

REVISED

8:48 am, Jan 03, 2025

TENTATIVE:
SUBJECT TO
REVISION



TOWN OF PALM BEACH

Town Manager's Office
PLANNING AND ZONING COMMISSION

**TOWN HALL
COUNCIL CHAMBERS-SECOND FLOOR
360 SOUTH COUNTY ROAD**

AGENDA

JANUARY 7, 2025

9:30 AM

Welcome!

For information regarding this agenda and the procedures for public participation at Planning and Zoning Commission, please refer to the end of this agenda.

I. CALL TO ORDER AND ROLL CALL

Gail Coniglio, Chair
Eric Christu, Vice Chair
Marilyn N. Beuttenmuller
William J. Gilbane
Jorge Sanchez
Michael Vincent John Spaziani
John J. Tatooles
Nicki McDonald, Alternate
Victoria Donaldson, Alternate
Matthew Ailey, Alternate

II. INVOCATION AND PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

IV. APPROVAL OF THE MINUTES

- A. Minutes of the December 3, 2024, Planning and Zoning Commission Meeting

V. COMMUNICATIONS FROM CITIZENS - 3 MINUTE LIMIT PLEASE

VI. COMMENTS FROM THE PLANNING AND ZONING COMMISSIONERS

VII. COMMENTS FROM THE PLANNING, ZONING & BUILDING DIRECTOR

VIII. OLD BUSINESS

- A. Results of Email Responses to Private Clubs Regarding Membership

IX. NEW BUSINESS

- A. Draft Schedule for Code Review

X. NEXT MEETING: Tuesday, February 4, 2025

- A. Town of Palm Beach Truck Regulation Study, Prepared by Kimley Horn & Associates 05.21.2021

XI. ADJOURNMENT

PLEASE TAKE NOTE:

Note 1: Live meeting audio is available on the Town's website at www.townofpalmbeach.com. To listen to the live stream, please visit the Meeting Audio page and select the "In Progress" or "Click Here to Listen" button.

Note 2: In-person or virtual Public Comment is limited to three minutes and must be preceded by your name and address for the record. Alternative public comment is also welcome for Town Council Meetings via four methods:

- To make a public comment virtually (for Town Council Meetings Only), email request to publiccomment@townofpalmbeach.com, and identify desired agenda item(s) to be addressed.
- Written public comment submittals should be sent to publiccomment@townofpalmbeach.com,
- Direct written entry into the public meeting record through the eComment portal, or
- Mail or In-person submittal of written document to the Town Clerk's Office at Town Hall no later than the Friday prior to the meeting.

Note 3: As a public business meeting, the chair retains the right to limit discussion on any issue.

Note 4: If a person decides to appeal any decision made with respect to any matter considered at this meeting, he/she/they will need to ensure that a verbatim record of the proceedings is made for such purposes, which shall include the testimony and evidence upon which the appeal is to be based.

Note 5: Disabled persons needing accommodations to participate in this

meeting are requested to call the Clerk's Office at (561) 838-5416 at least one day prior to the meeting.

PROCEDURES FOR PUBLIC PARTICIPATION

Citizens desiring to address the Town Council should proceed toward the public microphones when the applicable agenda item is being considered to enable the Town Council President to acknowledge you.

PUBLIC HEARINGS: Any citizen is entitled to be heard on an official agenda item under the section entitled "Public Hearings," subject to the three minute limitation.

COMMUNICATIONS FROM CITIZENS: Any citizen is entitled to be heard concerning any matter under the section entitled "Communications from Citizens," subject to the three minute limitation. The public also has the opportunity to speak to any item listed on the agenda, including the consent agenda, at the time the agenda item comes up for discussion.

OTHER AGENDA ITEMS: Any citizen is entitled to be heard on any official agenda item when the Town Council calls for public comments, subject to the three minute limitation.

Planning and Zoning Commission Meetings are public business meetings and, as such, the Planning and Zoning Commission retains the right to limit discussion on any issue.

TOWN OF PALM BEACH

Planning and Zoning Commission on: January 7, 2025

Section of Agenda

APPROVAL OF THE MINUTES

Agenda Title

Minutes of the December 3, 2024, Planning and Zoning Commission Meeting

Presenter

ATTACHMENTS:

- ▣ **Minutes of the December 3, 2024, Planning and Zoning Commission Meeting**



TOWN OF PALM BEACH

Town Manager's Office PLANNING AND ZONING COMMISSION

MINUTES OF THE PLANNING AND ZONING COMMISSION MEETING HELD ON DECEMBER 3, 2024

I. CALL TO ORDER AND ROLL CALL

Chair Coniglio called the meeting to order at 9:30 a.m.

Gail Coniglio, Chair	PRESENT
Eric Christu, Vice Chair	EXCUSED
Marilyn N. Beuttenmuller	PRESENT
Michael Vincent John Spaziani	PRESENT
Jorge Sanchez	PRESENT
John J. Tatooles	PRESENT
William Gilbane	PRESENT
Nicki McDonald, Alternate	PRESENT
Victoria Donaldson, Alternate	PRESENT
Matthew Ailey, Alternate	PRESENT

II. INVOCATION AND PLEDGE OF ALLEGIANCE

Deputy Town Clerk Gayle-Gordon gave the Invocation and Chair Coniglio led the Pledge of Allegiance.

Clerk's Note: Alternate Member McDonald will be a voting member in the absence of Vice Chair Christu.

Chair Coniglio introduced Mayor Danielle H. Moore who thanked the Commission members for their service to the Town and presented each member with a Town of Palm Beach lapel pin.

III. APPROVAL OF THE MINUTES

A. Minutes of the November 5, 2024, Planning & Zoning Commission Meeting

Ms. Beutenmuller stated that there were several scrivener's errors and Mr. Spaziani made a change to wording regarding his comments about density in the residential district. The Commission agreed to approve the Minutes subject to the revisions.

Motion was made by Mr. Sanchez and seconded by Mr. Gilbane to approve the minutes of the November 5, 2024 meeting as amended. On roll call, the Motion passed unanimously.

IV. APPROVAL OF AGENDA

Motion was made by Mr. Tatooles and seconded by Ms. Beutenmuller to approve the agenda as presented. On roll call, the Motion passed unanimously.

V. COMMENTS FROM THE PLANNING AND ZONING COMMISSIONERS

Ms. McDonald spoke regarding traffic congestion during rush hours and urged immediate action. She believed strategies and solutions should be identified and used to make immediate improvements without waiting for final results from the traffic analyses and studies.

Mr. Gilbane addressed the closure of South Ocean Boulevard, calling it a significant change for the town. He noted the challenges of not being informed about closure schedules and highlighted the impact on traffic congestion and quality of life over the next four years. He urged Planning and Zoning to plan for the worst-case scenario of the roadway being closed most of the time. Mr. Gilbane cautioned against allowing increased density and intensification of use on the island and emphasized the need for measures to mitigate traffic impacts. He also advocated for the Zoning Code Review to proceed methodically, without overreacting to the road closure.

Mr. Sanchez commented on the traffic congestion, noting that much of it is caused by residents hiring on-site service personnel.

Chair Coniglio stated that this discussion would resume after receiving The Corradino Report. In the meantime, she acknowledged the need to identify strategies to improve traffic on the island.

VI. COMMENTS FROM THE PLANNING AND ZONING BUILDING DIRECTOR

Director Bergman stated that at next Tuesday's Town Council meeting, there would be a robust, comprehensive discussion on Traffic issues. He noted that the Town Manager's Office had tasked all departments with developing mitigation strategies for traffic congestion. Strategies and ideas, such as moratoriums and zoning in

progress, would be presented to the Town Council for consideration.

VII. COMMUNICATIONS FROM CITIZENS - 3 MINUTE LIMIT

Liza Pulitzer, 263 El Pueblo Way, expressed concern about traffic congestion and suggested restricting barge operations to prevent bridge openings during rush hours.

Brittain Damgard, 117 Wells Road, agreed with the comments by Ms. McDonald, Mr. Gilbane, and Ms. Pulitzer. She noted that large projects in Town, such as the Synagogue and Four Arts, would worsen traffic congestion and suggested that a moratorium on new projects might help alleviate the issue.

Kate Gubelman, 265 Tradewinds Road, agreed with the previous comments made except those of Mr. Sanchez regarding north-end traffic being caused by service workers hired by the residents. She remarked that the inability to navigate the Town was unacceptable and negatively impacted residents' quality of life. She also noted that landscaping trucks, often resembling trains with multiple attached trailers, significantly worsened congestion, especially on narrow streets.

Chair Coniglio commented that the high volume of vehicles was the primary cause of traffic issues in the north end.

VIII. REGULAR BUSINESS

A. Review of the Corradino Group Recommendations to Traffic and Parking Management

Jennifer Hoffmeister-Drew, Planner III, presented a list of recommendations developed by the Corradino Group to assist with traffic and parking management.

Eric Czerniejewski, P.E., Corradino Group, discussed the recommendations related to the intersection capacity analysis and noted that some of them were already in process.

Chair Coniglio asked Mr. Czerniejewski for ideas on how to improve residents' ability to leave the island. She suggested implementing a temporary right-turn-only designation at Royal Poinciana Way and South County Road from 2:30 p.m. to 5:30 p.m., to evaluate its effectiveness. She also proposed using a sticker system on Bradley Place, which the town owns, to restrict access to residents only. She emphasized the need to find a way to expedite traffic flow on the island.

Ms. McDonald indicated she was unaware that the adaptive traffic control system would not work during peak traffic periods. She noted that when traveling down Sunrise Avenue and making a left turn onto Bradley Place during peak period, that light does not let enough cars

through at one time. She thought that if staff resources were available, perhaps someone could be available to direct traffic in those locations to lessen delays.

Mr. Czerniejewski responded that when traffic is at full capacity, it is impossible to force traffic through two lanes. The congestion is due to so many people trying to travel in the same direction simultaneously.

Mr. Sanchez asked if the PZC would consider recommending to the Town Council that hours be made more flexible for construction and landscaping workers. He felt that would help with traffic congestion.

Chair Coniglio noted that landscape companies were trying to help with traffic issues, and a pilot program is in progress that allows companies to start earlier and leave the island earlier.

Mr. Gilbane inquired about capacity concerning large-scale construction and development in the midtown area. He expressed concern about upcoming major redevelopments and questioned whether the PZC should even consider additional development. He noted that the roads north of Royal Poinciana Way were owned by the Town and suggested measures to mitigate traffic there. However, he also highlighted the impact of West Palm Beach traffic on the town and advocated for coordination with West Palm Beach to manage capacity and ongoing development.

Ms. Beuttenmuller said traffic issues were not the same before COVID and the real estate boom. She noted the one difference since that time is the construction.

Mr. Tatooles agreed with Ms. McDonald about the traffic control system and the need for coordination with West Palm Beach. He also thought a police officer should be assigned to every major intersection to help with traffic direction and flow. In addition, Mr. Tatooles thought that enforcement should be more intentional.

Ms. Donaldson discussed mobility options and how shared-use vehicles may be an option to help with traffic congestion. She also thought there was an optics problem, particularly with the nightly parties at Mar-a-Lago, which made it difficult for residents to traverse the island. She noted a lot of frustration in the community.

Mr. Gilbane agreed with Ms. Donaldson and also thought that the town being shut down by private security was a problem. He stated there was a problem that needed to be acknowledged. He expressed concern about Mar-a-Lago being a residential neighborhood, but not being used as such.

Mr. Ailey noted a potential communication issue with residents and suggested that the Town create a way for residents to directly communicate with organizations like the Coast Guard that impact them. He emphasized that traffic congestion could eventually pose a public

safety issue. To make a meaningful difference, he stated that a reduction in the number of vehicles crossing the bridges at any given time would be necessary.

Mr. Spaziani asked if the stickers issued to residents could be used to help residents pass through security.

Mayor Moore explained that the resident parking stickers could not be used for that purpose due to safety considerations.

Council President Pro Tem Crampton noted that there is a central hub in Town where ideas are being discussed, processed, and would eventually be presented to the Town Council. He added that the Town is also collaborating with regional organizations to address the situation.

Mr. Sanchez was pleased that the Town was focusing more on construction and building activities. However, he believed that the idea of a moratorium had never been effective and would not work.

Chair Coniglio was in favor of a commercial development moratorium.

Mr. Czerniejewski mentioned that periodic reports could be generated from the adaptive traffic control system. He stated that all committed trips, including those from food and beverage establishments, would be studied during the evaluation of traffic generation. He also discussed the potential use of shuttling. Chair Coniglio added that heavy traffic primarily comes from clubs rather than restaurants.

Motion was made by Mr. Gilbane and seconded by Mr. Spaziani to recommend to the Town Council when considering the Traffic Report to be presented to include Town controlled construction activities be moved to the evening, develop communication with citizens on all of the obvious issues that people are frustrated with that are happening with West Palm Beach and the Coast Guard, identify and look at bridge openings and continue to work with West Palm Beach, add officers for traffic management during peak hours, and look toward improving methods of enforcement.

Director Bergman suggested adding the following list of recommendations to the Town Council:

1. Shuttles
2. Better communication issues with various agencies
3. Right-of-Way work at night
4. No or limited contractor parking on site
5. Flexible working hours for construction/landscape
6. More police officers at major intersections during peak hours
7. Resident-only traffic lanes
8. Commercial project moratorium
9. Prohibit barges during season
10. Enforce current laws
11. Use shared vehicles

12. Too many parties at Mar-A-Lago
13. Limit bridge openings

On roll call, the Motion passed unanimously.

Public Comments

Martin Klein, 1060 North Ocean Blvd., shared his sentiments with regard to development and traffic issues in the town.

Dragana Connaughton, 267 Merrain Road, spoke about her concerns with people being stopped in the intersections.

Mr. Czerniejewski discussed valet parking, explaining that the first step would involve the development of an operational plan methodology (policy/code update) outlining annual procedures. He noted that a GIS layer is nearly complete, incorporating all existing valet permits and ordinances. Valet parking will remain under review, with modifications made, as necessary. He added that a long-term valet parking circulation master plan would be created for each district, with periodic reviews and updates by Town staff as needed.

B. Update and Discussion Regarding For-Profit and Non-For-Profit Clubs Definitions

Chair Coniglio expressed serious concern with any increase in clubs and asked if there were any clubs that had not yet been identified. Ms. Hofmeister-Drew responded that staff was conducting an evaluation, as not all clubs have a declaration of use.

Mr. Gilbane referenced an IRS guideline applicable to social clubs. He suggested that compiling data on club activities, the number of clubs, and their town-serving roles would be beneficial. He supported quantifying the current state of clubs and regulating them based on infrastructure capacity and the Town's needs, in alignment with the comprehensive plan.

Mr. Sanchez said there were regulations in place for existing clubs and these should be followed. However, he thought that from Sloane's Curve north, no additional clubs should be allowed.

Mr. Spaziani said that having information about future development was important. He noted that finding out where the cap should be was necessary information. Ms. Donaldson stated her agreement with Mr. Spaziani.

Chair Coniglio thought it would be prudent to cap the clubs as they are today.

Mr. Gilbane stated that certain areas in Town, such as residential areas, should not have clubs. Ms. McDonald pointed out that not only residential but certain other areas such as Worth Avenue should not have clubs.

Motion was made by Mr. Sanchez and seconded by Chair Coniglio to recommend to the Town Council to disallow any more private clubs in Town. On roll call, the Motion passed 5-2 with Mr. Gilbane and Mr.

Tatooles dissenting.

Mr. Gilbane stated that his reason for voting against the Motion was that the concept needs to be part of a broader look and potentially have a cap on overall restaurant seats and others as opposed to limiting one category of use.

There was a brief discussion about the Palm Beach Acre. Mr. Bergman stated that the comprehensive plan had already been submitted to the state with those numbers, which did not alter density. He said if the PZC wanted to consider changing the density, it could be placed on a future agenda for discussion, and it would be a separate comprehensive plan amendment in the future.

IX. NEXT MEETING: Tuesday, January 7, 2025, at 9:30 a.m.

X. ADJOURNMENT

Motion was made by Mr. Tatooles and seconded by Mr. Spaziani to adjourn the Planning and Zoning Commission Meeting at 11:48 a.m. On roll call, the Motion passed unanimously.

Respectfully submitted,

Gail Coniglio, Chair

Date

TOWN OF PALM BEACH

Planning and Zoning Commission on: January 7, 2025

Section of Agenda
OLD BUSINESS

Agenda Title
Results of Email Responses to Private Clubs Regarding Membership

Presenter

ATTACHMENTS:

- ▣ **Private Clubs Table 01.02.25**

PRIVATE CLUBS

Column 1	Full Primary Address	DBA Name	DOUA/ Membership limitation?	Current # of Members
1	1170 S OCEAN BLVD BLDG 1 PALM BEACH FL 33480	BATH & TENNIS CLUB INC	Yes/No limitation	775
2	264 S COUNTY RD PALM BEACH FL 33480	CARRIAGE HOUSE CLUB	Yes/307 membership cap	302
3	215 PERUVIAN AVE PALM BEACH FL 33480	CLUB COLETTE	No DOUA/ just a DO	Email Sent, No Reply Not Known
4	1100 S OCEAN BLVD PALM BEACH FL 33480	THE MAR-A-LAGO CLUB	Yes/500 membership cap	Email Sent, No Reply Not Known
5	760 N OCEAN BLVD CLUBHOUSE PALM BEACH FL 33480	PALM BEACH COUNTRY CLUB INC	Yes/No limitation	Email Sent, No Reply Not Known
6	1338 N LAKE WAY BLDG 1 PALM BEACH FL 33480	SAILFISH CLUB OF FLORIDA	Yes/No limitation	Email Sent, No Reply Not Known
7	755 N COUNTY RD PALM BEACH FL 33480	THE BEACH CLUB INC	Yes/No limitation	Email Sent, No Reply Not Known
8	1 S COUNTY RD PALM BEACH FL 33480	THE BREAKERS	No DOUA/ PUD Resolution only with no reference to a private club	Email Sent, No Reply Not Known
9	356 WORTH AVE PALM BEACH FL 33480	EVERGLADES CLUB INC	Yes/ no limitation on membership	Email Sent, No Reply Not Known

TOWN OF PALM BEACH

Planning and Zoning Commission on: January 7, 2025

Section of Agenda

NEW BUSINESS

Agenda Title

Draft Schedule for Code Review

Presenter

ATTACHMENTS:

- ▣ **Draft Schedule for Code Review 2025 - 2026**

Town of Palm Beach – Zoning Code Update

2025-2026 Project Timeline

DRAFT

Article	Staff assigned	2025												2026			
		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April
ARTICLE IV – RESIDENTIAL DISTRICTS		STAFF REVIEW															
					PZC REVIEW												
ARTICLE I – INTRODUCTION AND USE OF THE ZONING CODE		STAFF REVIEW															
ARTICLE II – GLOSSARY OF TERMS AND							PZC REVIEW										
ARTICLE III – SITE PLAN REVIEW																	
ARTICLE IV-COMMERCIAL AND MIXED-USE DISTRICTS		STAFF REVIEW															
ARTICLE IV-PUBLIC, RECREATION, AND OPEN SPACE DISTRICTS								PZC REVIEW									
ARTICLE V – GENERAL APPLICABLE REGULATIONS (PARKING, LOADING, AND SIGNS)		STAFF REVIEW															
										PZC REVIEW							

Article	Staff assigned	2025												2026			
		Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April
ARTICLE VI – ADMINISTRATION AND PROCEDURES (VARIANCES, FLOODPLAIN VARIANCES AND MAP AND TEXT AMENDMENTS)		STAFF REVIEW															
											PZC REVIEW						
ARTICLE VII - SUPPLEMENTARY DISTRICT REGULATIONS		STAFF REVIEW															
													PZC REVIEW				
COMPLETE UPDATED ZONING CODE										STAFF PREPARATION							
															P&Z COMMISSION		
																TOWN COUNCIL FIRST READING	
																	TOWN COUNCIL ADOPTION HEARING

Notes: Staff to go through the comments sent to Sean for each of the Articles
Strike through and underline will be provided for each Article

TOWN OF PALM BEACH

Planning and Zoning Commission on: January 7, 2025

Section of Agenda

NEXT MEETING: Tuesday, February 4, 2025

Agenda Title

Town of Palm Beach Truck Regulation Study, Prepared by Kimley Horn & Associates 05.21.2021

Presenter

ATTACHMENTS:

- **Town of Palm Beach Truck Regulation Study, Prepared by Kimley Horn & Associates 05.21.2021**

TRUCK REGULATION STUDY

TOWN OF PALM BEACH, TRUCK STUDY PALM BEACH, FL

PREPARED FOR:
TOWN OF PALM BEACH

Kimley»Horn

March 2020
Revised May 2020
Kimley-Horn Project #044063244
CA 00000696
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

TRUCK REGULATION STUDY

TOWN OF PALM BEACH, TRUCK STUDY PALM BEACH, FL

Prepared by:
Kimley-Horn and Associates, Inc.
West Palm Beach, Florida



March 2020
Revised May 2020
Revised November 10, 2020
Kimley-Horn Project #044063244
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INTRODUCTION

The Town of Palm Beach currently allows unrestricted movement of all legal vehicles on all streets within the Town. As such, larger vehicles have been observed to damage private property when they cannot adequately maneuver narrow streets and can cause congestion and unsafe conditions when they have to make multi-point turns at Town intersections.

The Town of has therefore requested an analysis of truck volumes and circulation patterns within the Town to assist in the determination if the restriction of certain large vehicles on certain streets should be enacted. In addition, if a restriction is enacted, the framework for implementation and enforcement of the restriction is included in this document. The goal of any restriction is to change the behaviors to force deliveries with smaller vehicles. Although any restriction will not completely eliminate property damage and congestion, the goal of implementing the restrictions is to substantially reduce the frequency of occurrences.

Traffic counts were collected along various roadways and at certain intersections within the Town to determine the location and circulation patterns of large vehicles. Truck movements for several types and lengths of trucks were then analyzed at several intersections representative of typical conditions throughout the Town to determine which, if any, trucks can maneuver local streets without encroaching on private property.

A review was performed to identify Florida municipalities that have implemented truck restrictions. Based on these analyses, a truck restriction plan was developed, identifying streets that should have truck restrictions.

IDENTIFICATION OF ISSUE

Town residents have raised concern to Town staff that certain trucks have caused property damage when navigating local streets, including damage to turf, vegetation and minor structures. Additionally, trucks have been observed to cause congestion when attempting to turn onto and from local streets; especially with large trucks, multiple-point turns have been observed to be required, often also creating property damage.

Enforcement of trucks causing the damage and congestion is challenging, because by the time the incident is reported and responded to, the truck has moved to a different location within the Town or has left the Town entirely. Furthermore, truck drivers may not be aware that they are driving into parts of Town that are difficult to navigate, and may find themselves trapped, requiring them to damage property to maneuver and leave the Town.

This study has been limited to Town-maintained roadways only. The Town does not have jurisdiction to control vehicular movement on State Roads, such as County Road and all three bridges to the Town. State roads are also typically designed and constructed to accommodate larger vehicles, and the known problem areas are in residential districts in the north end and midtown.

Nonetheless, it is important to consider the need for large trucks to occasionally circulate even on narrow neighborhood streets. Events such as residential construction or delivery of large items must be allowed as matter of course for the Town. Therefore, a system of permitting and monitoring are required.

CASE STUDY REVIEW

An exhaustive review of municipalities within Florida which have implemented truck restrictions was performed. Reviews of resolutions and ordinances in many municipalities was performed, including but not limited to:

- Sanibel
- Jupiter Island
- Miami Beach
- Fort Lauderdale
- Longboat Key
- Sarasota
- Fernandina Beach
- Delray Beach
- Boca Raton

In general, it was determined that many municipalities have developed plans and implemented enforcement of truck *parking* and *loading*, but very few have implemented restriction plans for the movement of trucks through neighborhoods and on specific streets. In some areas, truck routes have been developed to direct trucks around certain areas, but no actual restriction is established. Only three municipalities were determined to have truck regulation plans that weren't specifically limited to parking or loading. A summary of a these examples is included.

City of Tampa

The City of Tampa has established truck routes throughout the central part of the City. Truck routes were approved by Ordinance in 2011 and updated in 2016. The purpose of the truck route study was, similar to the intent of the Town, to balance the needs of commerce and truckers with the desire to be sensitive to certain land uses and neighborhoods.

Truck routes were established in the City. Any truck driver that is determined to be in violation of using designated truck routes (i.e. by using a local neighborhood street) is subject to a civil violation, similar to a parking ticket, if the driver cannot provide evidence of need for travelling off of designated truck routes.

Per Tampa's Code of Ordinances:

All regulated trucks within the city shall be operated only over and along the designated truck routes established in subsection (a) above.

Enforcement is also established in the Code:

...[T]he driver of a regulated truck may travel over and along a street not designated as a truck route only as necessary whereto perform its business its destination lies on or within in a manner that minimizes the distance traveled over and along the non-truck route street, or as necessary to perform its business, in a manner that minimizes the distance traveled over and along the non-truck route street.

An advantage of this type of restriction plan is that government resources are not burdened by pre-approving certain types of trucks, or types of trucks for certain events; a truck driver must simply convince an officer that they are required to circulate on local streets to perform their duties. A disadvantage of this system is that there is little incentive for trucking companies to change their routing or types of trucks to accommodate the nature of the street network, and little can be done to prevent damage to private property if officers allow large trucks to continue to operate. Once a truck enters a neighborhood with narrow streets, it may have to physically damage private property to turn and exit the neighborhood.

City of Jacksonville

The City of Jacksonville recently adopted a truck routing ordinance in 2019. Much like Tampa, the City adopted a map identifying truck routes, does not specifically prohibit trucks from any roadway, and establishes the ability to ticket truck drivers not using designated routes. Deliveries are still allowed on local streets.

City streets are designated as Blue (preferred truck route), Gray (non-regulated) and Red (restricted for trucks except deliveries). Jacksonville's Code regulates trucks on red routes:

The driver of a regulated truck may travel on a Restricted Road (Red) for the primary purpose of delivery and pickup. The driver of the regulated truck must return to the Preferred (Blue) or non-regulated (Gray) truck route network by the shortest possible distance after completion of the delivery and/or pickup.

If the driver is observed on the Red route by an officer, the following Code applies:

Any person driving or in charge or control of any regulated truck operating on a Restricted Road (Red) shall be prepared to present for the inspection to the Jacksonville Sheriff's Office ("JSO") officers, the truck's log book, weight slips, delivery slips, or other written records of the regulated truck's origin and destination to justify the operation on the Restricted Road (Red).

Like Tampa's truck routing system, the decision to enforce truck routing falls to police enforcement, and only once a truck has travelled on restricted road.

City staff indicated that they would not sign each individual street or neighborhood discouraging trucks but would assess the situations on individual bases based on resident complaints.

St. Augustine

The City of St. Augustine has a truck restriction plan in place in their downtown historic district. This plan expressly prohibits trucks on certain roadways. Unlike Tampa and Jacksonville, certain streets are expressly prohibited for use by trucks, without exception for local deliveries; all trucks can be cited. Any truck needing to travel the prohibited streets must get a permit to do so. The City's Code specifically states:

It shall be unlawful for any person to operate any motor vehicle having a greater length than twenty-four (24) feet or greater width than eight (8) feet or greater height than eight (8) feet upon any of the following designated narrow streets or portions thereof of the city without a permit from the chief of police as hereinafter provided; provided that this section shall not be applicable to any authorized public service vehicle, nor shall the same be applicable to any franchised sight-seeing motor vehicles.

St. Augustine's restriction was based on physical constraints of the City's narrow streets, with limited turning ability for larger vehicles, whereas most other truck restriction plans were developed to reduce cut-through trips, or trips within residential areas. Much like St. Augustine, the Town has narrow streets in the residential areas with limited ability for larger vehicles to turn. Based on observation, the trucking industry has adapted to the restriction, since no vehicles larger than a delivery van were observed in the area. Furthermore, this area serves a large tourist population, with many restaurants and retail shops; therefore, deliveries occur in this area on a consistent basis.

The City of St. Augustine allows the Chief of Police to issue permits as necessary to allow larger trucks in the restriction area:

The chief of police is hereby authorized to issue special permits, in writing, under the provisions of F.S. § 316.550 and shall charge therefor such fees as shall have been set by the city manager pursuant to the provisions of section 2-74 and as shall be consistent with the provisions of F.S. § 316.550.



Figure 1: Narrow Street with Truck Restriction in St. Augustine



Figure 2: Example of Truck Restriction Sign in St. Augustine



Figure 3: Truck Restriction Informational Sign

DATA AND ANALYSIS

Review of Existing Conditions

A field review was performed to confirm that large vehicles are creating physical damage to private property. Below are photos confirming the effects of the large vehicles unable to make turns within the roadway.

Jamaica Lane & North Ocean Boulevard

The intersection of Jamaica Lane & North Ocean Boulevard was observed to have damage to grassy areas adjacent to the intersection. This is consistent with large vehicles being unable to turn with the paved surface area.



Figure 4: Jamaica Lane & North Ocean Boulevard

Arabian Road & North Ocean Boulevard

The curb at the intersection of Arabian Road & North Ocean Boulevard was observed to be cracked and broken. This is indicative of heavy vehicles mounting the curb, most likely as a result of not being able to navigate the intersection. The drainage inlet at this location was also observed to be damaged. It should be noted that several intersections throughout town were observed to have cracked and broken curbing; it was not limited to this intersection.



Figure 5: Arabian Road & North Ocean Boulevard

Debra Lane & North Lake Way

Damage to the landscaped area outside of the paved area at the intersection of Debra Lane & North Lake Way was observed. Furthermore, damage to the turn on the west side of the T intersection was observed, indicating that large vehicles are not able to maneuver without exiting the paved intersection.



Figure 6: Debra Lane & North Lake Way



Figure 7: Debra Lane & North Lake Way

Truck Counts

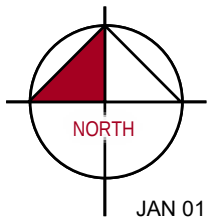
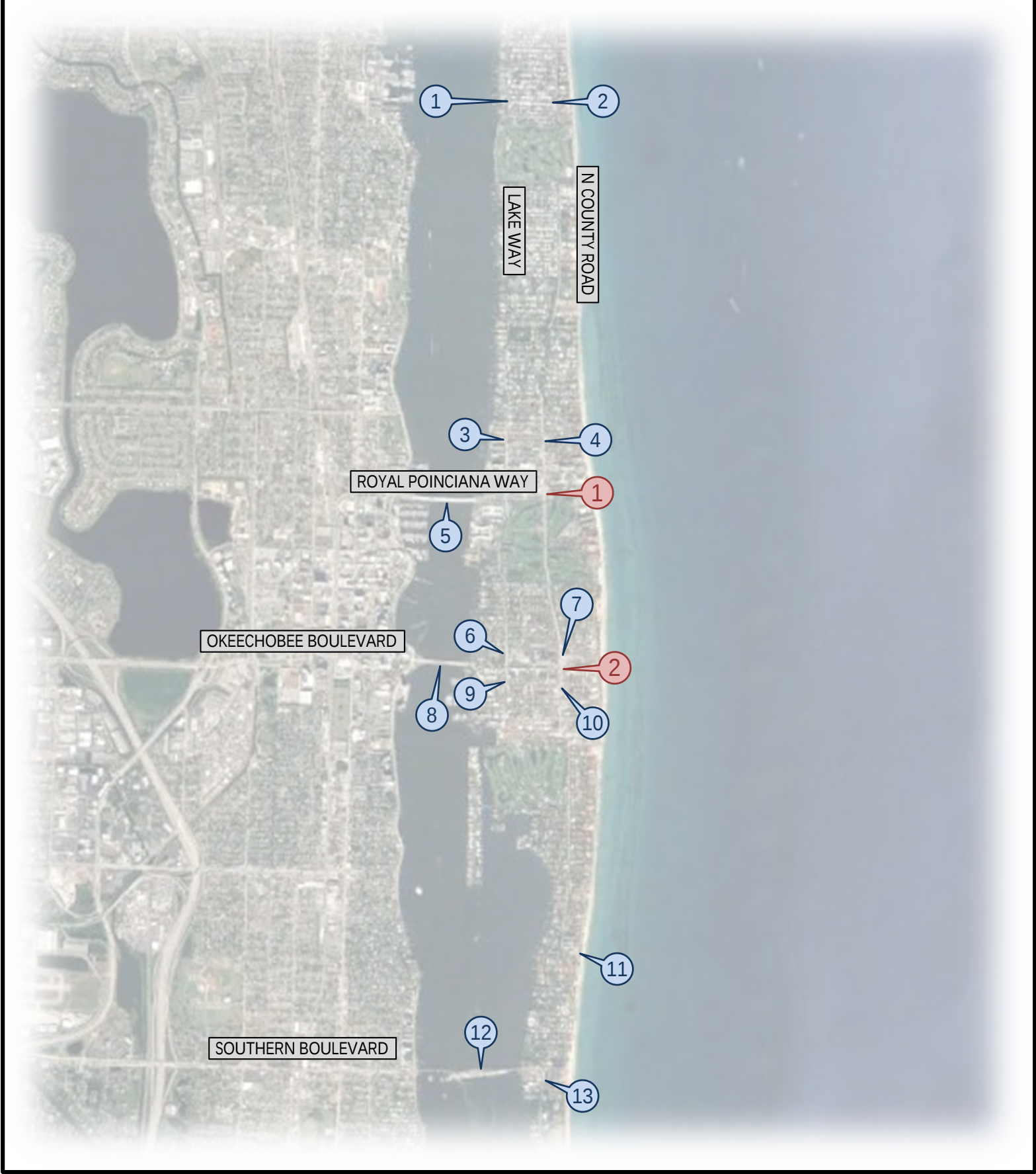
Vehicle classification counts were performed at several locations through the Town to provide an understanding of the number of trucks, types of trucks, and overall number of vehicles.

Figure 8 illustrates the locations of data collection. The locations were chosen to provide an understanding of where the trucks circulate within the town, and the overall impact of truck traffic.

Data was collected on four consecutive weekdays and two weekend days in January 2020. This represents peak season in the Town and represents the peak amount of truck traffic. It should be noted that some truck traffic is consistent throughout the year (such as landscaping vehicles), but deliveries and service trucks increase in the peak season due to increased population.

The data was summarized for each of the 13 count locations, to determine what percentage of trucks are present on each of the study roads throughout the day. The counts were averaged over a 96-hour period to determine an average weekday daily volume, and the counts were averaged over a 48-hour period to determine an average weekend daily volume.

Truck data was summarized into three categories, single-unit (SU) trucks, SU articulated trucks (SU artic.), and any trucks larger than the SU articulated truck (Large). Figure 9 illustrates the types of trucks expected for each class. For this analysis SU trucks are comprised of classes 3-7, SU articulated trucks are class 8, and classes 9-13 comprise the Large truck class. The data is summarized for each location by truck type in the following pages. Percentages represent percent of total traffic for that time period.



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LEGEND

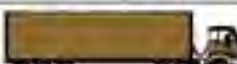


MACHINE COUNT LOCATIONS

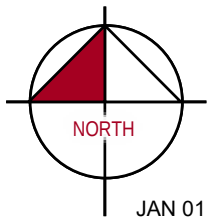


TMC LOCATIONS

FIGURE 8
PALM BEACH TRUCK PROHIBITION
KH #044063244
DATA COLLECTION LOCATIONS

Class 1 Motorcycles		Class 7 Four or more axle, single unit	
Class 2 Passenger cars			
			
		Class 8 Four or less axle, single trailer	
			
Class 3 Four tire, single unit			
		Class 9 5-Axle tractor semitrailer	
			
Class 4 Buses		Class 10 Six or more axle, single trailer	
			
		Class 11 Five or less axle, multi trailer	
Class 5 Two axle, six tire, single unit		Class 12 Six axle, multi-trailer	
			
		Class 13 Seven or more axle, multi-trailer	
Class 6 Three axle, single unit			
			
			

Source: Traffic Survey Specialists, Inc.



JAN 01.07.25 PZC MTG.

FIGURE 9
PALM BEACH TRUCK PROHIBITION
KH #044063244
VEHICLE CLASSIFICATION CHART

Location 1: Lake Way, north of Tradewinds Drive

Continuous tube counts were collected along Lake Way, just north of Tradewinds Drive on the north side of the Palm Beach Country Club. It was determined that weekday total truck volumes make up about 2.8% of total vehicle traffic. The average weekend total truck percentages are about half of that on weekends, at 1.5% of the total vehicle traffic. Table 1 summarizes the hourly truck volumes at this location as a percentage of total vehicle traffic.

Table 1: Location 1 Truck Percentage Summary

Weekday					Weekend				
Time Period	SU			Large	Time Period	SU			Large
	SU	Artic.	Large			SU	Artic.	Large	
AM	0:00-1:00	0.0%	0.0%	0.0%	AM	0:00-1:00	0.0%	0.0%	0.0%
	1:00-2:00	0.0%	0.0%	0.0%		1:00-2:00	0.0%	0.0%	0.0%
	2:00-3:00	0.0%	0.0%	0.0%		2:00-3:00	0.0%	0.0%	0.0%
	3:00-4:00	0.0%	0.0%	0.0%		3:00-4:00	0.0%	0.0%	0.0%
	4:00-5:00	0.0%	0.0%	0.0%		4:00-5:00	0.0%	0.0%	0.0%
	5:00-6:00	0.0%	0.0%	0.0%		5:00-6:00	0.0%	0.0%	0.0%
	6:00-7:00	1.1%	0.0%	0.0%		6:00-7:00	0.0%	0.0%	0.0%
	7:00-8:00	1.1%	0.0%	0.0%		7:00-8:00	2.9%	0.0%	0.0%
	8:00-9:00	3.8%	0.0%	0.0%		8:00-9:00	3.6%	0.0%	0.0%
	9:00-10:00	4.1%	0.1%	0.0%		9:00-10:00	1.4%	0.0%	0.0%
	10:00-11:00	3.4%	0.1%	0.0%		10:00-11:00	1.2%	0.0%	0.0%
	11:00-12:00	3.7%	0.0%	0.0%		11:00-12:00	2.7%	0.0%	0.0%
PM	12:00-1:00	3.3%	0.0%	0.0%	PM	12:00-1:00	2.3%	0.0%	0.0%
	1:00-2:00	3.8%	0.0%	0.0%		1:00-2:00	1.8%	0.0%	0.0%
	2:00-3:00	2.7%	0.1%	0.0%		2:00-3:00	1.8%	0.0%	0.0%
	3:00-4:00	3.1%	0.1%	0.0%		3:00-4:00	0.8%	0.0%	0.0%
	4:00-5:00	2.2%	0.1%	0.0%		4:00-5:00	0.9%	0.0%	0.0%
	5:00-6:00	1.3%	0.0%	0.0%		5:00-6:00	0.9%	0.0%	0.0%
	6:00-7:00	0.4%	0.0%	0.0%		6:00-7:00	0.9%	0.0%	0.0%
	7:00-8:00	0.3%	0.0%	0.0%		7:00-8:00	2.9%	0.0%	0.0%
	8:00-9:00	0.6%	0.0%	0.0%		8:00-9:00	0.0%	0.0%	0.0%
	9:00-10:00	0.4%	0.0%	0.0%		9:00-10:00	0.0%	0.0%	0.0%
	10:00-11:00	1.3%	0.0%	0.0%		10:00-11:00	3.3%	0.0%	0.0%
	11:00-12:00	1.3%	0.0%	0.0%		11:00-12:00	0.0%	0.0%	0.0%
Total 24-hour		2.7%	0.1%	0.0%	Total 24-hour		1.5%	0.0%	0.0%

Location 2: Ocean Boulevard, north of Jamaica Lane

Continuous tube counts were collected along Ocean Boulevard, just north of Jamaica Lane on the north side of the Palm Beach Country Club. It was determined that weekday total truck volumes make up about 3.2% of total vehicle traffic. The average weekend total truck percentages are about half of that on weekends, at 1.6% of the total vehicle traffic. Table 2 summarizes the hourly truck volumes at this location as a percentage of total vehicle traffic.

Table 2: Location 2 Truck Percentage Summary

Weekday					Weekend				
Time Period	SU				Time Period	SU			
	SU	Artic.	Large			SU	Artic.	Large	
AM	0:00-1:00	14.3%	0.0%	0.0%	AM	0:00-1:00	0.0%	0.0%	0.0%
	1:00-2:00	0.0%	0.0%	0.0%		1:00-2:00	0.0%	0.0%	0.0%
	2:00-3:00	5.6%	0.0%	0.0%		2:00-3:00	0.0%	0.0%	0.0%
	3:00-4:00	0.0%	0.0%	0.0%		3:00-4:00	0.0%	0.0%	0.0%
	4:00-5:00	0.0%	0.0%	0.0%		4:00-5:00	25.0%	0.0%	0.0%
	5:00-6:00	1.5%	0.0%	0.0%		5:00-6:00	0.0%	0.0%	0.0%
	6:00-7:00	1.8%	0.0%	0.0%		6:00-7:00	2.7%	0.0%	0.0%
	7:00-8:00	2.0%	0.1%	0.2%		7:00-8:00	2.4%	0.0%	0.0%
	8:00-9:00	4.2%	0.1%	0.1%		8:00-9:00	1.4%	0.0%	0.0%
	9:00-10:00	4.4%	0.1%	0.1%		9:00-10:00	1.1%	0.5%	0.0%
	10:00-11:00	3.9%	0.2%	0.1%		10:00-11:00	3.2%	0.4%	0.0%
	11:00-12:00	3.9%	0.1%	0.1%		11:00-12:00	2.2%	0.0%	0.0%
PM	12:00-1:00	3.4%	0.1%	0.0%	PM	12:00-1:00	1.6%	0.0%	0.0%
	1:00-2:00	3.7%	0.1%	0.1%		1:00-2:00	1.3%	0.0%	0.0%
	2:00-3:00	3.5%	0.1%	0.1%		2:00-3:00	1.6%	0.0%	0.0%
	3:00-4:00	3.9%	0.0%	0.0%		3:00-4:00	1.6%	0.0%	0.0%
	4:00-5:00	2.4%	0.1%	0.0%		4:00-5:00	1.4%	0.0%	0.0%
	5:00-6:00	1.2%	0.0%	0.0%		5:00-6:00	0.7%	0.0%	0.0%
	6:00-7:00	0.7%	0.0%	0.0%		6:00-7:00	1.0%	0.0%	0.0%
	7:00-8:00	0.4%	0.0%	0.0%		7:00-8:00	0.6%	0.0%	0.0%
	8:00-9:00	0.5%	0.0%	0.0%		8:00-9:00	0.9%	0.0%	0.0%
	9:00-10:00	0.3%	0.0%	0.0%		9:00-10:00	1.2%	0.0%	0.0%
	10:00-11:00	0.4%	0.0%	0.0%		10:00-11:00	1.2%	0.0%	0.0%
	11:00-12:00	0.9%	0.0%	0.0%		11:00-12:00	2.4%	0.0%	0.0%
Total 24-hour		3.1%	0.1%	0.0%	Total 24-hour		1.5%	0.1%	0.0%

Location 3: Bradley Place, south of Seminole Avenue

Continuous tube counts were collected along Bradley Place, just south of Seminole Avenue on the west side of the island. It was determined that weekday total truck volumes make up about 2.3% of total vehicle traffic. There were a number of large trucks that were counted at this location and is due to the commercial land uses in the vicinity of the count site. The average weekend total truck percentages are more than half of that on weekends, at 1.5% of the total vehicle traffic. Table 3 summarizes the hourly truck volumes at this location as a percentage of total vehicle traffic.

Table 3: Location 3 Truck Percentage Summary

Weekday					Weekend				
Time Period	SU				Time Period	SU			
	SU	Artic.	Large			SU	Artic.	Large	
AM	0:00-1:00	0.0%	0.0%	0.0%	AM	0:00-1:00	3.8%	0.0%	0.0%
	1:00-2:00	0.0%	0.0%	0.0%		1:00-2:00	0.0%	0.0%	0.0%
	2:00-3:00	0.0%	0.0%	0.0%		2:00-3:00	0.0%	0.0%	0.0%
	3:00-4:00	0.0%	0.0%	0.0%		3:00-4:00	0.0%	0.0%	0.0%
	4:00-5:00	2.2%	0.0%	0.0%		4:00-5:00	7.7%	0.0%	0.0%
	5:00-6:00	0.9%	0.0%	0.0%		5:00-6:00	4.0%	0.0%	0.0%
	6:00-7:00	0.7%	0.0%	0.0%		6:00-7:00	2.1%	0.0%	0.0%
	7:00-8:00	1.5%	0.1%	0.0%		7:00-8:00	1.5%	0.0%	0.0%
	8:00-9:00	2.8%	0.0%	0.1%		8:00-9:00	2.6%	0.0%	0.0%
	9:00-10:00	2.9%	0.1%	0.0%		9:00-10:00	1.8%	0.0%	0.0%
	10:00-11:00	2.6%	0.1%	0.0%		10:00-11:00	1.7%	0.0%	0.0%
PM	11:00-12:00	2.5%	0.0%	0.0%	PM	11:00-12:00	2.1%	0.0%	0.0%
	12:00-1:00	2.5%	0.0%	0.0%		12:00-1:00	1.7%	0.0%	0.0%
	1:00-2:00	2.4%	0.1%	0.0%		1:00-2:00	1.0%	0.0%	0.0%
	2:00-3:00	2.2%	0.0%	0.0%		2:00-3:00	1.2%	0.0%	0.0%
	3:00-4:00	2.5%	0.1%	0.1%		3:00-4:00	1.1%	0.0%	0.0%
	4:00-5:00	2.4%	0.1%	0.7%		4:00-5:00	1.1%	0.3%	0.0%
	5:00-6:00	1.1%	0.1%	0.1%		5:00-6:00	1.1%	0.0%	0.0%
	6:00-7:00	0.7%	0.0%	0.2%		6:00-7:00	0.9%	0.0%	0.0%
	7:00-8:00	0.8%	0.0%	0.1%		7:00-8:00	1.7%	0.0%	0.4%
	8:00-9:00	0.9%	0.2%	0.2%		8:00-9:00	1.8%	0.0%	0.0%
	9:00-10:00	1.0%	0.0%	0.2%		9:00-10:00	1.3%	0.0%	0.0%
	10:00-11:00	0.6%	0.0%	0.3%		10:00-11:00	2.5%	0.0%	0.0%
	11:00-12:00	0.0%	0.0%	0.0%		11:00-12:00	2.6%	0.0%	0.0%
Total 24-hour		2.1%	0.1%	0.1%	Total 24-hour		1.5%	0.0%	0.0%

Location 4: County Road, south of Seminole Avenue

Continuous tube counts were collected along County Road, just south of Seminole Avenue located in the center of the island. It was determined that weekday total truck volumes make up about 3.5% of total vehicle traffic. The average weekend total truck percentages are more than half of that on weekends, at 1.9% of the total vehicle traffic. Table 4 summarizes the hourly truck volumes at this location as a percentage of total vehicle traffic.

Table 4: Location 4 Truck Percentage Summary

Weekday					Weekend				
Time Period	SU				Time Period	SU			
	SU	Artic.	Large			SU	Artic.	Large	
AM	0:00-1:00	6.7%	0.0%	0.0%	AM	0:00-1:00	0.0%	0.0%	0.0%
	1:00-2:00	0.0%	0.0%	0.0%		1:00-2:00	3.2%	0.0%	0.0%
	2:00-3:00	0.0%	0.0%	0.0%		2:00-3:00	0.0%	0.0%	0.0%
	3:00-4:00	0.0%	0.0%	0.0%		3:00-4:00	0.0%	0.0%	0.0%
	4:00-5:00	0.0%	0.0%	0.0%		4:00-5:00	10.0%	0.0%	0.0%
	5:00-6:00	1.0%	0.0%	0.0%		5:00-6:00	5.0%	0.0%	0.0%
	6:00-7:00	2.1%	0.0%	0.0%		6:00-7:00	3.1%	0.0%	0.0%
	7:00-8:00	3.3%	0.1%	0.1%		7:00-8:00	2.3%	0.5%	0.0%
	8:00-9:00	4.8%	0.2%	0.1%		8:00-9:00	1.6%	0.0%	0.0%
	9:00-10:00	4.7%	0.1%	0.1%		9:00-10:00	2.1%	0.2%	0.0%
	10:00-11:00	4.2%	0.1%	0.1%		10:00-11:00	2.8%	0.0%	0.0%
	11:00-12:00	4.1%	0.1%	0.1%		11:00-12:00	2.9%	0.0%	0.0%
PM	12:00-1:00	3.8%	0.1%	0.1%	PM	12:00-1:00	2.1%	0.2%	0.0%
	1:00-2:00	3.7%	0.1%	0.1%		1:00-2:00	1.7%	0.0%	0.2%
	2:00-3:00	3.6%	0.1%	0.1%		2:00-3:00	1.5%	0.2%	0.2%
	3:00-4:00	3.6%	0.1%	0.1%		3:00-4:00	2.0%	0.0%	0.2%
	4:00-5:00	2.7%	0.1%	0.2%		4:00-5:00	1.4%	0.0%	0.0%
	5:00-6:00	1.6%	0.0%	0.0%		5:00-6:00	1.3%	0.0%	0.0%
	6:00-7:00	0.8%	0.0%	0.0%		6:00-7:00	1.2%	0.0%	0.0%
	7:00-8:00	0.6%	0.0%	0.0%		7:00-8:00	0.6%	0.0%	0.0%
	8:00-9:00	0.4%	0.0%	0.0%		8:00-9:00	1.4%	0.0%	0.0%
	9:00-10:00	0.4%	0.0%	0.0%		9:00-10:00	1.4%	0.0%	0.0%
	10:00-11:00	0.3%	0.0%	0.0%		10:00-11:00	1.0%	0.0%	0.0%
	11:00-12:00	0.8%	0.0%	0.0%		11:00-12:00	1.1%	0.0%	0.0%
Total 24-hour		3.3%	0.1%	0.1%	Total 24-hour		1.8%	0.1%	0.0%

Location 5: Royal Poinciana Way, west of Coconut Row (North Bridge)

Continuous tube counts were collected on the northern bridge, Royal Poinciana Way. It was determined that weekday total truck volumes make up about 2.6% of total vehicle traffic. The average weekend total truck percentages are similar on weekends, at 2.1% of the total vehicle traffic. Table 5 summarizes the hourly truck volumes at this location as a percentage of total vehicle traffic.

Table 5: Location 5 Truck Percentage Summary

Weekday					Weekend				
Time Period	SU				Time Period	SU			
	SU	Artic.	Large			SU	Artic.	Large	
AM	0:00-1:00	4.2%	0.0%	0.0%	AM	0:00-1:00	1.1%	0.0%	0.0%
	1:00-2:00	1.8%	0.0%	0.0%		1:00-2:00	1.3%	0.0%	0.0%
	2:00-3:00	3.4%	0.0%	0.0%		2:00-3:00	0.9%	0.0%	0.0%
	3:00-4:00	3.1%	0.0%	0.0%		3:00-4:00	1.9%	0.0%	0.0%
	4:00-5:00	4.0%	0.4%	0.4%		4:00-5:00	4.5%	0.0%	0.0%
	5:00-6:00	2.4%	0.2%	0.3%		5:00-6:00	5.2%	0.0%	0.0%
	6:00-7:00	3.2%	0.1%	0.1%		6:00-7:00	3.5%	0.0%	0.0%
	7:00-8:00	3.2%	0.1%	0.1%		7:00-8:00	2.0%	0.0%	0.0%
	8:00-9:00	3.4%	0.1%	0.1%		8:00-9:00	1.2%	0.0%	0.0%
	9:00-10:00	3.3%	0.1%	0.1%		9:00-10:00	1.8%	0.3%	0.0%
	10:00-11:00	3.1%	0.2%	0.1%		10:00-11:00	1.8%	0.2%	0.2%
	11:00-12:00	2.9%	0.1%	0.1%		11:00-12:00	2.4%	0.1%	0.1%
PM	12:00-1:00	2.9%	0.1%	0.1%	PM	12:00-1:00	2.0%	0.1%	0.1%
	1:00-2:00	2.8%	0.1%	0.2%		1:00-2:00	2.3%	0.2%	0.2%
	2:00-3:00	2.5%	0.2%	0.1%		2:00-3:00	1.7%	0.1%	0.1%
	3:00-4:00	2.7%	0.1%	0.1%		3:00-4:00	2.4%	0.1%	0.1%
	4:00-5:00	2.2%	0.1%	0.1%		4:00-5:00	2.1%	0.2%	0.1%
	5:00-6:00	1.5%	0.0%	0.0%		5:00-6:00	2.2%	0.3%	0.2%
	6:00-7:00	0.9%	0.0%	0.0%		6:00-7:00	1.4%	0.1%	0.0%
	7:00-8:00	0.8%	0.1%	0.0%		7:00-8:00	1.3%	0.0%	0.0%
	8:00-9:00	0.8%	0.0%	0.0%		8:00-9:00	1.3%	0.0%	0.0%
	9:00-10:00	0.9%	0.0%	0.0%		9:00-10:00	1.8%	0.0%	0.0%
	10:00-11:00	0.6%	0.0%	0.0%		10:00-11:00	1.7%	0.0%	0.0%
	11:00-12:00	0.6%	0.0%	0.0%		11:00-12:00	1.5%	0.0%	0.0%
Total 24-hour		2.4%	0.1%	0.1%	Total 24-hour		1.9%	0.1%	0.1%

Location 6: Coconut Row, north of Seaview Avenue

Continuous tube counts were collected along Coconut Row, just north of Seaview Avenue. It was determined that weekday total truck volumes make up about 1.6% of total vehicle traffic. The average weekend total truck percentages are greater on weekends, at 1.8% of the total vehicle traffic. This was found to be one of only two locations where weekend truck percentages exceed that found on weekdays. Table 6 summarizes the hourly truck volumes at this location as a percentage of total vehicle traffic.

Table 6: Location 6 Truck Percentage Summary

Weekday					Weekend				
Time Period	SU			Large	Time Period	SU			Large
	SU	Artic.	Large			SU	Artic.	Large	
AM	0:00-1:00	0.0%	0.0%	0.0%	AM	0:00-1:00	2.1%	0.0%	0.0%
	1:00-2:00	2.6%	0.0%	0.0%		1:00-2:00	0.0%	0.0%	0.0%
	2:00-3:00	5.6%	0.0%	0.0%		2:00-3:00	4.5%	0.0%	0.0%
	3:00-4:00	0.0%	0.0%	0.0%		3:00-4:00	7.1%	0.0%	0.0%
	4:00-5:00	1.4%	0.0%	1.4%		4:00-5:00	4.2%	0.0%	4.2%
	5:00-6:00	1.7%	0.0%	1.1%		5:00-6:00	2.3%	0.0%	0.0%
	6:00-7:00	1.6%	0.2%	0.0%		6:00-7:00	4.0%	0.0%	0.0%
	7:00-8:00	1.8%	0.1%	0.1%		7:00-8:00	2.1%	0.3%	0.0%
	8:00-9:00	2.6%	0.0%	0.0%		8:00-9:00	2.8%	0.0%	0.0%
	9:00-10:00	2.3%	0.0%	0.0%		9:00-10:00	2.3%	0.2%	0.2%
	10:00-11:00	2.2%	0.1%	0.0%		10:00-11:00	2.1%	0.0%	0.1%
PM	11:00-12:00	1.8%	0.0%	0.0%	PM	11:00-12:00	1.8%	0.0%	0.0%
	12:00-1:00	1.5%	0.0%	0.0%		12:00-1:00	1.5%	0.0%	0.0%
	1:00-2:00	1.7%	0.0%	0.1%		1:00-2:00	1.6%	0.0%	0.2%
	2:00-3:00	1.6%	0.1%	0.1%		2:00-3:00	1.1%	0.2%	0.0%
	3:00-4:00	1.9%	0.1%	0.1%		3:00-4:00	1.1%	0.0%	0.2%
	4:00-5:00	1.5%	0.1%	0.2%		4:00-5:00	1.3%	0.0%	0.2%
	5:00-6:00	0.8%	0.0%	0.1%		5:00-6:00	1.6%	0.0%	0.2%
	6:00-7:00	0.4%	0.0%	0.0%		6:00-7:00	1.6%	0.0%	0.2%
	7:00-8:00	0.4%	0.0%	0.0%		7:00-8:00	0.7%	0.0%	0.0%
	8:00-9:00	0.3%	0.0%	0.0%		8:00-9:00	0.9%	0.0%	0.0%
	9:00-10:00	0.2%	0.0%	0.0%		9:00-10:00	1.0%	0.0%	0.0%
	10:00-11:00	0.3%	0.0%	0.0%		10:00-11:00	0.5%	0.0%	0.0%
	11:00-12:00	0.6%	0.0%	0.0%		11:00-12:00	2.2%	0.0%	0.0%
Total 24-hour		1.5%	0.0%	0.1%	Total 24-hour		1.7%	0.0%	0.1%

Location 7: County Road, north of Seaview Avenue

Continuous tube counts were collected along County Road, just north of Seaview Avenue. It was determined that weekday total truck volumes make up about 2.8% of total vehicle traffic. The average weekend total truck percentages are about half of that on weekends, at 2.0% of the total vehicle traffic. Table 7 summarizes the hourly truck volumes at this location as a percentage of total vehicle traffic.

Table 7: Location 7 Truck Percentage Summary

Weekday					Weekend				
Time Period	SU				Time Period	SU			
	SU	Artic.	Large			SU	Artic.	Large	
AM	0:00-1:00	2.1%	0.0%	0.0%	AM	0:00-1:00	0.6%	0.0%	0.0%
	1:00-2:00	1.1%	0.0%	0.0%		1:00-2:00	1.0%	0.0%	0.0%
	2:00-3:00	0.0%	0.0%	0.0%		2:00-3:00	3.2%	0.0%	0.0%
	3:00-4:00	1.1%	0.0%	0.0%		3:00-4:00	0.0%	0.0%	0.0%
	4:00-5:00	1.4%	0.0%	0.0%		4:00-5:00	2.4%	0.0%	0.0%
	5:00-6:00	1.9%	0.0%	0.0%		5:00-6:00	4.2%	0.0%	0.0%
	6:00-7:00	3.5%	0.0%	0.0%		6:00-7:00	3.2%	0.5%	0.0%
	7:00-8:00	4.1%	0.1%	0.1%		7:00-8:00	3.7%	0.3%	0.3%
	8:00-9:00	5.3%	0.2%	0.0%		8:00-9:00	4.5%	0.2%	0.2%
	9:00-10:00	4.2%	0.1%	0.0%		9:00-10:00	2.9%	0.0%	0.0%
	10:00-11:00	4.0%	0.2%	0.1%		10:00-11:00	3.0%	0.1%	0.1%
	11:00-12:00	3.3%	0.1%	0.1%		11:00-12:00	2.0%	0.1%	0.1%
PM	12:00-1:00	2.9%	0.1%	0.0%	PM	12:00-1:00	1.5%	0.0%	0.0%
	1:00-2:00	2.9%	0.1%	0.1%		1:00-2:00	1.3%	0.1%	0.1%
	2:00-3:00	2.5%	0.1%	0.1%		2:00-3:00	1.7%	0.1%	0.0%
	3:00-4:00	2.8%	0.1%	0.1%		3:00-4:00	1.7%	0.0%	0.2%
	4:00-5:00	1.9%	0.1%	0.1%		4:00-5:00	1.7%	0.2%	0.1%
	5:00-6:00	1.3%	0.0%	0.0%		5:00-6:00	0.8%	0.1%	0.1%
	6:00-7:00	0.7%	0.0%	0.0%		6:00-7:00	1.0%	0.0%	0.0%
	7:00-8:00	0.5%	0.0%	0.0%		7:00-8:00	0.8%	0.2%	0.0%
	8:00-9:00	0.4%	0.1%	0.0%		8:00-9:00	0.9%	0.2%	0.0%
	9:00-10:00	0.5%	0.0%	0.0%		9:00-10:00	1.4%	0.0%	0.0%
	10:00-11:00	0.4%	0.0%	0.0%		10:00-11:00	0.9%	0.0%	0.0%
	11:00-12:00	0.6%	0.0%	0.0%		11:00-12:00	1.1%	0.0%	0.0%
Total 24-hour		2.6%	0.1%	0.1%	Total 24-hour		1.8%	0.1%	0.1%

Location 8: Royal Palm Way, west of Lake Drive (Middle Bridge)

Continuous tube counts were collected on the middle bridge, Royal Palm Way. It was determined that weekday total truck volumes make up about 1.7% of total vehicle traffic. The average weekend total truck percentages are greater on weekends, at 1.9% of the total vehicle traffic. This was found to be one of only two locations where weekend truck percentages exceed that found on weekdays. Table 8 summarizes the hourly truck volumes at this location as a percentage of total vehicle traffic.

Table 8: Location 8 Truck Percentage Summary

Weekday					Weekend				
Time Period	SU				Time Period	SU			
	SU	Artic.	Large			SU	Artic.	Large	
AM	0:00-1:00	2.4%	0.0%	0.0%	AM	0:00-1:00	1.1%	0.3%	0.0%
	1:00-2:00	1.1%	0.0%	0.6%		1:00-2:00	0.6%	0.0%	0.6%
	2:00-3:00	2.5%	0.0%	0.0%		2:00-3:00	1.4%	0.0%	0.0%
	3:00-4:00	0.9%	0.0%	0.0%		3:00-4:00	1.8%	0.0%	1.8%
	4:00-5:00	1.3%	0.0%	0.3%		4:00-5:00	2.8%	0.0%	0.0%
	5:00-6:00	0.9%	0.3%	0.1%		5:00-6:00	1.8%	0.6%	0.0%
	6:00-7:00	1.6%	0.1%	0.1%		6:00-7:00	2.6%	0.3%	0.0%
	7:00-8:00	1.8%	0.1%	0.1%		7:00-8:00	2.2%	0.1%	0.2%
	8:00-9:00	2.5%	0.1%	0.2%		8:00-9:00	2.9%	0.1%	0.0%
	9:00-10:00	2.4%	0.1%	0.3%		9:00-10:00	2.3%	0.3%	0.2%
	10:00-11:00	2.3%	0.1%	0.2%		10:00-11:00	2.0%	0.2%	0.2%
PM	11:00-12:00	1.9%	0.1%	0.1%	PM	11:00-12:00	1.8%	0.3%	0.1%
	12:00-1:00	1.7%	0.1%	0.1%		12:00-1:00	1.7%	0.2%	0.1%
	1:00-2:00	1.9%	0.1%	0.1%		1:00-2:00	1.4%	0.2%	0.1%
	2:00-3:00	1.7%	0.1%	0.1%		2:00-3:00	1.4%	0.2%	0.1%
	3:00-4:00	1.5%	0.1%	0.0%		3:00-4:00	1.4%	0.1%	0.1%
	4:00-5:00	1.2%	0.1%	0.1%		4:00-5:00	1.3%	0.2%	0.1%
	5:00-6:00	1.0%	0.1%	0.2%		5:00-6:00	1.7%	0.3%	0.2%
	6:00-7:00	0.5%	0.1%	0.0%		6:00-7:00	1.0%	0.1%	0.1%
	7:00-8:00	0.4%	0.1%	0.1%		7:00-8:00	0.9%	0.2%	0.0%
	8:00-9:00	0.4%	0.0%	0.0%		8:00-9:00	1.0%	0.0%	0.1%
	9:00-10:00	0.3%	0.0%	0.0%		9:00-10:00	0.8%	0.2%	0.0%
	10:00-11:00	0.5%	0.0%	0.0%		10:00-11:00	0.6%	0.0%	0.0%
	11:00-12:00	0.3%	0.0%	0.0%		11:00-12:00	1.4%	0.0%	0.0%
Total 24-hour		1.5%	0.1%	0.1%	Total 24-hour		1.6%	0.2%	0.1%

Location 9: Cocoanut Row, south of Royal Palm Way

Continuous tube counts were collected along Cocoanut Row, just south of Royal Palm Way on the southern side of the island. It was determined that weekday total truck volumes make up about 2.6% of total vehicle traffic. The average weekend total truck percentages are greater than half of that on weekends, at 1.9% of the total vehicle traffic. Table 9 summarizes the hourly truck volumes at this location as a percentage of total vehicle traffic.

Table 9: Location 9 Truck Percentage Summary

Weekday					Weekend				
Time Period	SU			Large	Time Period	SU			Large
	SU	Artic.	Large			SU	Artic.	Large	
AM	0:00-1:00	0.0%	0.0%	0.0%	AM	0:00-1:00	1.5%	0.0%	0.0%
	1:00-2:00	0.0%	0.0%	0.0%		1:00-2:00	0.0%	0.0%	0.0%
	2:00-3:00	0.0%	0.0%	0.0%		2:00-3:00	0.0%	0.0%	0.0%
	3:00-4:00	0.0%	0.0%	0.0%		3:00-4:00	0.0%	0.0%	0.0%
	4:00-5:00	5.3%	0.0%	0.0%		4:00-5:00	0.0%	0.0%	0.0%
	5:00-6:00	2.1%	0.0%	0.0%		5:00-6:00	0.0%	0.0%	0.0%
	6:00-7:00	1.7%	0.0%	0.0%		6:00-7:00	2.6%	0.0%	0.0%
	7:00-8:00	3.0%	0.0%	0.0%		7:00-8:00	3.5%	0.0%	0.0%
	8:00-9:00	4.5%	0.0%	0.0%		8:00-9:00	4.3%	0.0%	0.0%
	9:00-10:00	4.8%	0.0%	0.0%		9:00-10:00	2.3%	0.0%	0.0%
	10:00-11:00	4.1%	0.2%	0.1%		10:00-11:00	2.8%	0.0%	0.0%
	11:00-12:00	3.4%	0.2%	0.1%		11:00-12:00	3.0%	0.0%	0.0%
PM	12:00-1:00	2.8%	0.1%	0.0%	PM	12:00-1:00	2.8%	0.0%	0.0%
	1:00-2:00	2.3%	0.1%	0.1%		1:00-2:00	1.4%	0.0%	0.0%
	2:00-3:00	2.7%	0.1%	0.2%		2:00-3:00	2.4%	0.0%	0.0%
	3:00-4:00	3.2%	0.0%	0.0%		3:00-4:00	1.9%	0.0%	0.0%
	4:00-5:00	2.3%	0.1%	0.1%		4:00-5:00	2.5%	0.4%	0.0%
	5:00-6:00	1.9%	0.1%	0.1%		5:00-6:00	0.7%	0.0%	0.0%
	6:00-7:00	1.1%	0.0%	0.0%		6:00-7:00	2.0%	0.0%	0.0%
	7:00-8:00	0.6%	0.0%	0.0%		7:00-8:00	1.1%	0.0%	0.0%
	8:00-9:00	0.4%	0.0%	0.0%		8:00-9:00	0.7%	0.0%	0.0%
	9:00-10:00	0.5%	0.0%	0.0%		9:00-10:00	0.7%	0.0%	0.0%
	10:00-11:00	0.6%	0.0%	0.0%		10:00-11:00	0.7%	0.0%	0.0%
	11:00-12:00	0.4%	0.0%	0.0%		11:00-12:00	1.0%	0.0%	0.0%
Total 24-hour		2.5%	0.1%	0.0%	Total 24-hour		1.9%	0.0%	0.0%

Location 10: County Road, south of Royal Palm Way

Continuous tube counts were collected along County Road, just south of Royal Palm Way on the southern side of the island. It was determined that weekday total truck volumes make up about 3.3% of total vehicle traffic. The average weekend total truck volumes are slightly less on weekends, at 2.8% of the total vehicle traffic. Table 10 summarizes the hourly truck volumes at this location as a percentage of total vehicle traffic.

Table 10: Location 10 Truck Percentage Summary

Weekday					Weekend				
	Time Period	SU				Time Period	SU		
		SU	Artic.	Large			SU	Artic.	Large
AM	0:00-1:00	0.0%	0.0%	0.0%	AM	0:00-1:00	1.1%	0.0%	0.0%
	1:00-2:00	0.0%	0.0%	0.0%		1:00-2:00	0.0%	0.0%	1.7%
	2:00-3:00	0.0%	0.0%	0.0%		2:00-3:00	0.0%	0.0%	0.0%
	3:00-4:00	2.1%	0.0%	0.0%		3:00-4:00	6.3%	0.0%	0.0%
	4:00-5:00	5.4%	0.0%	0.0%		4:00-5:00	4.5%	0.0%	0.0%
	5:00-6:00	2.7%	0.0%	0.0%		5:00-6:00	4.2%	0.0%	0.0%
	6:00-7:00	3.6%	0.0%	0.0%		6:00-7:00	3.1%	0.0%	0.0%
	7:00-8:00	4.7%	0.1%	0.0%		7:00-8:00	3.2%	0.0%	0.0%
	8:00-9:00	5.1%	0.1%	0.1%		8:00-9:00	3.9%	0.4%	0.0%
	9:00-10:00	4.9%	0.1%	0.2%		9:00-10:00	3.0%	0.0%	0.0%
	10:00-11:00	5.1%	0.1%	0.2%		10:00-11:00	2.9%	0.2%	0.2%
	11:00-12:00	4.1%	0.2%	0.1%		11:00-12:00	3.7%	0.2%	0.2%
PM	12:00-1:00	3.6%	0.1%	0.2%	PM	12:00-1:00	2.5%	0.1%	0.1%
	1:00-2:00	3.3%	0.2%	0.2%		1:00-2:00	2.3%	0.1%	0.1%
	2:00-3:00	3.2%	0.2%	0.2%		2:00-3:00	2.8%	0.1%	0.1%
	3:00-4:00	3.5%	0.1%	0.2%		3:00-4:00	2.9%	0.3%	0.1%
	4:00-5:00	2.9%	0.1%	0.1%		4:00-5:00	2.8%	0.1%	0.0%
	5:00-6:00	1.9%	0.1%	0.1%		5:00-6:00	2.1%	0.3%	0.2%
	6:00-7:00	1.2%	0.1%	0.1%		6:00-7:00	1.7%	0.0%	0.2%
	7:00-8:00	0.8%	0.0%	0.0%		7:00-8:00	2.1%	0.0%	0.0%
	8:00-9:00	0.9%	0.0%	0.0%		8:00-9:00	1.4%	0.0%	0.0%
	9:00-10:00	1.0%	0.0%	0.0%		9:00-10:00	1.9%	0.0%	0.0%
	10:00-11:00	1.0%	0.0%	0.0%		10:00-11:00	2.5%	0.0%	0.0%
	11:00-12:00	1.0%	0.0%	0.0%		11:00-12:00	2.7%	0.0%	0.0%
Total 24-hour		3.1%	0.1%	0.1%	Total 24-hour		2.6%	0.1%	0.1%

Location 11: Ocean Boulevard, north of Via Bellaria

Continuous tube counts were collected along Ocean Boulevard, just north of Via Bellaria on the southern side of the island. It was determined that weekday total truck volumes make up about 2.3% of total vehicle traffic. The average weekend total truck volumes are slightly less on weekends, at 1.5% of the total vehicle traffic. There was not a discernable number of trucks larger than the single-unit truck. Table 11 summarizes the hourly truck volumes at this location as a percentage of total vehicle traffic.

Table 11: Location 11 Truck Percentage Summary

Weekday					Weekend				
Time Period	SU			Large	Time Period	SU			Large
	SU	Artic.	Large			SU	Artic.	Large	
AM	0:00-1:00	4.3%	0.0%	0.0%	AM	0:00-1:00	0.0%	0.0%	0.0%
	1:00-2:00	0.0%	0.0%	2.5%		1:00-2:00	0.0%	0.0%	0.0%
	2:00-3:00	0.0%	0.0%	0.0%		2:00-3:00	3.0%	0.0%	0.0%
	3:00-4:00	0.0%	0.0%	0.0%		3:00-4:00	0.0%	0.0%	0.0%
	4:00-5:00	2.4%	0.0%	0.0%		4:00-5:00	9.1%	0.0%	0.0%
	5:00-6:00	1.1%	0.0%	0.0%		5:00-6:00	2.3%	0.0%	0.0%
	6:00-7:00	1.5%	0.0%	0.0%		6:00-7:00	0.9%	0.0%	0.0%
	7:00-8:00	2.9%	0.0%	0.0%		7:00-8:00	2.1%	0.0%	0.0%
	8:00-9:00	3.6%	0.1%	0.0%		8:00-9:00	2.8%	0.0%	0.0%
	9:00-10:00	3.2%	0.1%	0.1%		9:00-10:00	1.8%	0.0%	0.0%
	10:00-11:00	3.2%	0.1%	0.1%		10:00-11:00	1.8%	0.0%	0.0%
	11:00-12:00	2.9%	0.1%	0.1%		11:00-12:00	2.0%	0.0%	0.0%
PM	12:00-1:00	2.6%	0.0%	0.1%	PM	12:00-1:00	1.4%	0.1%	0.1%
	1:00-2:00	2.6%	0.1%	0.0%		1:00-2:00	1.7%	0.1%	0.0%
	2:00-3:00	2.2%	0.1%	0.0%		2:00-3:00	1.7%	0.1%	0.1%
	3:00-4:00	3.0%	0.0%	0.0%		3:00-4:00	1.7%	0.1%	0.0%
	4:00-5:00	2.0%	0.0%	0.1%		4:00-5:00	1.4%	0.0%	0.1%
	5:00-6:00	1.0%	0.0%	0.0%		5:00-6:00	1.3%	0.0%	0.1%
	6:00-7:00	0.6%	0.0%	0.0%		6:00-7:00	0.8%	0.0%	0.0%
	7:00-8:00	0.4%	0.0%	0.0%		7:00-8:00	0.5%	0.0%	0.0%
	8:00-9:00	0.4%	0.0%	0.0%		8:00-9:00	0.6%	0.0%	0.0%
	9:00-10:00	0.5%	0.0%	0.0%		9:00-10:00	0.7%	0.0%	0.0%
	10:00-11:00	0.7%	0.0%	0.0%		10:00-11:00	0.8%	0.0%	0.0%
	11:00-12:00	0.4%	0.0%	0.0%		11:00-12:00	0.8%	0.0%	0.0%
Total 24-hour		2.3%	0.0%	0.0%	Total 24-hour		1.5%	0.0%	0.0%

Location 12: Southern Boulevard, west of Ocean Boulevard (Southern Bridge)

Continuous tube counts were collected along the southern bridge, Southern Boulevard. It was determined that weekday total truck percentages make up about 2.4% of total vehicle traffic. The average weekend total truck percentages are greater than half of that on weekends, at 1.7% of the total vehicle traffic. Table 12 summarizes the hourly truck volumes at this location as a percentage of total vehicle traffic.

Table 12: Location 12 Truck Percentage Summary

Weekday					Weekend				
Time Period	SU			Large	Time Period	SU			Large
	SU	Artic.	Large			SU	Artic.	Large	
AM	0:00-1:00	3.6%	0.0%	0.0%	AM	0:00-1:00	1.2%	0.0%	0.0%
	1:00-2:00	2.4%	0.0%	2.4%		1:00-2:00	0.0%	0.0%	0.0%
	2:00-3:00	0.0%	0.0%	0.0%		2:00-3:00	0.0%	0.0%	0.0%
	3:00-4:00	0.0%	0.0%	0.0%		3:00-4:00	0.0%	0.0%	0.0%
	4:00-5:00	0.0%	0.0%	0.0%		4:00-5:00	5.3%	0.0%	0.0%
	5:00-6:00	0.3%	0.0%	0.0%		5:00-6:00	1.4%	0.0%	0.0%
	6:00-7:00	0.9%	0.0%	0.0%		6:00-7:00	1.7%	0.0%	0.0%
	7:00-8:00	2.5%	0.1%	0.0%		7:00-8:00	2.2%	0.3%	0.0%
	8:00-9:00	3.2%	0.1%	0.1%		8:00-9:00	2.1%	0.0%	0.0%
	9:00-10:00	2.7%	0.1%	0.1%		9:00-10:00	2.0%	0.0%	0.0%
	10:00-11:00	2.9%	0.1%	0.1%		10:00-11:00	2.4%	0.0%	0.0%
	11:00-12:00	2.9%	0.1%	0.1%		11:00-12:00	2.0%	0.1%	0.0%
PM	12:00-1:00	2.6%	0.1%	0.1%	PM	12:00-1:00	1.5%	0.0%	0.0%
	1:00-2:00	2.5%	0.1%	0.1%		1:00-2:00	2.1%	0.0%	0.1%
	2:00-3:00	2.1%	0.1%	0.2%		2:00-3:00	1.3%	0.0%	0.1%
	3:00-4:00	3.2%	0.1%	0.1%		3:00-4:00	1.8%	0.0%	0.0%
	4:00-5:00	2.3%	0.1%	0.1%		4:00-5:00	2.0%	0.0%	0.0%
	5:00-6:00	1.3%	0.0%	0.1%		5:00-6:00	1.3%	0.0%	0.0%
	6:00-7:00	0.7%	0.0%	0.0%		6:00-7:00	1.2%	0.0%	0.0%
	7:00-8:00	0.5%	0.0%	0.0%		7:00-8:00	0.7%	0.0%	0.0%
	8:00-9:00	0.6%	0.0%	0.0%		8:00-9:00	1.2%	0.0%	0.0%
	9:00-10:00	0.6%	0.0%	0.0%		9:00-10:00	0.9%	0.0%	0.0%
	10:00-11:00	0.6%	0.0%	0.0%		10:00-11:00	1.4%	0.0%	0.0%
	11:00-12:00	0.8%	0.0%	0.0%		11:00-12:00	0.7%	0.0%	0.0%
Total 24-hour		2.2%	0.1%	0.1%	Total 24-hour		1.7%	0.0%	0.0%

Location 13: Ocean Boulevard, south of Regents Park Road

Continuous tube counts were collected along Ocean Boulevard, just south of Regents Park Road on the southern end of the island. It was determined that weekday total truck percentages make up about 1.4% of total vehicle traffic. The average weekend total truck percentages are about equal on weekends, at 1.3% of the total vehicle traffic. Table 13 summarizes the hourly truck volumes at this location as a percentage of total vehicle traffic.

Table 13: Location 13 Truck Percentage Summary

Weekday					Weekend				
Time Period	SU				Time Period	SU			
	SU	Artic.	Large			SU	Artic.	Large	
AM	0:00-1:00	0.0%	0.0%	0.0%	AM	0:00-1:00	0.0%	0.0%	0.0%
	1:00-2:00	3.6%	0.0%	0.0%		1:00-2:00	0.0%	0.0%	0.0%
	2:00-3:00	0.0%	0.0%	0.0%		2:00-3:00	0.0%	0.0%	0.0%
	3:00-4:00	0.0%	0.0%	0.0%		3:00-4:00	0.0%	0.0%	0.0%
	4:00-5:00	0.0%	0.0%	0.0%		4:00-5:00	0.0%	0.0%	0.0%
	5:00-6:00	0.9%	0.0%	0.0%		5:00-6:00	0.0%	0.0%	0.0%
	6:00-7:00	1.5%	0.0%	0.0%		6:00-7:00	2.7%	0.0%	0.0%
	7:00-8:00	1.9%	0.0%	0.1%		7:00-8:00	2.6%	0.0%	0.0%
	8:00-9:00	2.2%	0.1%	0.0%		8:00-9:00	1.8%	0.4%	0.0%
	9:00-10:00	2.0%	0.0%	0.0%		9:00-10:00	1.4%	0.0%	0.0%
	10:00-11:00	2.3%	0.0%	0.0%		10:00-11:00	2.1%	0.0%	0.0%
	11:00-12:00	1.7%	0.1%	0.0%		11:00-12:00	1.4%	0.0%	0.0%
PM	12:00-1:00	1.6%	0.0%	0.0%	PM	12:00-1:00	1.5%	0.0%	0.1%
	1:00-2:00	1.7%	0.0%	0.0%		1:00-2:00	1.3%	0.0%	0.3%
	2:00-3:00	1.7%	0.0%	0.0%		2:00-3:00	1.1%	0.0%	0.0%
	3:00-4:00	1.8%	0.0%	0.0%		3:00-4:00	1.3%	0.1%	0.0%
	4:00-5:00	1.1%	0.0%	0.0%		4:00-5:00	1.2%	0.0%	0.0%
	5:00-6:00	0.7%	0.0%	0.0%		5:00-6:00	0.9%	0.0%	0.2%
	6:00-7:00	0.5%	0.0%	0.0%		6:00-7:00	0.7%	0.0%	0.0%
	7:00-8:00	0.4%	0.0%	0.0%		7:00-8:00	0.6%	0.0%	0.0%
	8:00-9:00	0.5%	0.1%	0.0%		8:00-9:00	0.7%	0.0%	0.0%
	9:00-10:00	0.5%	0.0%	0.0%		9:00-10:00	0.4%	0.0%	0.0%
	10:00-11:00	0.3%	0.0%	0.0%		10:00-11:00	0.5%	0.0%	0.5%
	11:00-12:00	0.0%	0.0%	0.0%		11:00-12:00	0.0%	0.0%	0.0%
Total 24-hour		1.4%	0.0%	0.0%	Total 24-hour		1.2%	0.0%	0.1%

Analysis of Truck Counts

The locations of the traffic counts were selected to determine if trucks are circulating within residential areas. The counts performed indicate that large vehicles are circulating throughout the Town, including within residential areas. The majority of the observed trucks were single unit trucks, which are non-articulated trucks, such as moving vans, furniture delivery trucks, and general delivery trucks. These trucks were observed throughout the Town, accounting for 2.1 to 3.3 percent of the traffic in the north end, 1.5 to 3.1 percent in the central part of town, including the business district, and 1.4 percent in the south part of Town on weekdays. The percentage of truck traffic on the roadway is illustrated in Figure 10. It is interesting to note that the percentage of trucks in the central part of town is not significantly different than in residential areas and is actually lower as a percentage of overall trips compared to the north end. This is notable because business districts typically see more truck deliveries than residential areas.

The locations of the observations in the north end were specifically chosen to capture truck traffic within the residential area (i.e., Publix delivery trucks are not included in these counts). The only significant commercial activities in this area are the Sailfish Club and the Palm Beach Country Club; therefore, delivery trucks should be minimal as a percentage of overall traffic. Nonetheless, the number of trucks ranged from 2.1 percent to 3.3 percent in this area, which is not significantly different than at other locations within the Town. Articulated trucks and large semi-trucks account for a small percentage of overall traffic in the north end; however, there is evidence of these trucks circulating based on the counts.

Truck counts were performed at several intersections throughout the Town to further analyze truck circulation. Turning movement counts provide the data necessary to determine circulation patterns, such as potential origins and destinations. The turning movement counts are illustrated in Figure 11. Based on review of the turning movements, the following patterns were observed.

At the intersection of County Road & Royal Poinciana Way, the majority of trucks were observed to be in the northbound through movement. This indicates that trucks are serving the north end and are originating at a location south of the north bridge. Another large movement is the eastbound left and southbound right movement. This indicates that trucks entering the Town at the north bridge are accessing the north end at this intersection.

Truck Type	Weekday		Weekend	
Single Unit	254	2.7%	23	1.5%
SU Articulated	5	0.1%	0	0.0%
Large	0	0.0%	0	0.0%

Truck Type	Weekday		Weekend	
Single Unit	707	3.1%	54	1.5%
SU Articulated	18	0.1%	2	0.1%
Large	10	0.0%	0	0.0%

Truck Type	Weekday		Weekend	
Single Unit	591	2.1%	72	1.5%
SU Articulated	18	0.1%	1	0.0%
Large	30	0.1%	1	0.0%

Truck Type	Weekday		Weekend	
Single Unit	1,382	3.3%	128	1.8%
SU Articulated	35	0.1%	4	0.1%
Large	32	0.1%	3	0.0%

Truck Type	Weekday		Weekend	
Single Unit	2,086	2.4%	278	1.9%
SU Articulated	90	0.1%	15	0.1%
Large	66	0.1%	10	0.1%

ROYAL POINCIANA WAY

Truck Type	Weekday		Weekend	
Single Unit	524	1.5%	131	1.7%
SU Articulated	16	0.0%	3	0.0%
Large	22	0.1%	8	0.1%

Truck Type	Weekday		Weekend	
Single Unit	1,365	2.6%	224	1.8%
SU Articulated	50	0.1%	12	0.1%
Large	32	0.1%	9	0.1%

Truck Type	Weekday		Weekend	
Single Unit	1,563	1.5%	353	1.6%
SU Articulated	98	0.1%	41	0.2%
Large	105	0.1%	23	0.1%

OKEECHOBEE BOULEVARD

Truck Type	Weekday		Weekend	
Single Unit	1,432	3.1%	228	2.6%
SU Articulated	42	0.1%	11	0.1%
Large	58	0.1%	9	0.1%

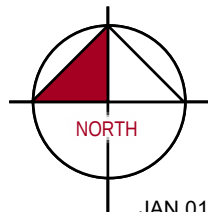
Truck Type	Weekday		Weekend	
Single Unit	403	2.5%	66	1.9%
SU Articulated	9	0.1%	1	0.0%
Large	7	0.0%	0	0.0%

Truck Type	Weekday		Weekend	
Single Unit	968	2.2%	151	1.7%
SU Articulated	29	0.1%	2	0.0%
Large	36	0.1%	2	0.0%

SOUTHERN BOULEVARD

Truck Type	Weekday		Weekend	
Single Unit	1,093	2.3%	155	1.5%
SU Articulated	23	0.0%	4	0.0%
Large	19	0.0%	4	0.0%

Truck Type	Weekday		Weekend	
Single Unit	497	1.4%	99	1.2%
SU Articulated	13	0.0%	2	0.0%
Large	8	0.0%	5	0.1%

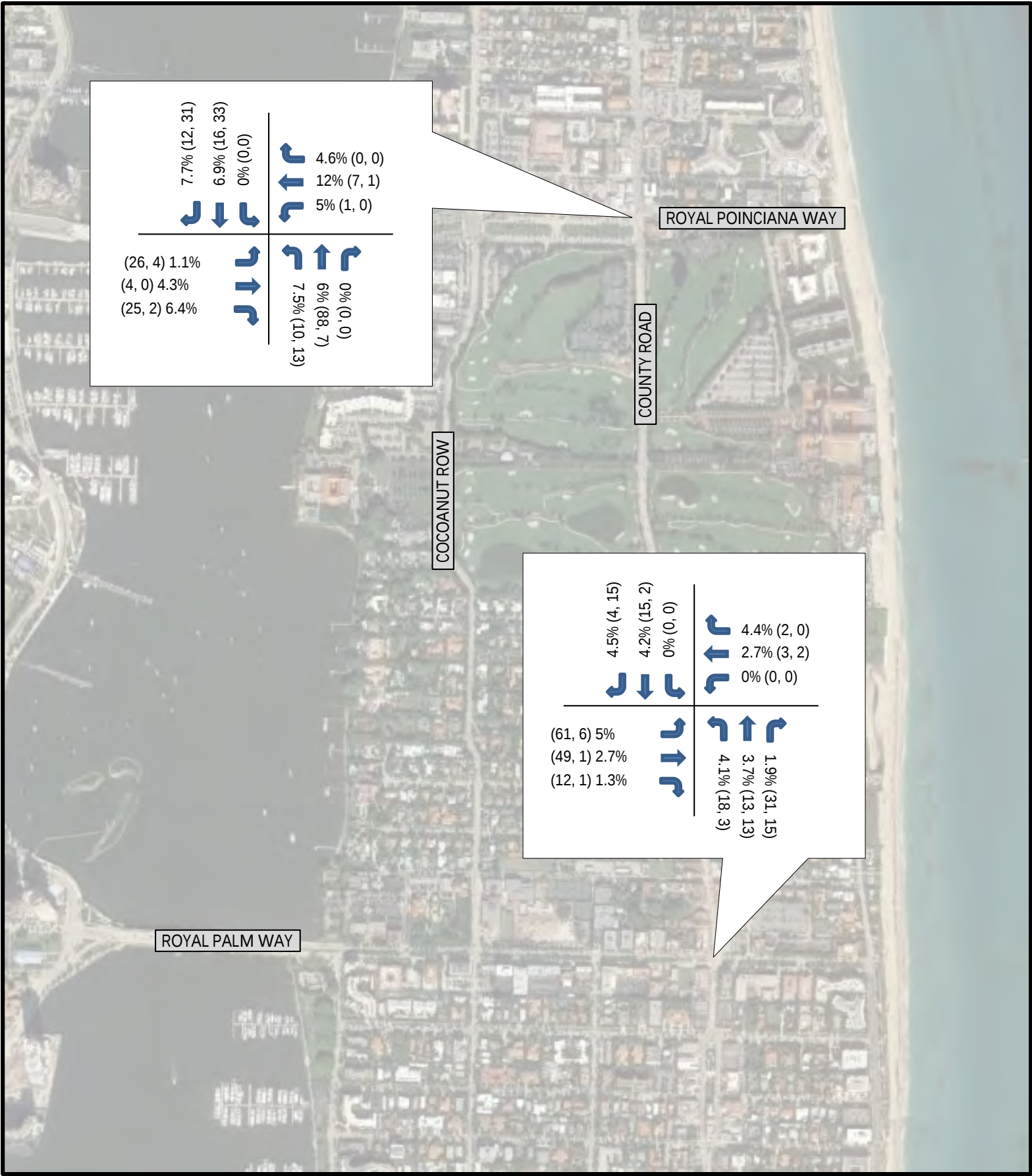


LEGEND



MACHINE COUNT LOCATIONS

FIGURE 10
PALM BEACH TRUCK PROHIBITION
KH #044063244
PERCENT TRUCK VOLUMES



LEGEND

 % TRUCKS
(XX/XX) (AM VOLUME/PM VOLUME)

FIGURE 11
PALM BEACH TRUCK PROHIBITION
KH #044063244
AVERAGE PEAK HOUR TRUCK PERCENTAGES

Although some commercial activity is present north of Royal Poinciana Way, the number of trucks for these movements is not consistent with the small amount of commercial activity. Therefore, it is reasonable to conclude, based on these turning movements and on the link data described above, that that trucks in the north end are arriving from locations south of Royal Poinciana Way as well as via the north bridge.

Truck circulation patterns at the intersection of Royal Palm Way & South County Road were less conclusive. The movement with the highest truck volume is the eastbound left-turn movement. A substantial amount of truck traffic is destined for locations east of this intersection as well. Based on this data, no clear patterns were determined with respect to truck impacts on residential streets.

Turning Movement Analysis

An analysis of truck turns was performed at twenty-four intersections throughout the Town. These intersections were chosen to represent typical truck routes, based on observations and conversations with Town staff and residents. The focus of the intersection selection was to capture truck turns from the main arterials (such as County Road and North Lake Way) with narrower residential streets. Based on observation, these are the locations where trucks have damaged property. Figure 13, Figure 14, and Figure 15 illustrate the locations of the turning analyses.

Three truck types were analyzed for each of the turning movements at the twenty-four intersections. The trucks analyzed are summarized as follows:

- Single Unit Box Truck
 - o 30 feet in length, 8 feet wide, with a 42-foot curb to curb turning radius
 - o Similar to food delivery trucks, moving vans, mail delivery trucks
- Intermediate Semi-Trailer
 - o 45.5 feet in length, 8 feet wide, with a 40-foot curb to curb turning radius
 - o Similar to large delivery trucks and furniture delivery vehicles
- Interstate Semi-Trailer
 - o 73.5 feet in length, 8.5 feet wide, with a 45-foot curb to curb turning radius
 - o Similar to long distance freight vehicles

The intersections analyzed are further defined based on their roadway characteristics and locations below:

Mediterranean

Mediterranean Road is a narrow two-lane undivided residential road. It is the furthest north roadway analyzed in this study and intersects with Lake Way to the west and Ocean Boulevard to the east. Both of these intersections were analyzed.

La Puerta

La Puerta Way is a two-lane undivided residential road. It intersects with Lake Way to the west and Ocean Boulevard to the east. Both of these intersections were analyzed.

Orange Grove

Orange Grove Road is a two-lane undivided residential road. It intersects with Lake Way to the west and Ocean Boulevard to the east. Both of these intersections were analyzed.

List

List Road is a narrow two-lane undivided residential road. It intersects with Lake Way to the west and Ocean Boulevard to the east. Both of these intersections were analyzed. It is located just south of Orange Grove Road.

Windsor

Windsor Court is a two-lane undivided residential road. It intersects with Cherry Lane to the south and County Road to the east. Both of these intersections were analyzed.

Cherry

Cherry Lane is a narrow two-lane undivided residential road. It intersects with Lake Way to the west and County Road to the east. Both of these intersections were analyzed.

Atlantic

Atlantic Avenue is a two-lane undivided road. It intersects with Lake Way to the west and County Road to the east. Both of these intersections were analyzed. Further east Atlantic Avenue intersects with Ocean Boulevard.

Everglade

Everglade Avenue is a two-lane undivided eastbound one-way road. It intersects with Lake Way to the west and County Road to the east. Both of these intersections were analyzed. Further east Everglade Avenue intersects with Ocean Boulevard.

Seabreeze

Seabreeze Avenue is a two-lane undivided residential road. It intersects with Lake Way to the west and County Road to the east. Further east Seabreeze Avenue intersects with Ocean Boulevard. All three intersections were analyzed.

El Brillo

El Brillo Way is a two-lane undivided residential road. It intersects with County Road to the west and Ocean Boulevard to the east. Both of these intersections were analyzed.

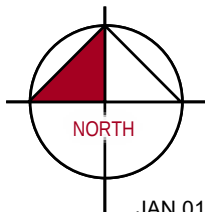
Jungle

Jungle Road is a two-lane undivided residential road. It intersects with County Road to the west and Ocean Boulevard to the east. Both of these intersections were analyzed

Clarendon

Clarendon Avenue is a two-lane undivided residential road. It intersects with Vita Serena to the west and Ocean Boulevard to the east. The intersection of Clarendon Avenue and Ocean Boulevard was analyzed.

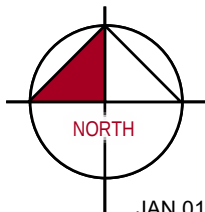
Individual plots for each movement are attached in Appendix C.



JAN 01.07.25 PZC MTG.

LEGEND
 **AUTOTURN LOCATIONS**

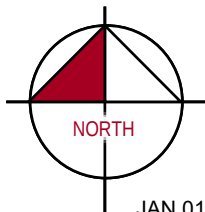
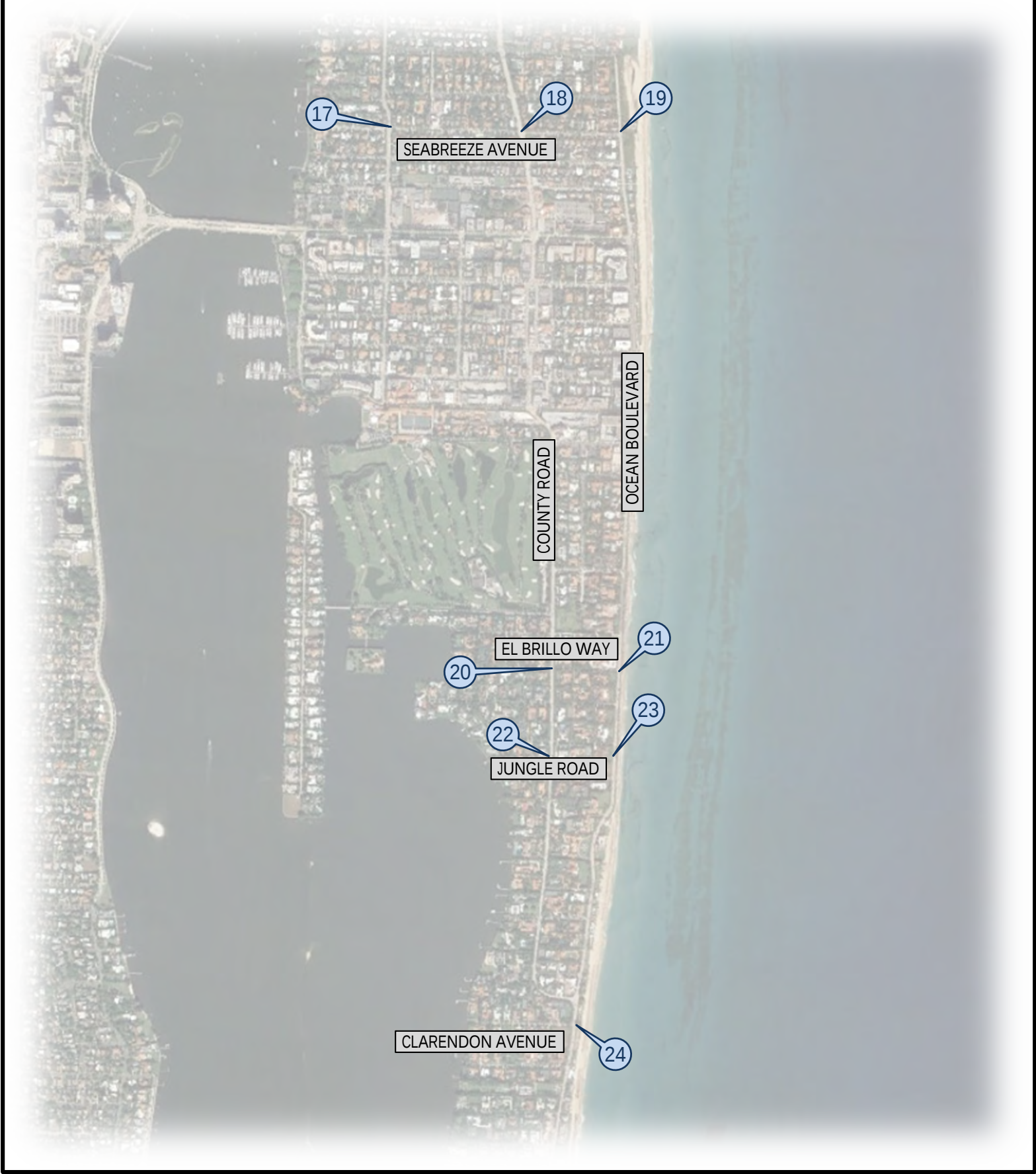
FIGURE 12
PALM BEACH TRUCK PROHIBITION
KH #044063244
AUTOTURN ANALYSIS LOCATIONS - 1



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LEGEND
AUTOTURN LOCATIONS

FIGURE 13
PALM BEACH TRUCK PROHIBITION
KH #044063244
AUTOTURN ANALYSIS LOCATIONS - 2



JAN 01.07.25 PZC MTG.

LEGEND
 # AUTOTURN LOCATIONS

FIGURE 14
PALM BEACH TRUCK PROHIBITION
 KH #044063244
 AUTOTURN ANALYSIS LOCATIONS - 3

RECOMMENDATIONS

Based on our review of truck volumes, the ability of trucks to maneuver local streets, observed damage to private property, and a review of Florida municipalities with similar street networks, it is recommended to restrict trucks on certain Town streets. This recommendation is intended to mitigate damage to private property, eliminate congestion due to the inability of certain trucks to maneuver certain streets, and provide a mechanism for permit and enforcement of truck traffic in certain areas of Town. The data collected confirms that trucks are circulating within residential areas of Town, as noted by high numbers of trucks north of Royal Poinciana Way in comparison with expected volumes for a residential area. Truck volume percentages in the residential areas of the north end are higher than in the commercial parts of Town. Review of the specific turning movement counts indicates that many of the trucks in the north end are arriving via the north bridge.

Florida Statute provides guidance on establishing restriction of trucks on local roads. Per FS 316.008:

(1) The provisions of this chapter shall not be deemed to prevent local authorities, with respect to streets and highways under their jurisdiction and within the reasonable exercise of the police power, from:

(n) Prohibiting or regulating the use of heavily traveled streets by any class or kind of traffic found to be incompatible with the normal and safe movement of traffic.

Description of the Recommended Restriction

Figure 16 illustrates the recommended physical boundaries of the truck restriction. It is recommended to implement broad area-wide restrictions rather than street-by-street restrictions; if only certain streets in a part of Town are restricted, trucks would use the non-restricted streets in larger numbers. In residential areas such as the north end, certain residents would see an increase in trucks on their street if their street was the non-restricted street. Area-wide restrictions also require less signage and are easier to understand by truckers. Without an area-wide restriction, individual streets would have to be signed restricting trucks, leading to sign clutter. It should be noted that the following roads will have NO Town-imposed restrictions:

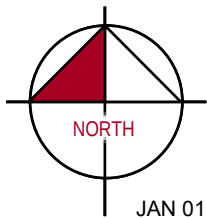
- Royal Poinciana Way west of North County Road
- County Road between Royal Poinciana Way and South Ocean Boulevard

- South Ocean Boulevard between Barton Avenue and South Municipal Limits
- Barton Avenue east of South County Road
- Royal Palm Way west of South County Road
- Southern Boulevard
- Coconut Row

The exclusion of these roads from truck restrictions allows trucks entering the Town to be able to circulate onto and off of the island without the need for U-turns or dangerous turning maneuvers.

It should be noted that areas between Worth Avenue and Royal Poinciana were generally excluded from truck restrictions (with the exception of the residential streets between Seaview Avenue and Pendleton Avenue). This is due to the nature of the land uses in this area, with the majority of the Town's commercial operations occur in this area. Fewer single-family residential units are located in this part of town. Furthermore, the streets are generally wider in this area, accommodating larger trucks.

Based on the turning movement analysis, restrictions should be placed on larger trucks. Delivery trucks, such as those operated by postal and package delivery services, have been shown to be able to maneuver residential streets without encroaching on private property. Larger box trucks (two-axle) are also generally able to maneuver most residential streets. Truck-trailer combinations, however, of any size, have been shown to not be able to maneuver the residential streets, and should be restricted. Also, trucks longer than 30 feet should be restricted. It should be noted that although combination vehicles can make some movements (especially left-turns) on some streets, they are not generally able to make right-turns without impacting private property. Therefore, a restriction should be placed on all combination vehicles.



JAN 01.07.25 PZC MTG.

LEGEND



PROHIBITION BOUNDARY

FIGURE 15
PALM BEACH TRUCK PROHIBITION
 KH #044063244
TRUCK RESTRICTION BOUNDARIES

Permitting of Exceptions

In certain cases, there may be a need for restricted vehicles to utilize the restricted streets. An example of this would be the need for a construction crane to access a private residence on a residential street. Another example could be a small combination truck that is needed to access a commercial property to deliver items that are too large for smaller delivery trucks. The Town should establish a permitting process to allow for special circumstances. As part of the process, the applicant should provide:

- Explanation/Narrative of the request
- Explanation of why smaller trucks cannot be used. The applicant must demonstrate that smaller, more frequent trucks cannot be used due to the nature of the delivery or equipment, or that more frequent trips will negatively impact the neighborhood.
- A routing plan that demonstrates that the truck movements will not impact private property.
- A plan for restoration of private property in case of damage.

The Town could then issue a permit listing types and numbers of vehicles allowed, allowable times and days of operations, and expiration (if any). The applicant will be required to pay for staff burden costs, any citations for operating outside of the conditions of the permit and restoration of private property.

Codification

Based on a review of other municipalities in Florida, the truck restrictions should be placed in the Town's Code of Ordinances by means of Resolution. The Code should include the following elements:

- Definition of the restriction, including types of trucks (defined by length) that are restricted.
- A map of the restricted area.
- Any exclusions to the restriction; possible exclusions to the restriction include emergency vehicles and municipal services vehicles.
- Mechanism for citation
- Permitting process for exceptions

The Code update will be subject to the Town's process for amending the Code of Ordinances.

Education

The Town should develop an educational campaign to educate stakeholders, including residents, business, and trucking companies, of proposed restrictions. The goal should be to reach the widest range of potential drivers. It should be noted that the input from stakeholders is imperative to determining if restrictions should be enacted, and what scope the ultimate restrictions should encompass.

The Town should publicly notice proposed restrictions in visible locations to drivers throughout Town prior to implementation. Although it is recognized that not every truck driver entering the Town will know in advance of new restrictions, every effort should be made to educate the highest number of drivers as possible. Nonetheless, a grace period between adoption of a Code and initial citations should be considered.

CONCLUSION

The Town of Palm Beach currently allows unrestricted movement of all legal vehicles on all streets within the Town. However, larger vehicles have been observed to damage private property when they cannot adequately maneuver narrow streets and can cause congestion and unsafe conditions when they have to make multi-point turns at Town intersections. To mitigate the damage to private property, and to minimize congestion due to the maneuvering of larger vehicles, the Town is considering a restriction on certain streets of larger vehicles. The goal of any restriction is to change the behaviors to force deliveries with smaller vehicles. Although any restriction will not completely eliminate property damage and congestion, the goal of implementing the restrictions is to substantially reduce the frequency of occurrences.

This study analyzed truck volumes, circulation patterns, and their ability to maneuver intersections without impacting private property. Furthermore, a review of other municipalities throughout Florida which have implemented truck routing Ordinances was performed. Based on this analysis, it is recommended to restrict movement of larger trucks on certain streets, as defined throughout this study. Codification, education, and enforcement are also discussed. To allow for unique circumstances where large trucks must enter the recommended restricted area, a permit process should be implemented to identify the types of trucks, routing, and process for assessing damages to private property should it occur.