

CCNA

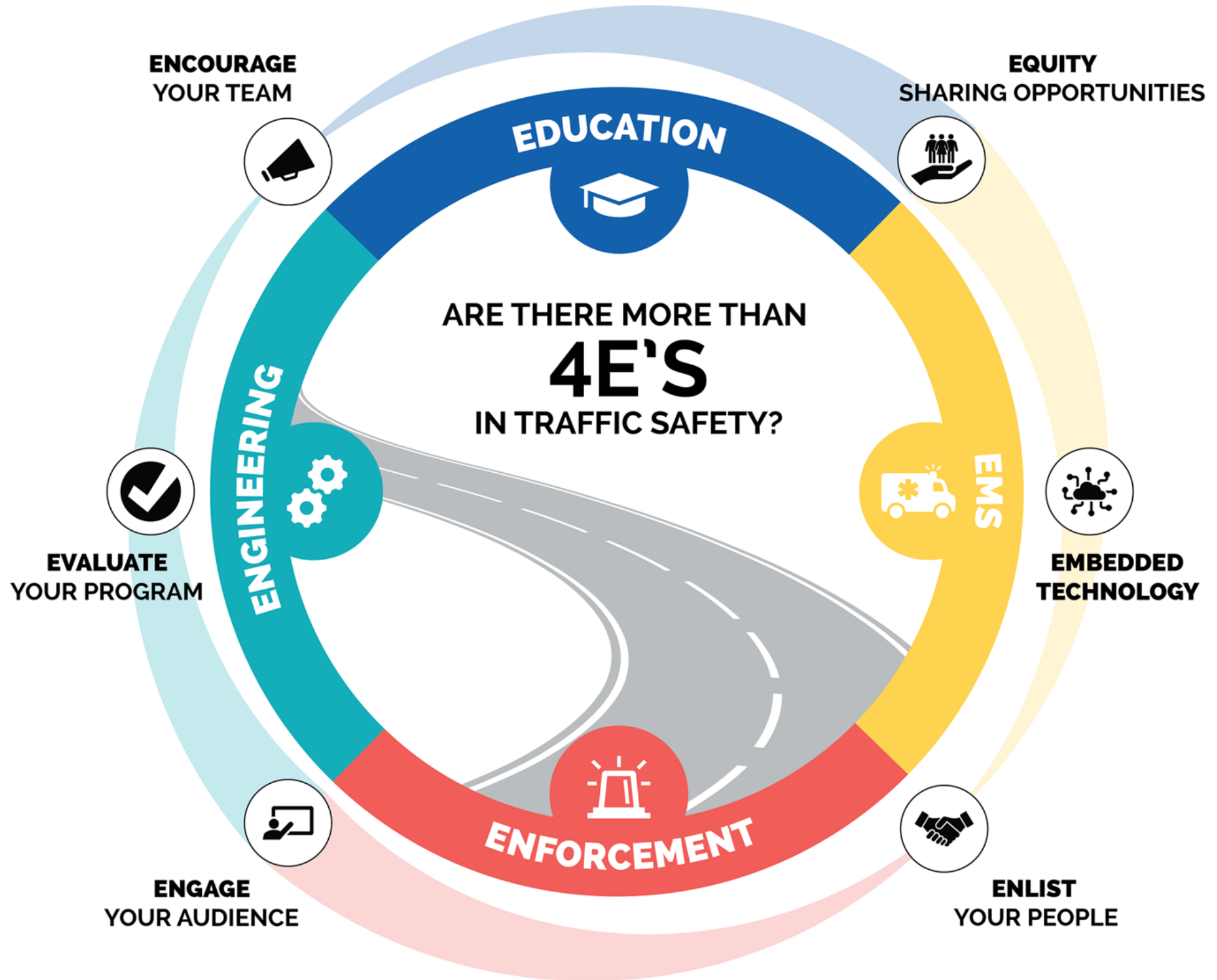
Neighborhood Speeding Initiative

Special thanks to
Committee members involved in addressing
neighborhood speeding

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

Florida Highway Administration

4E's of Traffic Safety



Florida Highway Administration

4E's of Traffic Safety

The 3 that apply to our situation are Education, Enforcement & Engineering.

Today we will address the **Engineer** portion and the next meeting Education.

As a side note – our City Engineer (Nik Patel) is the chair of the MPO Advisory Committee on the 4E's for the Sarasota County area. Kudo's to Nik.

The role of Engineering in Traffic Calming

Engineering has the responsibility for reviewing Traffic Calming options and establishing criteria for their implementation

What is considered Traffic Calming?

Some of the Traffic Calming options considered by the city are shown on the next slide.

Traffic Calming Options

1. Bulb-Outs, Neck-Downs, or Curb Reductions

Curb extensions that narrow street width, can be implemented midblock or at corners.

Pro: slows traffic, can provide pedestrians with shorter crossing distances, may reduce cut-through traffic, and may lower volume of vehicles

Con: may result in loss of on-street parking, bicycle lanes, and impact stormwater drainage



2. Crosswalks

Striped, textured or raised; they make pedestrians more visible to motorists.

Pro: slows traffic, may lower volume of vehicles

Con: can provide a false sense of security to pedestrians



3. Diverters, Semi-Diverters & Delineators

Concrete curb creates a landscaped area on either side of an intersection allowing for traffic to travel in only one direction at the diverter.

Pro: slows traffic, and may lower volume of vehicles

Con: may be cumbersome for local residents traveling in vehicles



4. Medians

Raised island located along the centerline of a street.

Pro: slows traffic, may lower volume of vehicles, and creates gateway entrance

Con: loss of on street parking and bike lanes



5. Rumble Strips

Raised plastic markers adhered to the pavement to alert drivers to proceed cautiously at certain roadway segments; such as sharp curves, schools, parks, playgrounds, and midblock crosswalks.

Pro: slows traffic

Con: noise emitted may be undesirable



6. Speed Tables

Raised concrete or asphalt elevating to four inches above asphalt with brick paver or asphalt top.

Pro: slows traffic, and may lower volume of vehicles

Con: loss of on-street parking, may emit noise as vehicles travel over platform



7. Traffic Circles & Roundabouts

Circular intersection without traffic signal equipment in which traffic flows around a center island.

Pro: slows traffic, improves pedestrian safety, and reduces severity of crashes

Con: bicyclists and pedestrians must be more cautious, possible loss of on-street parking



The Process for Neighborhood Traffic Calming

“The Warrant” sets the criteria City Engineering uses to determine if neighborhoods qualify for traffic calming.

The Warrant uses a point system..... to become eligible 6 points are required. However, neighborhoods often times are unable to obtain 6 points to qualify.

For example - streets without sidewalks are only 1 point

As a side note - the traffic calming warrant is presently not available on the City web site. We thank IT and engineering for taking on the task of correcting this.

This document is available on our CCNA web site.

A copy of the Warrant is on the next slide.

Warrant	Description	Criteria	Points
Vehicle Volumes	Obtained through a 72 hour traffic count (seasonally adjusted), which identifies how many vehicles use the roadway on a daily basis reported in the adjusted average annual daily traffic (AADT) counts.	1000—1499 AADT ≥ 1500 AADT	1 2
85th Percentile Speed	<p>The 85th percentile speed is the speed at or below which 85 percent of the motorists drive on a given road. This speed indicates the speed that most motorist on the road consider safe and reasonable under ideal conditions.</p> <p>Traffic engineers rely on the 85th percentile rule to help establish speed limits on non-local streets. Typically, the speed limit is set to the speed that separates the bottom 85% of vehicle speeds from the top 15%. For example, if speeds of 100 vehicles are measured and 85 vehicles are traveling at 27 mph or less, the speed limit for the subject street could be set at 25 mph.</p>	1-5 mph 6-10 mph ≥ 11 mph	2 3 5
Pedestrian Volume	<p>Presence of pedestrian generators within 1/4 mile of subject area.</p> <p>Pedestrian generators for this evaluation generally includes: schools, daycares, colleges, parks, and community centers.</p>	Within 1/4 mile	2
One-way Streets	Percent of wrong-way vehicles based on daily traffic volumes.	≥ 10%	2
Crash Data	Number of crashes in the last three years.	1-3 ≥ 4	1 2
Sidewalks	Absence of sidewalks on both sides of the roadway	No sidewalks	1

Please note that a minimum of 6 points is required to warrant traffic calming measures.

Suggestions for Improvements

1) Increase funding for traffic calming.

It is our opinion this is a major stumbling block that needs to be addressed.

2) The city is going through growing pains.

Increased population requires additional attention to neighborhood safety.

3) The city recognized the need to review

the criteria for traffic calming in 2017

according to an Observer article.

Summary

The goal is to slow traffic down and create a neighborhood environment with safety in mind.

We are asking city management and commissioners for help to address neighborhood speeding.