

Traffic Committee Final Recommendation to Restore the Safety, Peace, and Tranquility of The Village

Melbourne Village Traffic Committee
Allen Robbins, Chairman

June 23, 2020

Topics

- Why Are We Here?
- The Traffic Committee
- Objective of Committee
- Traffic Committee Process
- Final Recommendation
- Discussion

Why Are We Here?

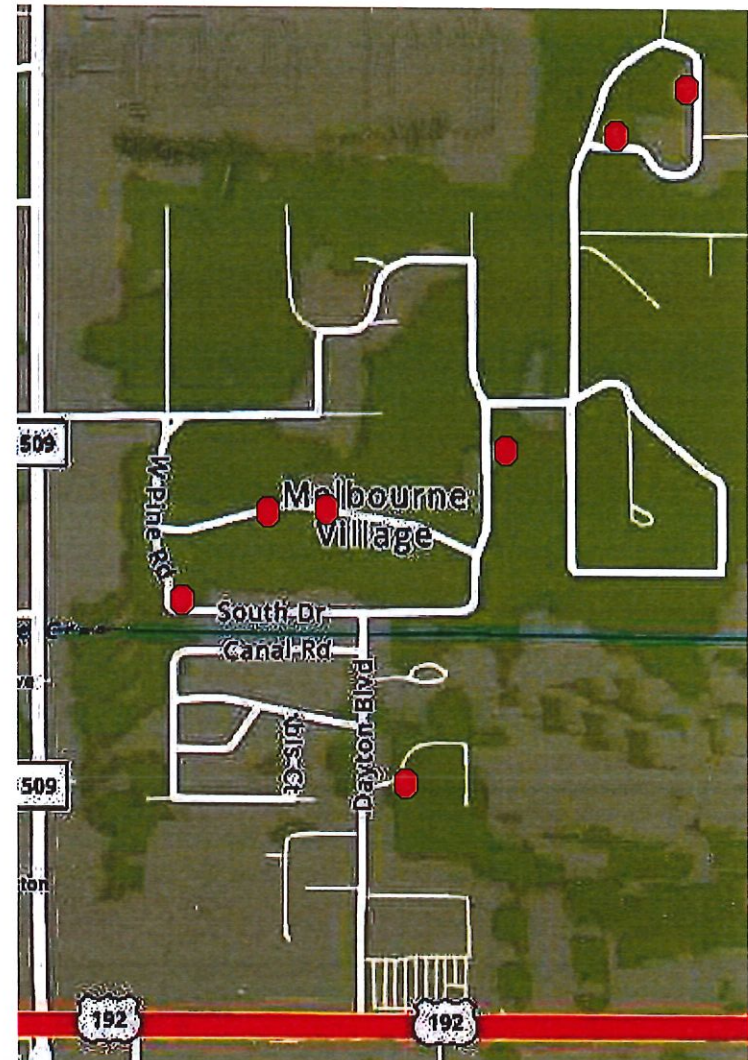
Dramatic External Growth – The Time Is Now... Not In 30 More Years!

- The Village we love has been destroyed for many residents!
 - Dramatic external growth
 - Insufficient progress over the last 30+ years in keeping up with the impact of external growth
 - The problems are severe and getting worse (safety, cut-thru traffic, noise, trash, etc.)
- Many residents have cried for help for years but have been ignored
- Some in the village do not experience the problems and may not appreciate the severity
- To work together to implement a permanent solution inline with the recommendations of the traffic committee after 18 months of study and review

The Traffic Committee

Representatives Are From Around the Village

- Fred Anderson
- Cliff Finch
- Gary Howell
- Dave Jones
- Kathryn Merry
- Allen Robbins (Chm.)
- Mike Smith



Traffic Committee Objectives

Restore the Village and Leave a Legacy

- Develop Plan To Restore The Safety, Peace, And Tranquility Of The Village For All Residents
- Provide A Community Solution: Neighbors Working With and For Neighbors
- Leave A Positive Legacy For Future Villagers

Traffic Committee Process Summary

Take Time, Do It Right, Utilize Best Resources and Science Available

1. Get input from residents about problems
2. Perform traffic studies
3. Study potential solutions
4. Evaluate acceptability criteria for possible solutions
5. Make recommendation to Town Commission

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1.0 - Get Input From Residents About Problems

Representative Things People Said – Too Many to List

- I wouldn't have moved here if I had known how bad the traffic was.
- Our family on bicycles nearly got run off the road by a car in the village.
- Lots of speeders... and Yes, some are residents.
- I don't walk around South Dr. anymore because the traffic is so bad.
- I saw an irate driver stop their car and harass an elderly lady walking with a cane on South Dr. because she was getting in the way!
- It's dangerous to get your mail out of the mailbox with all the traffic.
- Most of the towns around us have taken actions to address these types of problems. Why hasn't the village done anything? We should have been the first, not the last to protect our community.

1.1 - *THE* Major Problem

Cut-thru Traffic Has Impacted or Destroyed Our Once Safe and Peaceful Community

- Uniquely, the Town of Melbourne Village is surrounded by major arterial roads; A U.S. Highway and a major county road (U.S. 192, CR509/Wickham road)
- Drivers on surrounding arterial roads use The Village as a **shortcut** to avoid these two major arterial thoroughfares
- GPS systems route non-residential traffic thru shortcut
- The Village roads and environment were not expected nor designed to handle the volume or type of cut-thru traffic we are experiencing
- The cut-thru traffic causes unsafe conditions and has a major negative impact on the village environment and residents (e.g. safety, noise, crime, trash, wear and tear, etc.)
- The safety, peace, and tranquility of our **current** and **future** residents has been eroded to an **unacceptable** level.

1.2 – *THE* Major Problem

The “Shortcut” or “Cut-Thru”



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2.0 - Perform Traffic Studies

Detailed Traffic Studies Have Been Completed

- West Melbourne performed traffic survey in March, 2019
- Brevard County performed detailed traffic survey in May, 2019

<ul style="list-style-type: none">•Dayton Blvd•Norman Dr•Sheridan Rd entrance	<ul style="list-style-type: none">•Sheridan Rd. east of West Pine•South Dr East of Dayton•South Dr. West of Dayton
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- Traffic Surveys were presented at the Commission Meeting in August, 2019; Data confirmed severity of cut-thru traffic problem

2.2 - A Picture Is Worth A Thousand Words!

- Some in The Village don't experience or understand the severity of the problems
- Sometimes words and data can't fully describe the situation
- What's missing? Many stories of
 - Road rage
 - Near misses
 - If only we had sound! (road noise and loud trucks all day)

ACCIDENT:

South Dr.



ACCIDENT:

Corner of
South Dr. and
West Pine Rd



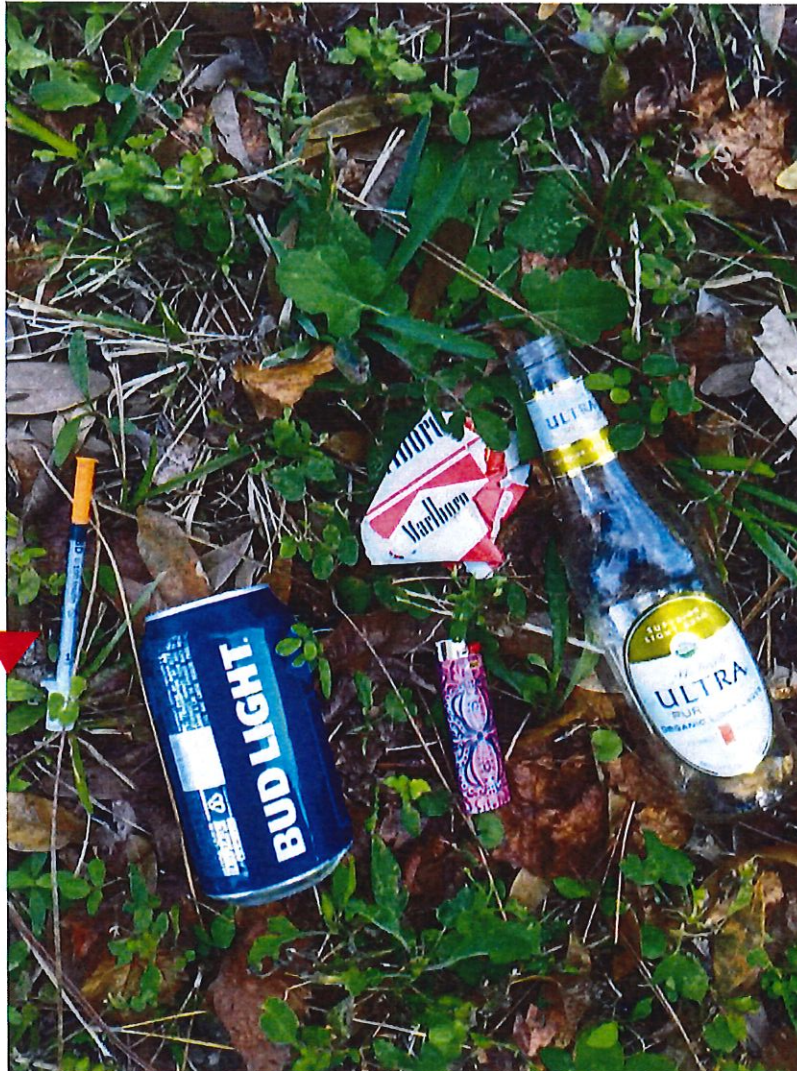
ACCIDENT:

West Pine Rd.



A Day's Trash:

Picked up around
West Pine/South
Dr.— Including
medical waste!



Traffic Jam!

Example Traffic Backup
in the Village for
numerous reasons

South Dr.



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3.0 - Study Potential Solutions

Broad Range of Professional Resources Have Been Used to Reach the Committee's Recommendation

- Solicited / gathered TMV resident input
- TMV Police Department
- Brevard County Traffic Engineering Dept.
- Local inspection and visits of existing local and state solutions
- Florida Department of Transportation - Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways ("Florida Greenbook")
- Many other materials (state references, case studies, technical papers, etc.)

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4.0 - Evaluate Acceptability Criteria For Possible Solutions

Solutions Must Meet Standards for Acceptability

- Must be balanced, net-positive for The Village
- Must be proven or obviously effective
 - Increase safety
 - Reduce volume significantly
 - Reduce noise
- Inline with State Guidance: self enforcing / physical in nature
- Acceptable cost
- Consistent with the look and feel of The Village

4.1 - Representative Potential Solutions Considered

A Broad Range Of Solutions Have Been Investigated - One Stood Out

Standards

1. Must be balanced, net positive for The Village
2. Must be proven or obviously effective (safety, volume, noise, etc.)
3. Inline with State Guidance: self enforcing / physical in nature
4. Acceptable cost
5. Consistent with the look and feel of The Village

Potential Solution	Meets Standards	Standards Failed
More enforcement	No	2, 3, 4
Lower Speed Limit to 20 MPH*	No	2, 3
More stop signs	No	1, 2, 3, 5
Add islands on South Dr and West Pine (similar to Turpentine Island)	No	2, 4
Road Narrowing w/stops	No	1, 2, 4, 5
Speed bumps/humps/tables	No	1, 2, 4, 5
New Green Space	Yes	- none -

* Traffic committee supports this option for additional mitigation if Commission desires

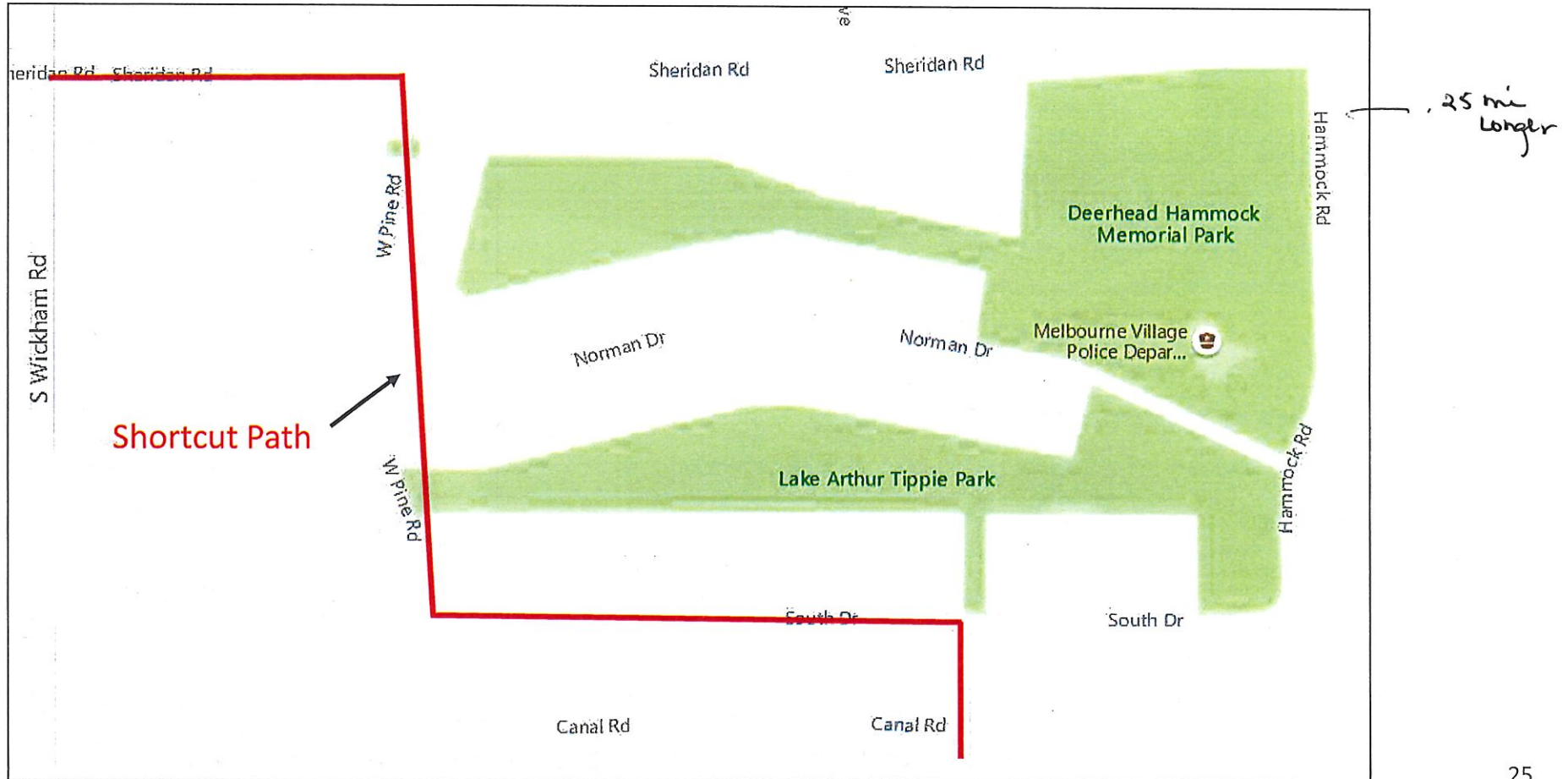
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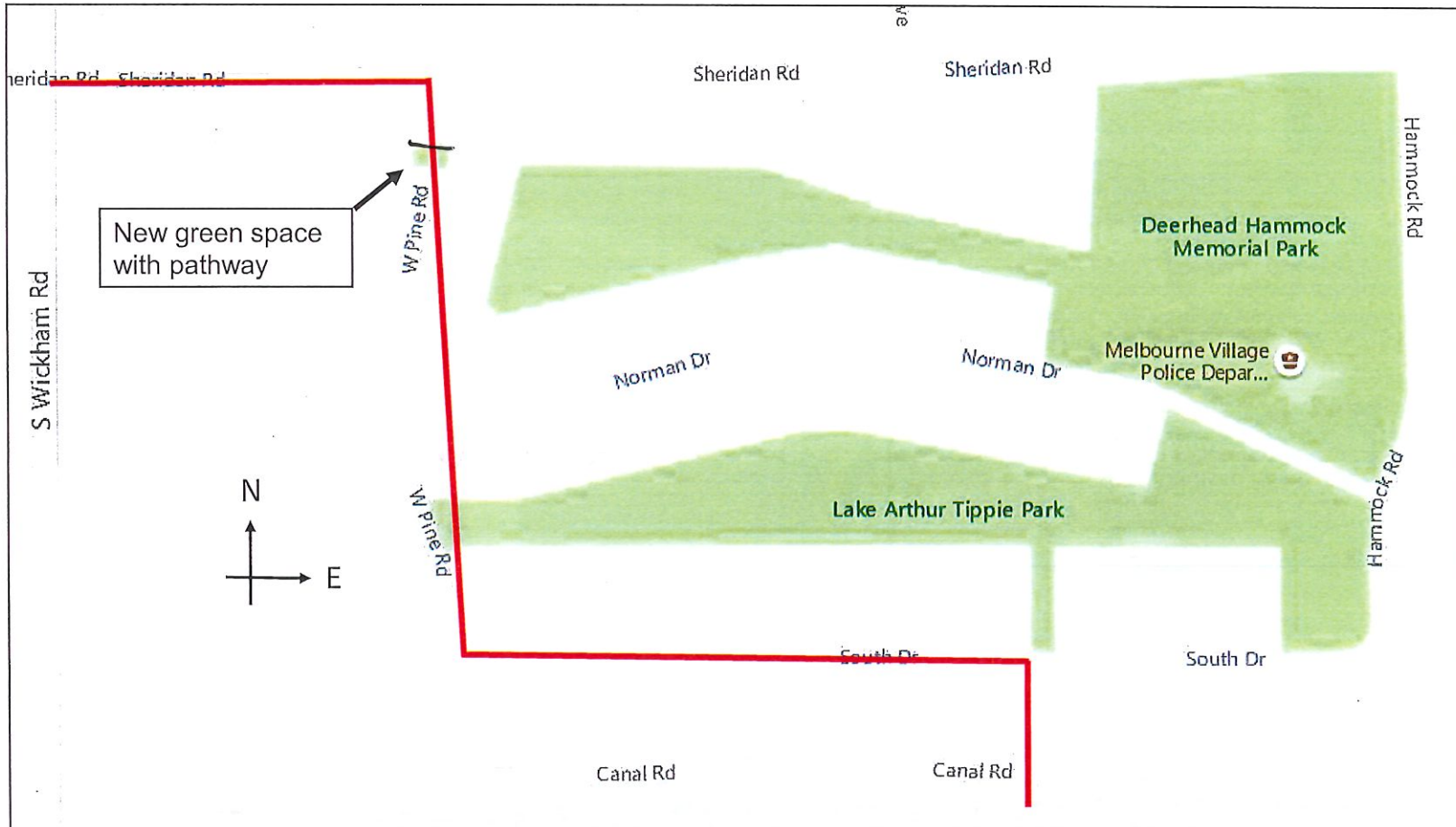
5.0 - Develop Recommended Solution

New Green Space With Pathway Just South Of Sheridan And West Pine Roads



5.0 - Develop Recommended Solution

New Green Space With Pathway Just South Of Sheridan And West Pine Roads



5.2 – Develop Recommended Solution

Example New Green Space With Pathway

Before New Green Space



After New Green Space



Example Green Space With Pathway

Of Course We'll Have More Plants!



5.3 – Develop Recommended Solution

Estimated Financial Costs Are Low

- Dirt for Green Space - \$800
- Curb treatment for Green Space (e.g. railroad ties) - \$800
- Ancillary signs (e.g. Dead End, “Exit To” / No Exit, etc.) - \$1,200
- Trees and greenery - \$1,500
- Misc - \$400
- Expect most greenery to be donated by Villagers
- No contract labor, utilize mix of Town labor and volunteers
- Total estimate: ~ \$5,000

5.4 – Neighborhood Support

Residents Most Affected - Broadly Support Proposal

- Petition developed consistent with often used municipal processes - focuses primarily on residences on cut-thru
- Broad support from residents with addresses on cut-thru (Sheridan through Dayton)
 - 30 properties (5 not contacted)
 - 80% (20 out of 25 properties) contacted are in favor of petition
- Broad support from residents on Norman Dr. (historical participants)
 - 16 properties (not counting 1 where a commissioner lives; and 1 not contacted)
 - 81% (13 out of 16 properties) contacted are in favor of petition
- 68 signatures from residents not directly on cut-thru throughout the Village signed petition in solidarity (no canvassing)
- Petition delivered to the Town Office
- Many neighbors have volunteered to supply plants or help implement the New Green Space as a community project

5.5 - Recommended Solution - New Green Space

The Community Is **Dramatically** Improved For **All**, With Small Inconveniences For Some

Pros:

1. Will dramatically reduce total traffic in The Village
2. Town has authority to make road changes as deemed necessary (i.e. nothing prevents action)
3. Broad support by residents, including many of those who will be inconvenienced
4. All residents and emergency vehicles still have access to current entrances/exits
5. Only solution to mitigate GPS problem
6. Meets the Committee's standards of Acceptability
7. Most effective and lowest cost solution; easiest and quickest to implement
8. Fits in with natural character of The Village
9. Encourages more residents to enjoy our neighborhood
10. Many residents have already volunteered for New Green Space community project

Cons:

1. Temporary, small increase in non-residential traffic for some Villagers during the transition
2. Expect some impact to Villagers:
 1. Neighbors in the "front" who are accustomed to using the Wickham entrance/exit
 2. Neighbors who may experience some additional traffic using the "long way around" to the Wickham entrance/exit (anticipate this to be minimal as the route is longer and not nearly as direct as the current West Pine / South Drive cut-thru)

Final Recommendation and Request to the Melbourne Village Town Commission

- This Recommendation was
 - Unanimously Approved by the Traffic Committee, and
 - Strongly Supported by Petition Signatories

Our Ask is

**that the Town Commission Approve the New Green Space Project
and Implement As Soon As Possible**

Ideally, the Time is Now!