINNING of the following described Parcel; thence

continue along the same course for a distance of 74.36 feet to a point in the South line of Sea View Ave. as shown on the plat of Poinciana Park 3rd Addition, recorded in Plat Book 8, Page 72, Palm Beach County Records, thence turn an angle of 83° 51' measured from South to East and run along said South Right-of-Way line of Sea View Ave. for a distance of 7.97 feet to a point; thence run southerly at right angles to said South Right-of-Way line of Sea View Ave. for a distance of 73.91 feet to the POINT OF BEGINNING.

Parcel 2 (South side of Seaview Avenue)

The tract of land in Section 22, Township 43 South, Range 43 East bounded as follows:

Begin at the point of intersection of the South line of Seaview Avenue, a public street in the Town of Palm Beach, Florida, with the West line of THE PLAZA, according to the Plat thereof on file and of record in Plat Book 18 at Page 62, Palm Beach County Public Records, and run thence southerly along the west line of THE PLAZA eighty (80) feet; thence easterly at right angles to the first course ten (10) feet; thence northerly parallel to the first course eighty (80) feet to the South line of said Seaview Avenue; thence westerly along the South line of Seaview Avenue ten (10) feet to the Point of Beginning, said parcel being the Northerly eighty (80) feet of the area designated as "Private Road" on said plat of THE PLAZA.

and

The east ninety-five (95) feet of Lot Two (2) of THE PLAZA, according to the Plat thereof on file and of record in Plat Book 18 at Page 62, Public Records of Palm Beach County, Florida

Parcel 3 (North side of Seaview Avenue)

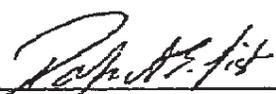
Lots 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750 and 752, POINCIANA PARK 3rd ADDITION, according to the Plat thereof as recorded in Plat Book 8, Page 72, Public Records of Palm Beach County, Florida



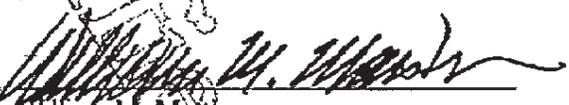
1. Grantor hereby grants to the Grantee an easement for public parking spaces and sidewalk over the Property.
2. Grantor agrees to construct at Grantor's expense the parking spaces and sidewalk on the Property in accordance with plans and specifications required and approved by the Grantee.
3. Grantor shall construct the parking spaces and sidewalk immediately after the demolition of the houses on the Grantor's west play field and the grading, stabilization, and re-sodding of the west play field are complete and prior to the completion of the Gymnasium.
4. Grantee shall be solely responsible for the regulation, control, use, management, maintenance, and repair of the parking spaces and sidewalk.
5. This Grant of Easement shall be binding upon the Grantor, Grantee and their successors and assigns, and shall constitute notice to all persons whomsoever of the terms and provisions herein set forth.
6. If the school use adjacent to the Property is ever abandoned and the land on which that adjacent school use is situated is returned to residential use, then Grantee, upon written notice from Grantor, shall provide a termination of easement immediately to Grantor, and Grantor shall be entitled to remove the parking spaces and relocate the sidewalk to its former location. If a use, or uses, other than residential is proposed for said land, and such use, or uses, is subsequently approved by the Town of Palm Beach, then the Grantee shall allow Grantor to remove at least as many of the parking spaces as may be necessary to provide reasonable access to the various parcels of said land; Grantee also shall provide an appropriate termination of easement.

IN WITNESS WHEREOF the Grantor has executed this Grant of Easement as of the date set forth above.

Signed, sealed and delivered in the presence of.

  
 Print: ROBERT E. LIST

  
 Print: MARTIN A. LIST

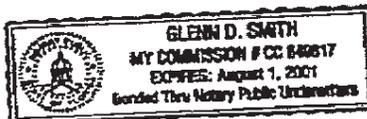
Grantor:  
 Palm Beach Day School, a Florida not for profit corporation  
  
 Print: William M. Matthews.  
 President

STATE OF FLORIDA )  
 ) ss.  
COUNTY OF PALM BEACH )

The foregoing instrument was acknowledged before me this 18 day of September 2000, by William M. Matthews, President of Palm Beach Day School, a Florida not for profit corporation, on behalf of the corporation. The above-named individual  is personally known to me or  has produced \_\_\_\_\_ as identification.

Glenn D. Smith  
Print Name: Glenn D. Smith  
Notary Public  
State of Florida  
Commission Number: \_\_\_\_\_  
My Commission Expires: \_\_\_\_\_

(Notary Seal)



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## NEWS

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### Town looks to curb Seaview Avenue traffic woes Illegal parking in 200 block putting squeeze on street, sidewalk — and emergency vehicles.

By [MARGIE KACOHA](#), Daily News Staff Writer

Monday, October 23, 2006

The common practice of parking half-on and half-off of the sidewalk in the 200 block of Seaview Avenue immediately east of the Palm Beach Day Academy has come under scrutiny by the town's traffic consultant.

Town officials say it is a public safety problem that cannot continue.

"Clearly, this situation has to be rectified quickly," said Deputy Town Manager Tom Bradford, who is overseeing Palm Beach's \$170,814 townwide traffic and parking study.

Gareth Klotz of American Consulting Engineers of Florida in West Palm Beach described the parking snarl during a recent public hearing on his findings.

He noted that drivers routinely inch onto the walkway along a portion of the north side of the one-way street where no parking spaces technically exist. The practice partially blocks the street and the sidewalk. As many as 20 cars park illegally in that manner each day during the school traffic crunch.

According to town officials, the parking practice seems to involve employees and visitors at the academy, the public school and the town's recreation center.

"Although parking is not allowed in areas on that street, enforcement has been lenient while school is in session and while the town addresses the overall problem of congestion in this area," said Palm Beach Police Maj. Michael Mason. "Currently, any vehicle which blocks the roadway or obstructs the roadway so that an emergency vehicle may not pass is ticketed or towed."

According to town records, 142 traffic tickets were issued in the 200 block of Seaview Avenue between Oct. 1, 2005, and Sept. 30, 2006. Of that total, 38 were for obstructing traffic, one was for parking in a crosswalk and 14 were for parking on the sidewalk.

"It is the responsibility of the officer in that area to ensure emergency vehicles can access the roadway,"



Jeffrey Langlois

[\(enlarge photo\)](#)

Vehicles along Seaview Avenue are illegally parked on the sidewalk because of lack of public parking near the Palm Beach Day Academy.

Mason added.

According to Bradford, the makeshift parking barely leaves enough room for emergency vehicles to pass.

"Fire-Rescue is most comfortable with a police officer present to escort the wider fire-rescue vehicles down the road," he said.

The Palm Beach Day Academy has an off-street parking site on the west end of its campus. But it can only be used during special events as part of its declaration of use agreement with the town when the school built its Vicki and Peter Halmos Family Activities Center.

The private school has limited off-street parking next to the center.

"Parking is an issue as it is in several areas in town," said Jack Thompson, headmaster of the Academy. "We have valet parking when it's a busy time, and we sometimes use our west field."

Thompson also offers incentives to keep parking problems down. Faculty who carpool are given mileage reimbursements — 40 cents to drivers and 20 cents to riders. Faculty who ride bicycles and scooters also are given mileage reimbursements.

In addition, the school paid for the installation of 14 parking spaces on the north side of Seaview a few years ago.

The newly constructed Palm Beach Public School has an off-street parking lot for its staff.

The town has the authority to re-examine special exceptions under which all schools on the island operate should parking or other questions or problems arise.

"Technically, the town could do that if it wished, but we prefer to work together with both schools to find solutions to the acute shortage of parking," Bradford said.

The Hebrew Academy of Palm Beach, which opened this year in a former public school building on the west side of Cocoanut Row, recently came under fire by the Town Council after neighbors complained of a parking crunch. The Hebrew Academy opened Aug. 21 with a 60-day special exception approval. The council will review the zoning approval again during its Nov. 14 meeting.

Also on that date, Klotz will issue recommendations for parking and traffic flow in congested areas throughout the town, including the 200 block of Seaview Avenue.

Thompson said he doesn't want the west field, which is used for sports, to be turned into a parking lot because it would negatively impact the school's athletic programs. Instead, he would prefer if the east field is used for parking.

That was the plan about six years ago, when a 38-car parking lot was planned for the site. At the last minute, however, one of the neighboring residents filed a lawsuit against the town to stop it, Thompson said.

"In order to make the lawsuit go away, we had to keep the field green," he said. "We could start construction next week if the neighbors would agree to it."

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Staff writer Michele Dargan contributed to this report.

#### **SPONSORED LINKS**

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# Downtown W. Palm parking eased: Pay meter with call on cellphone

THE PALM BEACH POST •

WEDNESDAY, OCTOBER 11, 2006

By THOMAS R. COLLINS  
*Palm Beach Post Staff Writer*

**WEST PALM BEACH** — You swore this wouldn't happen again. Yet, here you are at a downtown West Palm Beach parking meter, and out of change.

Soon, instead of cursing, you might be thanking technology.

Starting Nov. 1, motorists will be able to pay the meters with their cellphones. Just dial a number, enter the meter number and the charge will be added to your credit card bill. When you get back, though, be sure to call the number again and log out. Otherwise, you could be charged a maximum of \$3.

West Palm Beach will be one of the first cities in the country to use a pay-by-cellphone parking system. A similar system was introduced in Coral Gables last year.

In news that's lower-tech but no less important to downtown parkers, Mayor Lois Frankel also announced on Tuesday that meters will be free after 7 p.m. and that parking in city garages will be free after 10 p.m., effective immediately.

City officials are hoping the changes begin to draw more people to the Clematis Street area, where business has sagged for years.

Merchants and shoppers alike have complained about the meters and the city's strict enforcement. Even at night, one car on an otherwise deserted street might receive a parking ticket.

Frankel said that with so many nightclubs in the Clematis area having closed, the city is

## METERS from 1A

no longer losing out on nighttime meter revenue, making the change possible.

Business owners praised the changes.

"This is the best improvement that we've seen downtown in the 10 years that we've been here," said Jennifer Morales, a co-owner of Pizza Girls on Clematis Street.

To use the cellphone system, motorists have to register, providing a cellphone number, a credit card number and the license plate numbers of the vehicles eligible to use that account.

It's possible to register now through the city's Web site, [www.wp.org](http://www.wp.org). A link on the left connects to New Parking Inc., the company providing the service.

When parking attendants see a red flashing light, usually indicating an expired meter, they'll use hand-held computers to access a Web-based database to verify that the car is paid up.

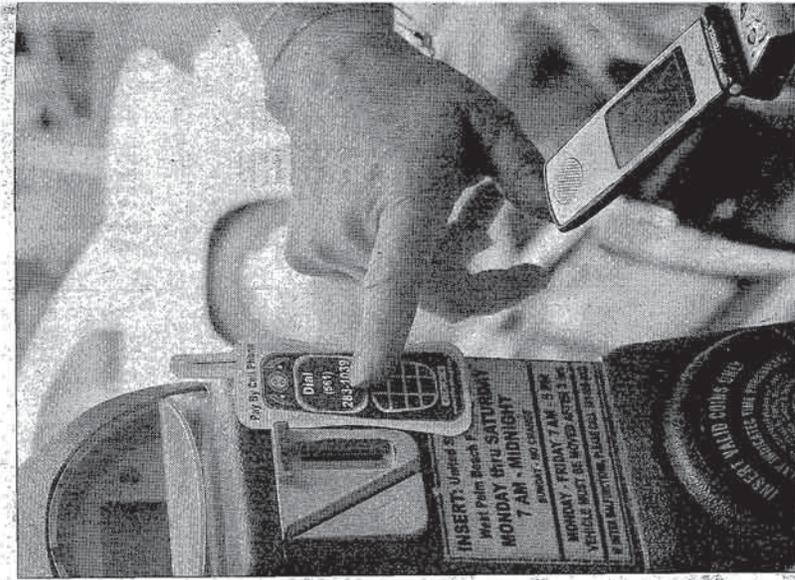
There is no fee to motorists for using the system, unlike some other systems.

"It's at no cost to the driver — that's incredible," said Sue Olley, the city's parking systems administrator.

Drivers will receive a monthly report on their meter charges.

The city will pay a fee of \$1,500 a month or more, depending on usage, to Mackay Meters Inc., the Canadian company that provides the meters.

New Parking also has the right, under the agreement motorists must accept when they register, to send text messages to motorists' cell-



TIM STEPHEN/Staff Photographer

City officials hope the new system, which allows motorists to pay for parking using their cellphones, will help boost business downtown.

## Parking Ideas

What are your thoughts on the downtown parking changes? Share your comment online.

[PalmBeachPost.com](http://PalmBeachPost.com)

phones with advertising from merchants in the area where they've just parked. Motorists have to opt out of that feature by sending an e-mail to New Parking if they don't want to receive the messages.

The city could have gone to a kiosk system, in which drivers go to a station down

the block, deposit money or use a credit card, then put receipt on the dashboard. But that costs about \$10,000 per kiosk, and six or eight kiosks would be needed per block Olley said.

Roy Assad, chairman of the Downtown Development Authority, hopes the cellphone system means the dawning of a new era for Clematis Street.

"It is a problem that has been heard and I think solutions are coming about."

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## NEWS

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### Traffic conflict blocks zoning approval

Unanimous Town Council vote withholds special exception for Hebrew Academy a third time.

By [STEPHANIE MURPHY](#)

Daily News Business and Real Estate Writer

Thursday, November 16, 2006

Final zoning approval for the Hebrew Academy of Palm Beach was tabled for another month Tuesday, the private preschool's third waiver in as many months.

After a neighbor on Seaview Avenue said traffic has her all but trapped in her driveway, the Town Council voted unanimously to withhold permanent approval of the academy's request for a special exception to operate in the gymnasium with a fenced playground at 240 Coconut Row. The building was formerly occupied by Palm Beach Public School and is about half a block from the private Palm Beach Day Academy.

About 20 pupils attend the school, which has been open almost three months and operates from 9 a.m. to 3 p.m. In August, the council granted school officials a 60-day waiver of zoning rules because neighbors had written letters opposing the playground and additional traffic on Seaview Avenue.

Last month, the council again voted to withhold final zoning approval after a neighbor, Peter Van Andel, emphasized "the parking deficit" on his one-way street where parents drop off and pick up the pre-schoolers. The council's caveat stipulated that Rabbi Moshe Scheiner, the academy's dean, meet with residents to work out a plan that would address their traffic and parking concerns.

"I don't think the Hebrew school should enroll any more" until the conflict is settled. Current enrollment should be "frozen," Councilwoman Susan Markin said. The academy's application states it will have a maximum of 30 students.

Seaspray Avenue needs to be part of the debate, "because the impact of three schools goes well beyond the 200 feet" radius for people who are affected by an application, said Nancy Briggs, a resident on the street north of Seaview. Briggs, whose husband makes regular visits to his doctor for a heart condition, said she has frequently been unable to back onto Seaspray because cars block her exit.

"I report illegal parking" and a parking control officer writes a citation, "but the car does not move ... or when one moves, another car pulls in. Every car makes it worse. Every car is one too many," Briggs said. "School buses whip around Seaspray. With the academy, (residents) have fewer (parking) options. It's unacceptable to have to call a taxi because you can't get out of your driveway."

Other schools in the neighborhood are responsible for existing traffic conditions, said Maura Ziska, the Hebrew Academy's attorney. According to an e-mail to Ziska from traffic engineer Gareth Klotz, "most of the traffic concerns are coming from the public school."

"We are not adversely impacting the neighborhood," Ziska said, adding that parents were sent a letter dated Oct. 12 instructing them not to park on Seaview Avenue and to use only the spaces at The Four Arts Plaza.

The school operates as a separate, independent organization from the Palm Beach Synagogue, and is a member of the National Society for Hebrew Day Schools in New York. It leases the building from The Society of the Four Arts.

Markin asked how many academy students are town residents, and Ziska said about 25 percent.

Seaspray Avenue resident Barbara Chevillard said she chose the street "for its charm and safety," but cited speeding, parking illegally and "an enormous increase in traffic," since the renovation of Palm Beach Public School. She walks her children to the Palm Beach Day Academy and said, "I see it all the time. We need to get a grip on this before a child gets injured seriously."

The council created "a fundamental problem by not having other schools here (Tuesday)" to participate in the debate, Councilman Allen Wyett said. "We need to find a way for your streets not to be clogged by strangers."

Wyett recommended delaying approval of the special exception until the townwide traffic report is finalized, "and let's ask the headmasters of the other schools" to attend the next council meeting.

Council President Denis Coleman suggested the town consider reversing the one-way direction of Seaview Avenue and possibly closing off access to the street from Four Arts Plaza.

"Seaview has serious problems, and this issue is the straw that broke the camel's back," Coleman said. "We need to separate the issue of the Hebrew Academy from all of the legitimate angst that neighbors are feeling."

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# Smart parkers use their own meters

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New scheme a hit with businesses, and lucrative for council.

NICK CHURCHOUSE

PARKING change is for chumps. The parking elite around Wellington are renting their own meters — to go inside the car.

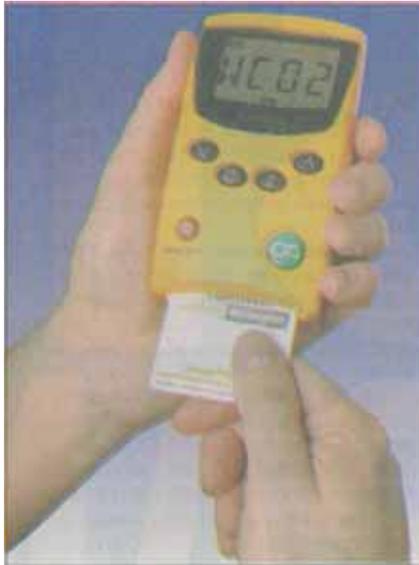
Two years after being introduced, Smartpark meters are pulling in nearly \$500,000 for Wellington City Council.

The small cashless parking units have grown in popularity, with 950 now in use around Wellington.

Introduced in May 2004, the Motorola-manufactured units were initially picked up by small businesses such as service and delivery companies, but are now regular issue for corporates such as Television New Zealand and Lion Nathan, Smartpark operations manager Mark Lockery said.

Each unit is leased for \$9 a month and prepaid Smartpark cards are bought from Wellington City Council.

Drivers start the meter when they park and put it on the dashboard. They turn it off when they return to their car. "It works out cheaper because you only pay for the time you



**Hassle free:** The Smartpark units are making parking easier

actually park and if you get held up you don't have to rush back to your car to put more money into the meter," Mr Lockery said.

The system is in use in 45 European cities, but Wellington is the only New Zealand centre to adopt Smart-park, with Hamilton now trialling the system.

"Wellington City Council is one of

the more forward-thinking councils and saw the potential it had for the public," Mr Lockery said.

Council property and standards manager Wayne Tacon said the scheme was working well and was popular with businesses because it made it easy to keep track of parking expenses.

Customer feedback to Smart-park had been overwhelmingly positive, Mr Lockery said.

"It takes the negative feeling out of paying for your parking — you just switch the thing on and forget about it."

Comments from feedback e-mails centred on not having to worry about finding parking change, and saving money from only paying for the parking time used.

Most people enjoyed the freedom of not having to use an inflexible parking meter.

But beware — Smartpark does not make you invincible. People could still get tickets for overstaying the maximum time or loading the wrong parking zone into the meter, Mr Tacon said.

A blinking light on the machine signals to parking wardens if a car overstays the maximum time limit, almost guaranteeing a ticket.

"And some people even forget to turn them on," he said.

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### Parkers can now take their time

*In-car meters allow motorists to prepay cities like them, too*  
[FINAL Edition]

USA TODAY - McLean, Va.

Author: Charisse Jones  
 Date: May 3, 2006  
 Start Page: A.3  
 Section: NEWS  
 Document Types: News  
 Text Word Count: 982

#### Abstract (Document Summary)

"It's maybe the hottest new thing that nobody knows about in the U.S.," says Donald Shoup, an urban planning professor at UCLA and an expert on parking trends. "The nice thing about the in-vehicle meter is there's no poaching on anybody else's time or leaving time behind. You pay for the time you use."

"Any parking meter you use, you've got to predict how long you're going to be," says Tim Ware, parking director for Aspen. "You predict too little, you pay too little. You predict too much, you pay more than you needed to. This works in real time. If you park for one hour, two minutes, that's all you pay for."

"Not everybody's interested in the in-car meter, and we get complaints about the pay-and-display too," Grand Rapids' [Barbara Singleton] says. "Everybody doesn't have a credit card. The older people, we find, just like the single space. They go put their coin in, and they're on their way."

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# TOWN OF PALM BEACH

Office of the Town Manager



September 28, 2006

Mr. Burton Handelsman  
Love Realty  
250 Worth Avenue  
Palm Beach, FL 33480

VIA FACSIMILE AND FIRST CLASS MAIL  
FAX NO. 914-428-2145

Re: Town-wide Traffic and Parking Study

Dear Mr. Handelsman:

Earlier this year the Town Council authorized a Town-wide study of traffic and parking issues so that staff and consultants could provide a recommended improvement plan, if needed. As part of this work effort we have held two public meetings to receive public input on the subject matter and have made arrangements to attend a meeting of every business association in Town to specifically hear from the business community on traffic and parking.

At our public meeting held on September 21<sup>st</sup>, it was suggested that the Town conduct focus group meetings with the primary commercial land owners in the Worth Avenue commercial district. Since the report relative to our findings must be completed in October and is scheduled to be presented to the Town Council at their meeting on November 14, an insufficient amount of time remains to conduct suggested focus group meetings. However, since you are a major land owner in the Worth Avenue district we thought we would directly solicit your input in writing.

This letter is to encourage you to offer your personal and professional opinion to the Town on any traffic and parking problems that you feel exist and any suggestions for improving the same. If you feel that one of your associates in Palm Beach could better respond to this request for input, that is acceptable to us. If you are interested in responding, all that we ask is that you submit your comments to us by Friday, October 6, to give us time to consider your comments and take appropriate action relative to the input received.

Your time and efforts in regard to this request are greatly appreciated.

Sincerely,

Thomas G. Bradford  
Deputy Town Manager

TGB/ab

cc: Peter B. Elwell, Town Manager  
Traffic and Parking Work Group Team Members  
Gareth Klotz, P.E., American Consulting Engineers, Inc.

Post Office Box 2029 • 360 South County Road • Palm Beach, Florida 33480

Telephone (561) 838-5410 • Facsimile (561) 838-5411  
E-Mail: townmanager@townofpalmbeach.com • Website: www.townofpalmbeach.com





# TOWN OF PALM BEACH

Office of the Town Manager



September 29, 2006

**VIA FACSIMILE AND FIRST CLASS MAIL**  
**FAX NO. 561-832-4833**

Mr. Murray Goodman  
Chairman of the Board  
The Goodman Company  
Phillips Point, East Tower  
777 South Flagler Drive, Suite 1101  
West Palm Beach, FL 33401

Re: Town-wide Traffic and Parking Study

Dear Mr. Goodman:

Earlier this year the Town Council authorized a Town-wide study of traffic and parking issues so that staff and consultants could provide a recommended improvement plan, if needed. As part of this work effort we have held two public meetings to receive public input on the subject matter and have made arrangements to attend a meeting of every business association in Town to specifically hear from the business community on traffic and parking.

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Thomas G. Bradford  
Deputy Town Manager

TGB/ab

cc: Peter B. Elwell, Town Manager  
Traffic and Parking Work Group Team Members  
Gareth Klotz, P.E., American Consulting Engineers, Inc.

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E-Mail: townmanager@townofpalmbeach.com • Website: www.townofpalmbeach.com





# Public Meeting Sign-In Sheet

September 21, 2006

Town Hall - 360 South County Road, South Entrance, Palm Beach, Florida 33480

	Name (Please Print)	Representing	Address
1.	GARETH M. Klotz	American Consult/Task	
2.	Bill DIAMOND	SELF	220 WEISS ROAD, P.B.
3.	N. Goldsmith		44 Coconut Row, PB
4.	A. Setzer		
5.	Nadia Alvarado	PB Civic Association	135 N. County Rd.
6.	Wend Barnes	" " "	" " "
7.	Paul Plam	worth Ave ASSC.	PO Box 2186 - P.B 33482
8.	L'ANDEL BARKS	PB Chamber	470 Royal Palm Way
9.	Leslie Evans	RD of Palm Beach Inc	214 Brady <sup>Tier Ave #200</sup> Palm Beach Fl 33480
10.	Amy Shoughnessy	Royal Poinciana Astor & Civic Affairs Transportation Committee	533-0316 (Home phone)



# Public Meeting Sign-In Sheet

September 21, 2006

Town Hall – 360 South County Road, South Entrance, Palm Beach, Florida 33480

	Name (Please Print)	Representing	Address
1.	William R. Miller	Royal Palm Homeowners Assoc.	330 Coconut Row, P.B.
2.			
3.			
4.			
5.			
6.			
7.			
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# Traffic & Parking Impementaion Plan

Town of Palm Beach  
Palm Beach County, Florida

## Public Meeting Comment Form

General-1

We encourage your comments regarding this project

September 21, 2006

VERY INFORMATIVE MEETING

BEST IDEA IS DIGITAL PARKING FOR ENTIRE  
2.9 ONE SYSTEM WITH SEVERAL ALTERNATIVES IS DRAWN  
FOR TIME OF YEAR, COMMERCIAL AND RESIDENTIAL ZONING.  
NON FEE, ETC.

WITH DIGITAL USE NUMBERS IN PARKING SPACES TO ELIMINATE  
CHALK SYSTEM

NAME:

BILL DIAMOND

ADDRESS:

220 WELLS ROAD

PALM BEACH, FL 33480

EMAIL:

WJD2332@AOL.COM

If you did not receive notice of the Public Meeting but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to **Thomas G. Bradford** (tbradford@townofpalmbeach.com), at the address on the back of this Comment Form. All comments are part of the Public Hearing Record and are available for viewing by the public and the media.

WORTH AVENUE ASSOCIATION GENERAL MEETING October 4, 2006 ATTENDANCE  
PLEASE PRINT

BUSINESS NAME	GUEST'S NAME	ADDRESS	TELEPHONE #	FAX #	E-MAIL ADDRESS
Greatland Essentials	Geoffrey N. Co	4722 W 51st St 150 NORTH	718-533-225		
GASLUMASEN GALLERY	Karin Klesner	415 Hibiscus	820-8920	820-8918	Agart@bellsouth.net
<del>John Lawrence</del>					
PALM BEACH PD	JASON VIZK	345 S. CAROLINA	858-3554		
MARCO CASHMERE	ANGELA	8000 W 11th St	855-9924		
Plenty KtZulu		165 Breeze Pt	272-1947		
Diane McEldy	LORO PIANA	245 Worldview			
Jim McLean	PO Box	246 World	659-5535		
Wileen Feliciano	Palma Beach Post		820-4293		
CRISSEY ROOMING	RIP CARLTON				
Jimmy Chao	Georgiykom		244 World		
John de Madaris					
DENNIS FAYE	GUEST	256			
Kelly Howard	SE #				
James J. Johnson	Hamilton				



TOWN OF PALM BEACH  
OCT 17 2006  
Office



**Traffic & Parking Implementation Plan**  
Town of Palm Beach  
Palm Beach County, Florida

**Public Meeting Comment Form**

WORTH AVE

We encourage your comments regarding this project

September 21, 2006

Maurizio would love to meet @ you  
concerning safety concerns make corner  
of Peruvian & S County Rd.  
We have been here for 4 years & have  
been a lot of concerns -

NAME: Maurizio Ciminella - Advice Assistant  
ADDRESS: 375 S. County Rd  
Palm Beach FL 33480  
EMAIL: Advice Palm Beach@AOL.com

If you did not receive notice of the Public Meeting but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Thomas G. Bradford (tbradford@townofpalmbeach.com), at the address on the back of this Comment Form. All comments are part of the Public Hearing Record and are available for viewing by the public and the media.

OCT 16 2006

Town Manager's Office



### Traffic & Parking Impementaion Plan

Town of Palm Beach  
Palm Beach County, Florida

## Public Meeting Comment Form

WORTHAVE

We encourage your comments regarding this project

September 21, 2006

It looks like you have covered it pretty well.

NAME:

Marjorie Weinstock

ADDRESS:

139 Federal Highway  
Lake Park, Fl 33403

EMAIL:

If you did not receive notice of the Public Meeting but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to **Thomas G. Bradford** (tbradford@townofpalmbeach.com), at the address on the back of this Comment Form. All comments are part of the Public Hearing Record and are available for viewing by the public and the media.



TOWN OF PALM BEACH  
OCT 16 2006  
Town Manager  
Palm Beach County, Florida

## Traffic & Parking Impementaion Plan

# Public Meeting Comment Form

Worth-AVE

We encourage your comments regarding this project

September 21, 2006

a Debbie Morakis? (Spelling) Called me with a message of she wanted to talk about parking, "From the towns point of view." I called her back and unable to find her. I left a message telling her to call my Manager Shane at 659-4979 + leave distinct details of what she may need so we don't play phone tag. I called 3 separate times from Aug thru early to mid September. She never left a message with me or my guys, so I assumed it was not that important, or she found her answer. The only thing we could equate was that a private firm (2 guys) who tried to gain access to the lot, but would not leave any detail, except they wanted to walk around + take pictures. For security + liability reasons, we do not allow that + they were so informed + that's the last I heard from them. I now assume they were related to your traffic study! We might be able to sell you spaces during the off season at a reduced rate, but I don't know if you would need them then. Any questions please call + leave who you are + what it pertains to. I will call back.

NAME:

TOD KIRIK (Vice President APOLLO PARKING)

ADDRESS:

405 HIBISCUS AVE. PALM BEACH, FL 33480  
(561) 659-4979 If I'm not in ask

EMAIL:

for Shane + leave all pertinent info with him!  
Thank You

If you did not receive notice of the Public Meeting but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to **Thomas G. Bradford** (tbradford@townofpalmbeach.com), at the address on the back of this Comment Form. All comments are part of the Public Hearing Record and are available for viewing by the public and the media

**WORTH AVENUE ASSOCIATION GENERAL MEETING October 4, 2006 ATTENDANCE  
PLEASE PRINT**

BUSINESS NAME	GUEST'S NAME	ADDRESS	TELEPHONE #	FAX #	E-MAIL ADDRESS
<p><b>Sandra Shaw Blair</b></p> <p>2275 South Ocean Blvd., Ste. 201 North Palm Beach, Florida 33480</p> <p>(561) 585-2603 Fax (561) 582-8817</p>	<p><b>Distictive Staffing Home Services, Inc.</b> <i>Palm Beach</i></p>  <p>205 WORTH AVE SUITE 319 PALM BEACH, FLORIDA 33480 561-822-9977 FAX: 561-822-9979</p> <p><i>Brenda Conner</i> <i>President</i></p>	 <p><b>WACHOVIA</b></p> <p>Lourdes Gonzalez Personal Banking Representative</p> <p>Worth Avenue Financial Center 411 South County Road, FL6569 Palm Beach, FL 33480 Tel 561.838-5672, Fax 561.838-5665 lou.2.gonzalez@wachovia.com 24 Hour Service 800-WACHOVIA (922-4684)</p>	 <p><b>WACHOVIA</b></p> <p>Barbara C. Garcia Financial Specialist Insurance Agent Assistant Vice President</p> <p>Worth Avenue Financial Center 411 South County Road, FL6569 Palm Beach, FL 33480 Tel 561.355-2741, Fax 561.838-5665 24 Hour Service 800-WACHOVIA (922-4684)</p>	<p><b>BOCA</b> RATON MAGAZINE</p> <p><b>MARIE SPEED</b> GROUP EDITOR IN CHIEF editor@bocamag.com EXT. 234</p> <p>6413 CONGRESS AVENUE, SUITE 100 BOCA RATON, FLORIDA 33487 561/957-8689 FAX 561/997-8909 WWW.BOCAMAG.COM</p>	 <p><b>WACHOVIA</b></p> <p>Dinesh Kalera Financial Specialist</p> <p>Worth Avenue Financial Center 411 South County Road, FL6569 Palm Beach, FL 33480 Tel 561.838-5675, Fax 561.838-5665 Cell 561.452-1854 24 Hour Service 800-WACHOVIA (922-4684)</p>
 <p><b>WOOLENS, INC.</b></p> <p>USCO10222</p> <p><b>Robert L. Moore</b> Phone: 561-835-0401 Fax: 561-835-0403 Mobile: 561-718-5388 Home: 561-689-6671 Email: rmoore@woolensinc.com</p> <p>2900 HILLSBORO ROAD WEST PALM BEACH, FLORIDA 33405</p>	<p><b>Palm Beach Daily News</b></p> <p><b>LINDA GOINGS</b> <i>Advertising Director</i></p> <p>265 Royal Poinciana Way, Palm Beach, Florida 33480-4041 561/820-3820 Fax: 561/820-3802 FL Toll Free: 1-800-432-7595 E-mail: lgoings@pbdailynews.com Website: PalmBeachDailyNews.com</p>				

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