

Neighborhood Speeding Initiative

Committee members involved in addressing neighborhood speeding

Carl Shoffstall, Richard Harris, Norm Dumaine, Joanne Gonet, Lou Costa

The reason for the delay in getting the speeding study results to you is there has been a difference between the Committee and the Traffic Division in how to present the data.

Knowing the importance of this, the Committee is presenting both thereby allowing you to interpret them yourselves.

Why did we have a speeding study?

The committee was told neighborhood speeding was only a 1% problem.

5 streets were selected that are a typical cross section of our neighborhood streets to determine the magnitude of the problem.

Neighborhoods are IBSSA, Bayou Oaks, St. Armands, Glen Oaks Estates, Bird Key

Committee Analysis of the Study Data

32nd Street (900 block)

25 mph speed limit

1,302 vehicles recorded

286 traveled above the posted limit **(22%)**

Old Bradenton Road (4200 block)

35 mph speed limit

52,080 vehicles recorded

16,685 traveled above the posted limit **(32%)**

North Blvd of the Presidents

35 mph speed limit

122,018 vehicles recorded

86,334 traveled above the posted limit **(71%)**

Bird Key Drive at Bob White Dr

25 mph speed limit

11,204 vehicles recorded

4,117 traveled above the posted speed limit **(37%)**

Calliandra Drive

25 mph speed limit

1,088 vehicles recorded

560 traveled above the speed limit **(51.5%)**

Summary – 57 % traveled over the speed limit

Traffic Division Analysis of the Study

Completed by covert devices & capturing data from both directions.
Anything 0.1 mph over the speed limit is considered speeding.

32nd Street 900 Block

25 mph speed limit

1,302 – vehicles passed by the device

1016 traveled 25 mph and/or under (78.0%)

286 traveled above the posted speed limit of 25 mph

85th% - 28.69 mph

average speed – 21.22 mph

Old Bradenton Road 4200 Block

35 mph speed limit

52,080 - vehicles passed by the device

35,395 - traveled 35 mph and/or under (68%)

16,685 - traveled above the posted speed limit of 25 mph

85th% - 38 mph

average speed – 33.07 mph

continued on next slide

North Blvd of the Presidents

35 mph speed limit
122,018 - vehicles passed by the device
35,684 - traveled 35 mph and/or under (29.2%)
86,334 - traveled above the posted speed limit of 25 mph
85th% - 43 mph
average speed – 38.14 mph

Bird Key Dr at Bob White

25 mph speed limit
11,204 - vehicles passed by the device
7,087 - traveled 25 mph and/or under (63.2%)
4,117 - traveled above the posted speed limit of 25 mph
85th% - 29 mph
average speed – 22.8 mph

Calliandra Drive

25 mph speed limit
1,088 – vehicles passed by the device
528 - traveled 25 mph and/or under (48.5 %)
560 - traveled above the posted speed limit of 25 mph
85th% - 33 mph
average speed – 24.3 mph

85th Percentile Typical Uses

City Warrants – “Traffic engineers rely on the 85% rule to help establish speed limits on non-local streets”. It is not used to determine if there is a speeding problem in our local neighborhood streets.

St. Armands parking garage – the 85% was used to determine the number of parking spaces in the garage. It was not used to determine if there is a parking problem in St. Armands.

Gulfstream roundabout – the 85% was used to determine the AADT volume for the roundabout capacity design. It was not used to determine if there is a traffic problem leaving the islands

In the past, police studies included the speeds of vehicles going over the speed limit. We need to know if vehicles are going a few mph over the limit or 10-15 mph over the limit especially on streets with no sidewalks.

An example is the next chart – a 2019 Police study

2019 Police Study for Bird Key

bkiaoffice

From: Jason Frank <Jason.Frank@sarasotaFL.gov>
Sent: Tuesday, June 11, 2019 3:56 PM
To: bkiaoffice@verizon.net
Subject: Bird Key Traffic Study

Good afternoon Melissa,

I just wanted to give you a little insight as to the completion of our traffic study on Bird Key Drive.

I placed the device at the requested location on May 28th and let it run until June 4th, 2019. During that time frame 4,861 vehicles passed by the device. This unit captures both directions. Of those vehicles 3,263 of them were above the posted speed limit. However, that number includes anything over 25mph (so that means at 26mph, the device calculates it as a speeding vehicle).

The average speed of vehicles during this time frame was 27.42 mph in a posted 25mph zone. Here is a breakdown of the data (I have graphs if you would like me to send those to you, but that can be a bit overwhelming)

1,598 vehicles traveled under the posted 25mph.
1,929 vehicles traveled between 26 and 30mph.
1,112 vehicles traveled between 31 and 35mph.
193 vehicles traveled between 36 and 40mph.
26 vehicles traveled between 41 and 45mph.
2 vehicles traveled between 46 and 50mph.
1 vehicle traveled between 51 and 55mph.

Of the 4,861 vehicles, 222 would have been citable by our standards. We understand that the perceived amount of speeders seems like an issue, however, only 4.5% of the vehicles are traveling excessively. We understand the concerns of the board, and will continue our traffic enforcement efforts as we do throughout the City of Sarasota.

Please let me know if there is anything else I can assist with..

Professional, Dedicated Police Service in Partnership with our Community

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Emergency Response Team (E.R.T.)
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Even though 3263 are over the posted speed limit, police only recognize 222 as speeding

In Summary

1. It is our opinion that the Traffic Division's analysis downplays the speeding problem.
2. Neighborhood speeding is a 25 year old problem. As long as we keep denying there is a problem, it will be a problem 25 years from now.
3. Enforcement serves as a major element in traffic calming.
4. *With 10 additional officers completing training in July, we are requesting 10 hrs/wk be allocated to neighborhood speeding.*