



City of Sarasota

# TRAFFIC CALMING PLAN

Safe speeds, stronger neighborhoods

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**COALITION OF CITY NEIGHBORHOODS ASSOCIATION**  
**MARCH 7, 2026**

[www.SarasotaFL.gov/TrafficCalmingPlan](http://www.SarasotaFL.gov/TrafficCalmingPlan)

# TRAFFIC CALMING 101

Traffic calming is a set of **roadway treatments** that can help **alter driver behavior** and **reduce the negative impacts** motorists can have on pedestrians and cyclists.

Traffic calming can help **reduce speed**, vehicle crashes, and **increase pedestrian and bicyclist usage**.



# TRAFFIC CALMING 101



Horizontal Deflections



Vertical Deflections

# TRAFFIC CALMING 101



Street Width Reduction



Routing Restrictions

# TRAFFIC CALMING 101

## MYTH BUSTERS

Traffic Control

Sidewalks

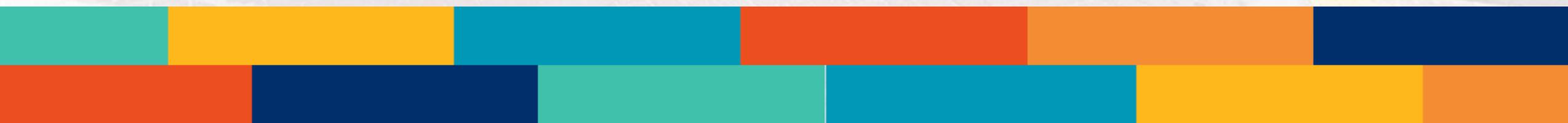
Volume

Efficiency



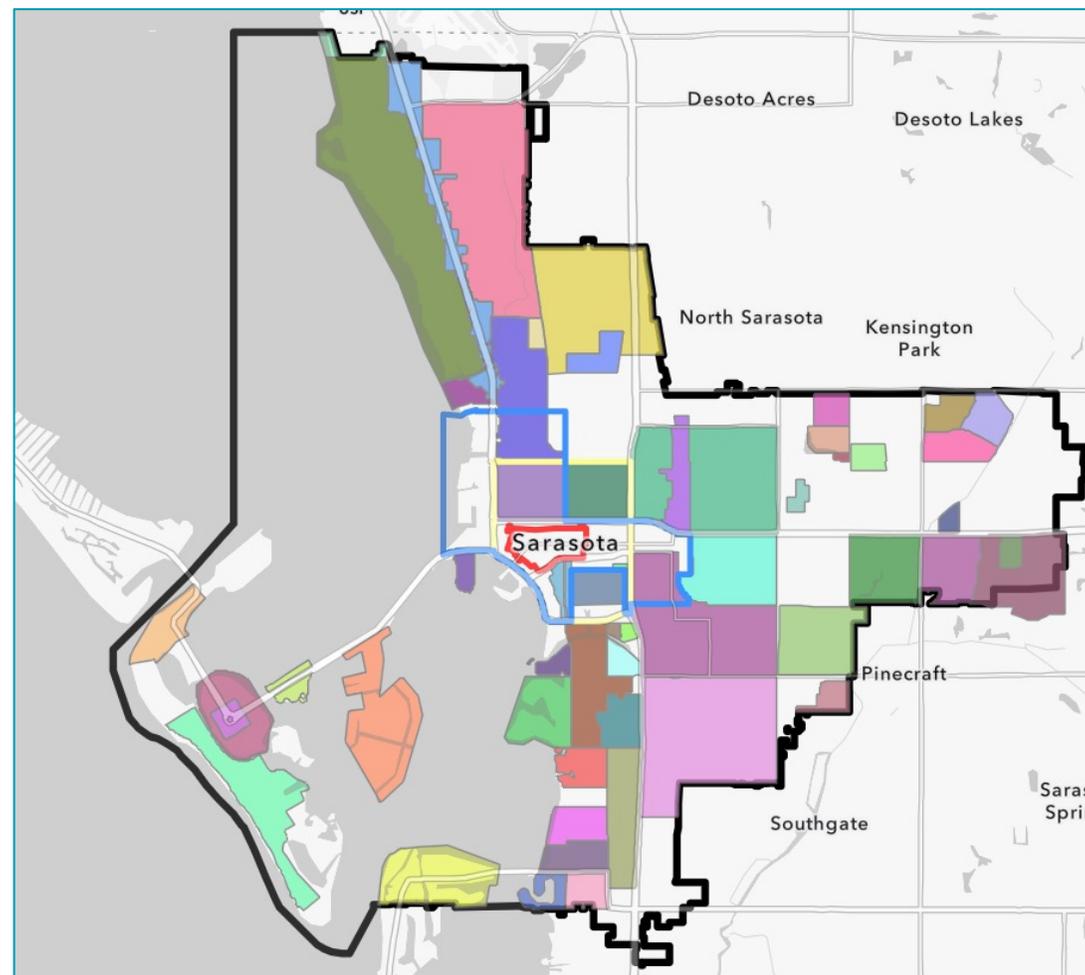
The background image shows a street scene with a brick-paved area in the foreground. On the left, there is a yellow diamond-shaped sign with a black arrow pointing down and another pointing up. On the right, there is a yellow diamond-shaped sign with a black bicycle icon and a rectangular sign below it that says "SHARE THE ROAD". The street is lined with trees and a clear blue sky is visible in the distance.

# TRAFFIC CALMING PLAN OVERVIEW



# PROJECT VISION

**Work together** with residents to design slower streets, improve neighborhood **livability**, and **take action** where **speeding** is a problem.



# OUTCOMES

## PHASE 1



- Potential Speed Limit Changes (Code Changes)
  - Requires two public hearings

## PHASE 2



- Evaluation Matrices for Collector and Arterial Roads

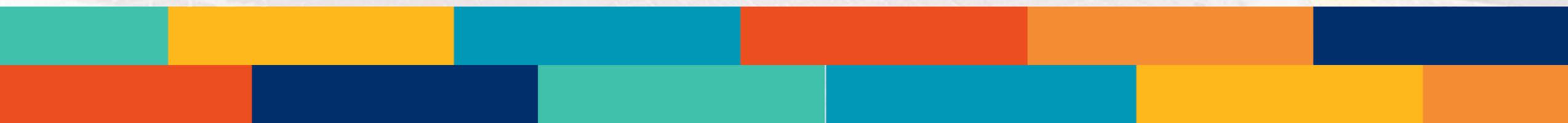
## PHASE 3



- **Neighborhood Plans**
- Implementation Strategy
- Final Report/Plan

A background image of a street scene with trees, a brick-paved area, and traffic signs. The signs include a diamond-shaped sign with a hand icon and arrows, and a diamond-shaped sign with a bicycle icon above a rectangular sign that says "SHARE THE ROAD".

# COMMUNITY ENGAGEMENT



# PLAN DEVELOPMENT

- Community engagement
  - Public meetings
  - Online survey
  - Community Think Tank
- Leadership Task Force
- Traffic calming research
- Speed study and analysis

**CITY OF SARASOTA**  
**NOTICE OF PUBLIC MEETING**

The City of Sarasota is excited to announce the launch of its Traffic Calming Plan and invites residents to participate in a town hall meeting designed to gather public input and address concerns in the City on **Wednesday, February 19, 2025**. The meeting will take place at the City Commission Chambers, Room 101, 1565 1st Street, Sarasota, FL, from 5:30 to 7:30 p.m.

We encourage residents from all neighborhoods to attend and provide feedback as we laboratorily to make Sarasota's streets safer for everyone.

**WHAT IS TRAFFIC CALMING?**  
Traffic calming is a set of roadway engineering measures that can add that alter driver behavior and reduce the negative impacts that motorists can have on neighborhoods and cyclists. Traffic calming measures include speed tables, speed bumps, chicanes, narrow lanes, raised crosswalks, and raised medians. These measures can reduce speed, vehicle noise, and increase pedestrian safety.

**UPCOMING TOWN HALL MEETING**  
February 19, 2025  
5:30pm to 7:30pm  
City Commission Chamber, Room 101  
1565 1st Street, Sarasota, FL 34326

**MEASURES THAT CAN INCLUDE:**  
• Speed tables  
• Speed bumps  
• Chicanes  
• Narrow lanes  
• Raised crosswalks  
• Raised medians  
• Median barriers

**MEMORANDUM**

**RK&K**  
402 S. Kentucky Avenue, Suite 400  
Lakeland, FL 33801  
Phone (863) 602-6001  
www.rk&k.com

Date: June 13, 2025  
To: Corinne Amaga  
From: RK&K  
Re: City of Sarasota - Traffic Calming Plan  
Subject: Speed Study Report

**1. INTRODUCTION**  
The City of Sarasota (hereinafter referred to as the City) has contracted with RK&K to develop a Traffic Calming Plan, focused on evaluating roadways within the City limits. The objective is to develop evaluation criteria for local, collector and arterial streets to identify the need for traffic calming measures. This would also include a city-wide speed study aimed at supporting speed limit adjustments made throughout the City.

The purpose of this document is to present the preliminary results of the city-wide speed study and the methodology utilized to perform the analysis. The speed study extended throughout the City's municipal boundaries, presented in Figure 1. The study included local, collector and arterial roadways.

**2. DATA COLLECTION**  
**2.1. Street Light**  
The data collection platform used for this study is a mobile device. The platform is designed to collect 85th percentile speed data from vehicles. The data is then processed and the results are displayed on a map format.

**2.1.1. Volume**  
Traffic volume data was obtained and downloaded from the City's traffic volume data system.

June 2025

City of Sarasota  
**TRAFFIC CALMING PLAN**  
**NEIGHBORHOOD THINK TANK**  
Safe speeds, stronger neighborhoods  
**April 23, 2025 | 9:15am – 10:15am**  
City Hall (Conference Room 12)  
1565 1st Street, Sarasota, FL

# EDUCATION CAMPAIGN

- Rolled out to CCNA
  - October 4, 2025
- Messaging: Neighbors requesting neighbors to slow down for each other
  - Static Clings (inside window)
  - Yard Signs



**I SLOW DOWN  
FOR MY NEIGHBORS**

***WILL YOU?***



**SAFE SPEEDS  
STRONGER NEIGHBORHOODS**



# COMMUNITY SURVEY

A community survey was conducted as part of the TCP's **information gathering** efforts in Spring 2025.

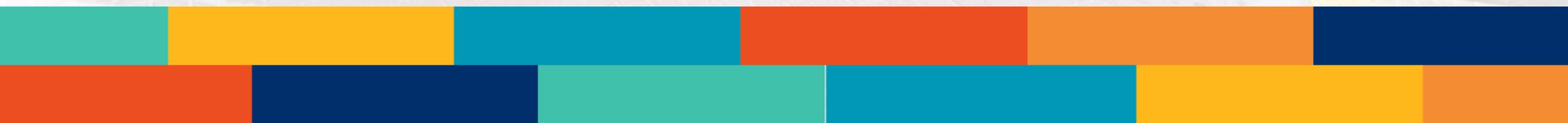
This survey covered information from demographics and **perceived safety** to **project prioritization**.

Over **500 people responded** to the survey, with **over 75%** of respondents **in favor** of implementing traffic calming plans in their neighborhood.



The background image shows a street scene with a brick-paved sidewalk in the foreground, a road with a yellow curb, and trees lining the street. On the left, there is a diamond-shaped sign with a black arrow pointing down and two black arrows pointing up. On the right, there is a diamond-shaped sign with a black bicycle icon and a rectangular sign below it that says "SHARE THE ROAD".

# TRAFFIC SPEED STUDY



# STUDY OVERVIEW

The speed study **compared the existing posted speed limits along local, collector, and arterial roadways to the 85th percentile** speed data.

The goal is to **identify roadway** segments where the recorded 85th percentile speed **exceeds the current speed limit and to determine the extent of the excess, also known as speed differential.**

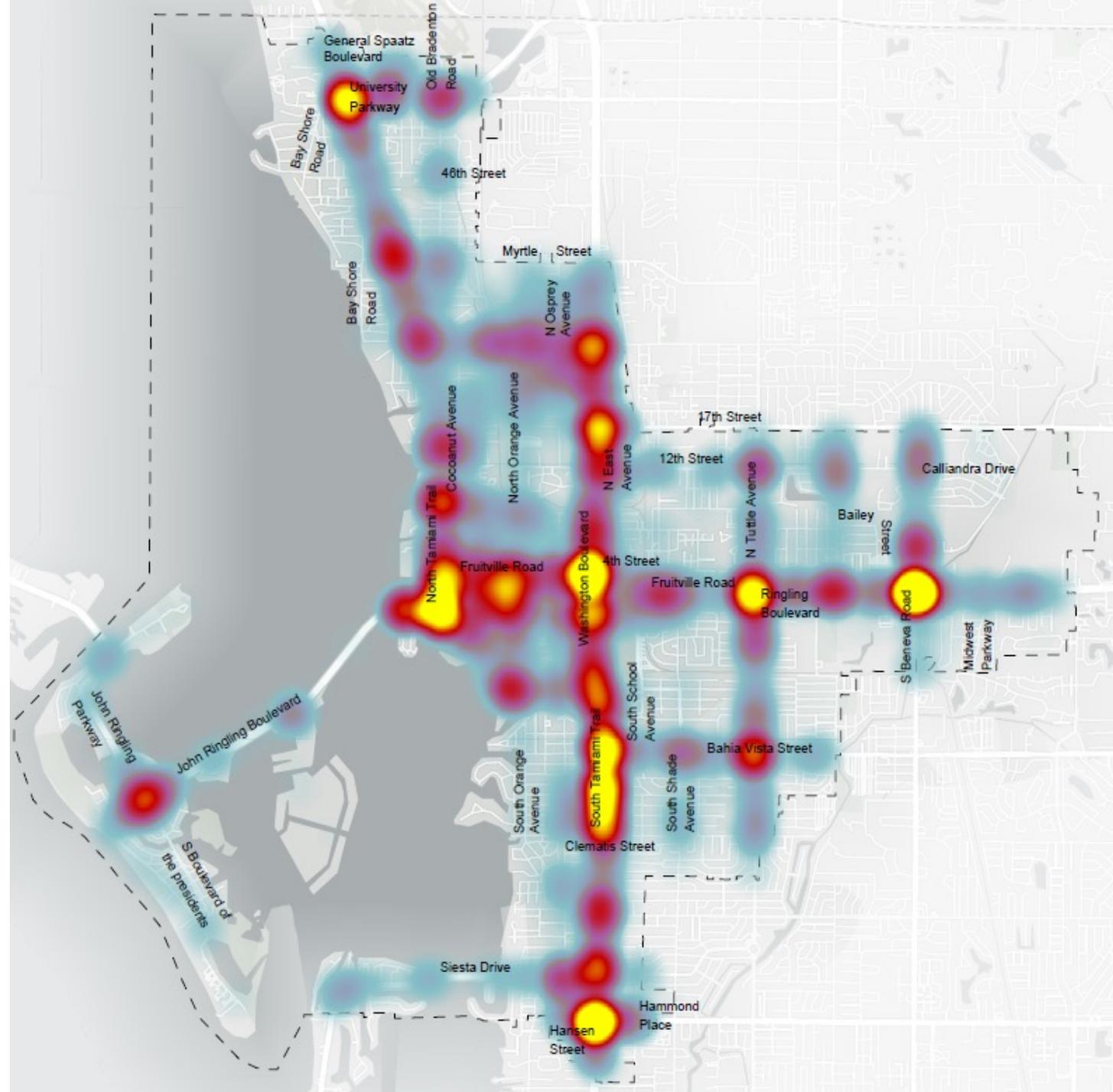
The analysis also included a test model that assumed all local roads have a 20 mph speed limit and compared the 85<sup>th</sup> percentile speeds.

## Analysis Parameters

- January 1st - December 31st, 2024
- Typical weekday (T/W/R)  
Weekend
- 12 AM to 6 AM  
6 AM to 9 AM (Morning Peak)  
9 AM to 3 PM  
3 PM to 7 PM (Afternoon Peak)  
7 PM to 12 AM

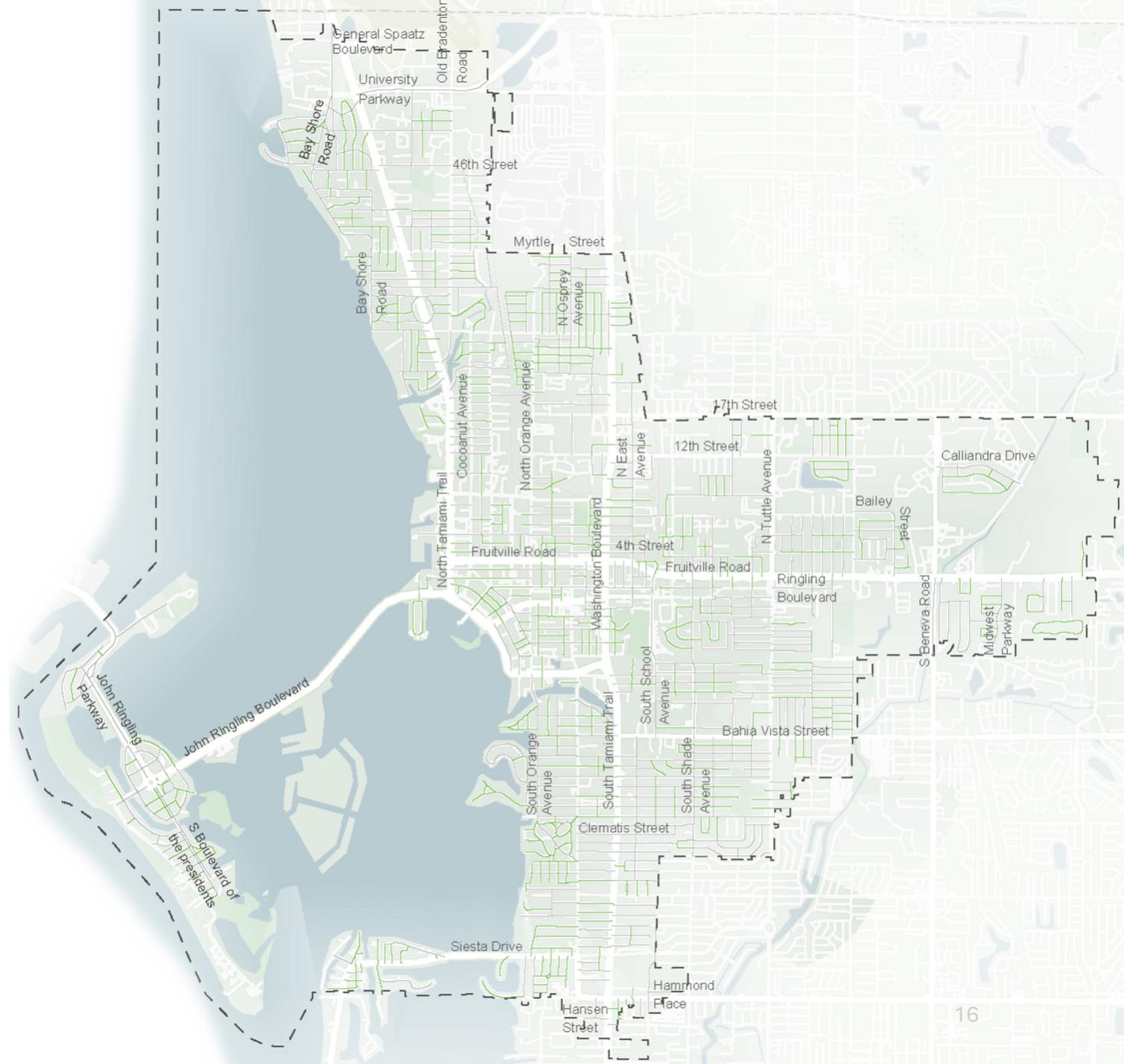
# TAKEAWAYS

- A significant portion of crashes involving cyclists and pedestrians occur on major/minor collectors and arterials
- A significant number of roads experience 85<sup>th</sup> percentile over 10 mph over the posted speed in off-peak hours
- Many local roads experience no change in the 85<sup>th</sup> percentile when the speed limit is reduced 20 mph



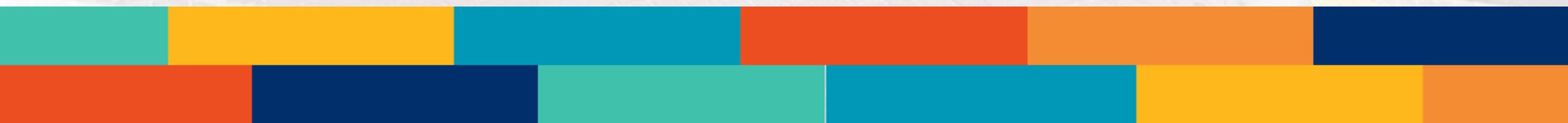
# MARCH 23

- The first public hearing for Ordinance amendments
- Reduce over 400 local road segments to 20 mph
- More information will be available on the website and in the agenda backup materials





# EVALUATION CRITERIA



# INITIAL CRITERIA – LOCAL ROADS

Description	Criteria	Possible Points
72-hour traffic count	1000 - 1499 AADT	1
	≥ 1500 AADT	2
85 <sup>th</sup> percentile compared to posted speed limit	1-5 mph	3
	6-10 mph	4
	≥ 11 mph	6
Presence of pedestrian generators	within 1/4 mile	2
Number of crashes within the last 3 years	1-3	1
	≥ 4	2
Presence of sidewalks on either side of the road	No sidewalks	1
	Sidewalks present	0

# UPDATED CRITERIA – LOCAL ROADS

Description	Criteria	Possible Points
72-hour traffic count	1000 - 1499 AADT	1
	≥ 1500 AADT	2
85 <sup>th</sup> percentile compared to proposed 20mph speed limit	1-5 mph	3
	6-10 mph	4
	≥ 11 mph	6
Presence of pedestrian generators	within 1/4 mile	2
Number of crashes within the last 3 years	1-3	1
	≥ 4	2
Absence of sidewalks on either side of the road	No sidewalks	1
	Sidewalks present	0
Presence of existing traffic calming devices	Yes (quickbuild)	-1
	Yes (permanent)	-2
	No	0

# INITIAL CRITERIA – COLLECTORS/ARTERIALS

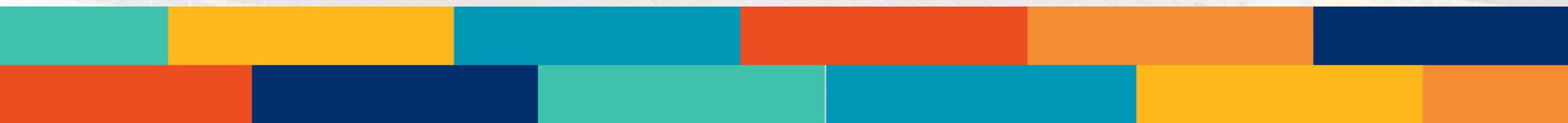
Description	Criteria	Possible Points
72-hour traffic count	<2000	0
	2000 - 4999 ADDT	1
	≥ 5000 AADT	2
85 <sup>th</sup> percentile compared to posted speed limit	6-10 mph	3
	≥ 11 mph	6
Number of crashes involving cyclists and pedestrians	0	0
	1-3	1
	4+	2
Curb cuts	RATIO TBD	TBD
Total number of lanes	2	0
	3	1
	4+	2
Presence of sidewalks on either side of the road	No sidewalks	2
	Sidewalks present	0

# INITIAL CRITERIA – COLLECTORS/ARTERIALS

Description	Criteria	Possible Points
72-hour traffic count	<2000	0
	2000 - 4999 ADDT	1
	≥ 5000 AADT	2
85 <sup>th</sup> percentile compared to posted speed limit	6-10 mph	3
	≥ 11 mph	6
Number of crashes involving cyclists and pedestrians	0	0
	1-3	1
	4+	2
Presence of sidewalks on either side of the road	No sidewalks	2
	Sidewalks present	0
Presence of traffic calming devices	Yes (quickbuild)	-1
	Yes (permanent)	-2
	No	0



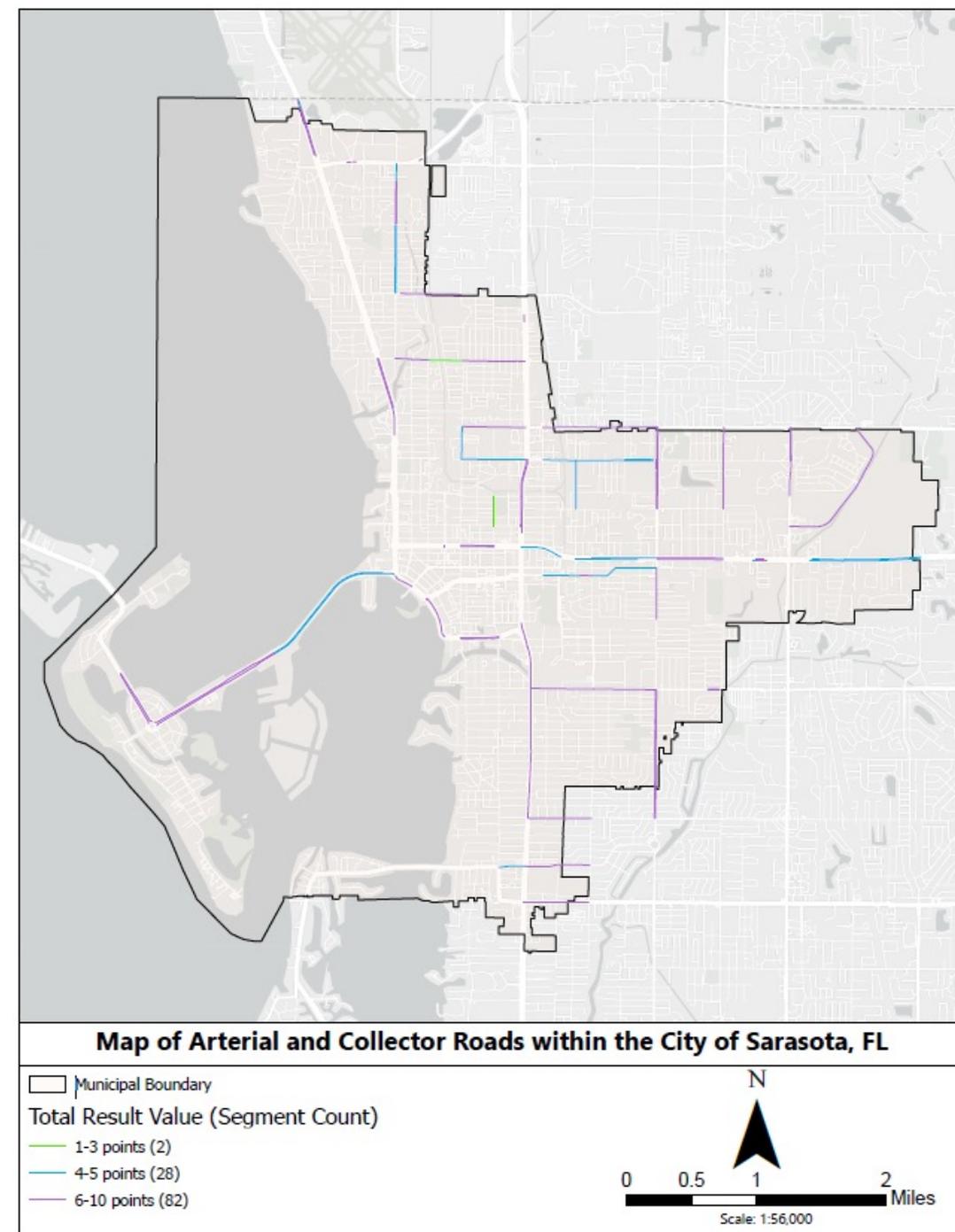
# SCORING SCRIPT



# Scoring Script Overview

To streamline scoring the roads, our team has created a script, which is a code that will automate the process using ArcGIS.

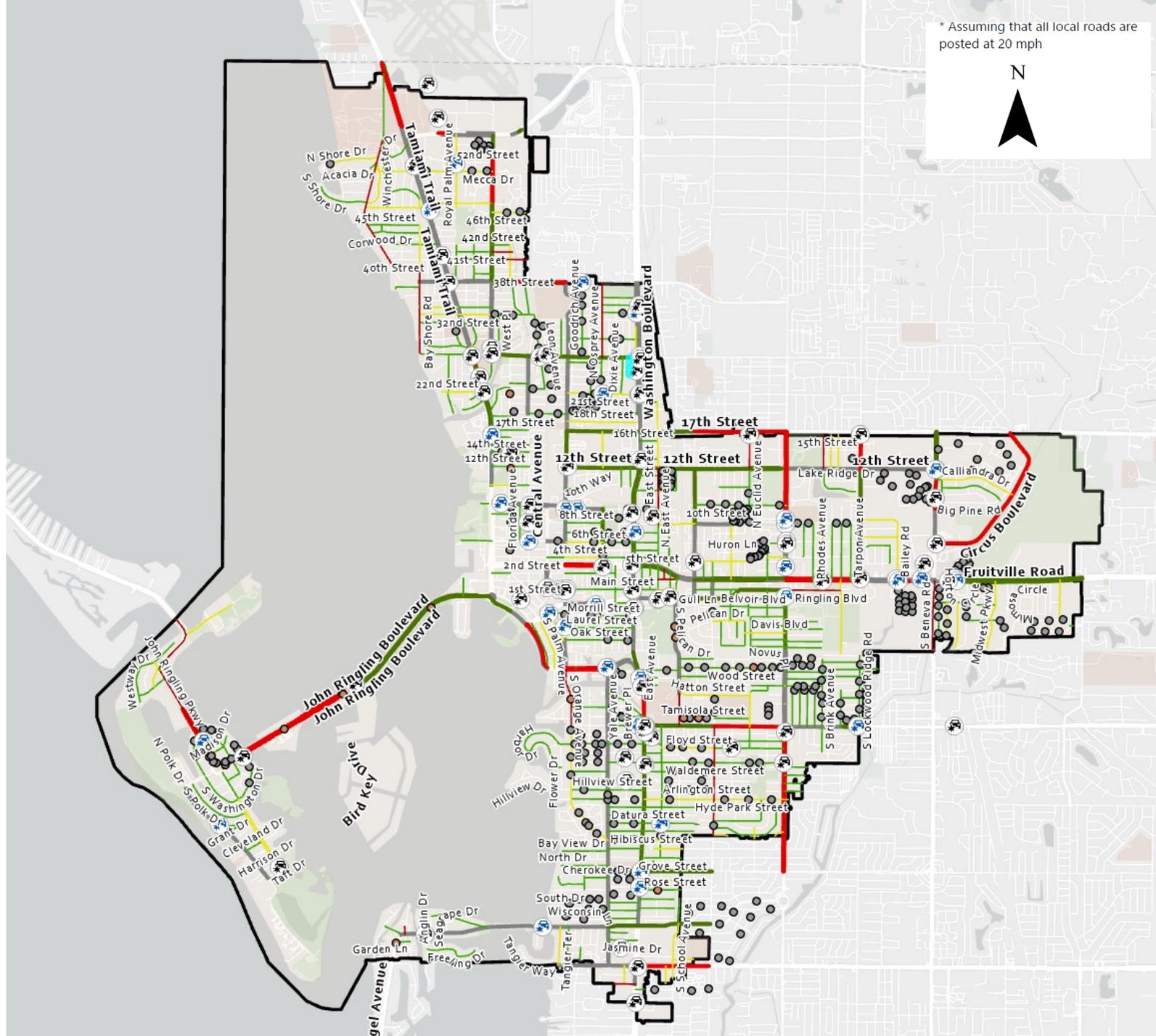
This script looks at various data sources and assign point values based on the warrant criteria we developed.



# DATA SETS

- Crashes
- Type of Crash
  -  Bicycle
  -  Pedestrian
- Traffic Calming Measures
- Calming Measures
  -  Permanent
  -  Temporary

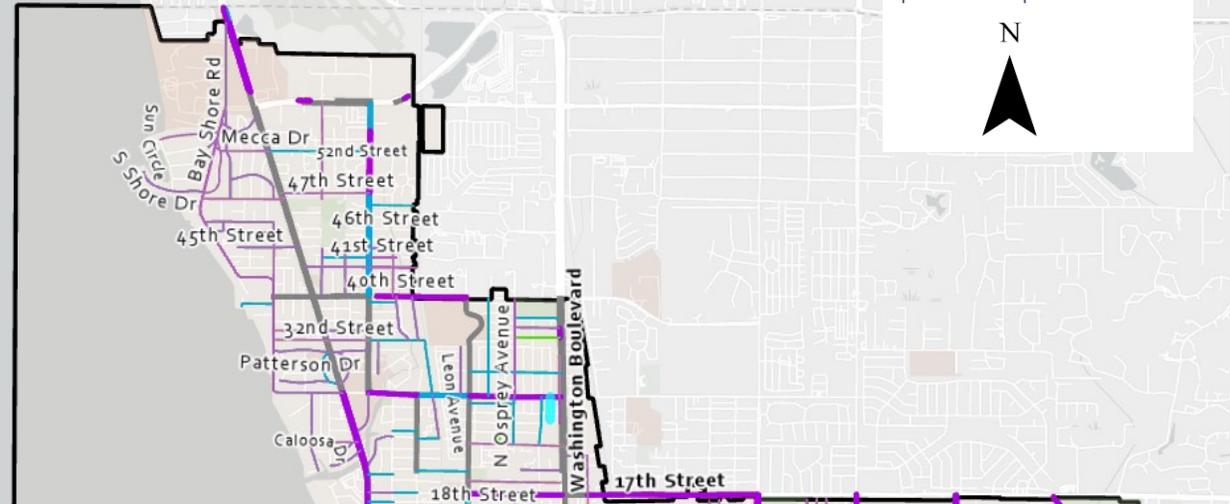
- Speeding
- Local Roads
- Speeding\*
  -  1-5 mph over
  -  5-10 mph over
  -  10 mph over
- Arterial and Collector Roads
- Speeding
  -  5-10 mph over
  -  10 mph over
- Arterial and Collector Roads
- Speeding
  -  Less than 5 mph over





# SOLUTIONS DEVELOPMENT

\* Assuming that all local roads are posted at 20 mph



Street	From	To	Segment Length (ft)	Street Width (ft)	Proposed Solution	Cost Estimates
					- Narrow to 22' travel way	
			1193	25	- MUTCD signage	\$ 3,579.00
			1289	24	- quickbuild chokers (up to 2)	\$ 11,000.00
					- narrow to 20' travel way	
			1300	24	signage	\$ 4,500.00
					- Maintenance	
			1300	25	- Narrow to 20' travel way	\$ 3,900.00
					- Narrow to 20' travel way	
			1044	23	- MUTCD signage	\$ 3,732.00
			1186	61	- Delinators in median	\$ 4,100.00
					- Mini Roundabout	\$ 500,000.00
					- Speed cushions	
					- Curb extensions @ intersections	
					- Traffic circle at Goodrich	
			1313	30	- Bikeway signage	\$ 1,000,000.00
					- Modular traffic circle @ Gillespie	
			1040	24' 20'	- Bikeway signage	\$ 500,000.00
					- Signal timing	
			1319	66	adjustments/technology	\$ 100,000.00
						\$ 2,130,811.00

It's a secret...

- Total Points
- Local Roads
  - Total Points Assigned\*
  - 1-3 points
  - 4-5 points
  - 6-12 points
- Arterial and Collector Roads
  - Total Points Assigned
  - 1-3 points
  - 4-5 points
  - 6-12 points

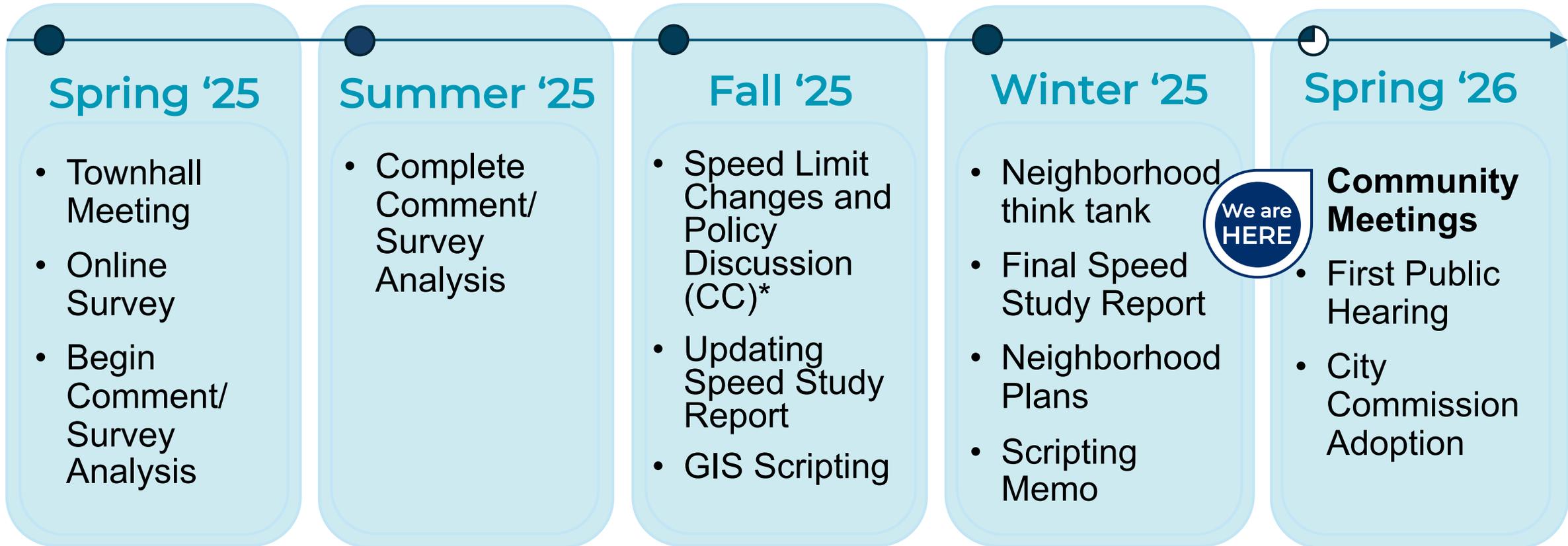


SHARE  
THE  
ROAD

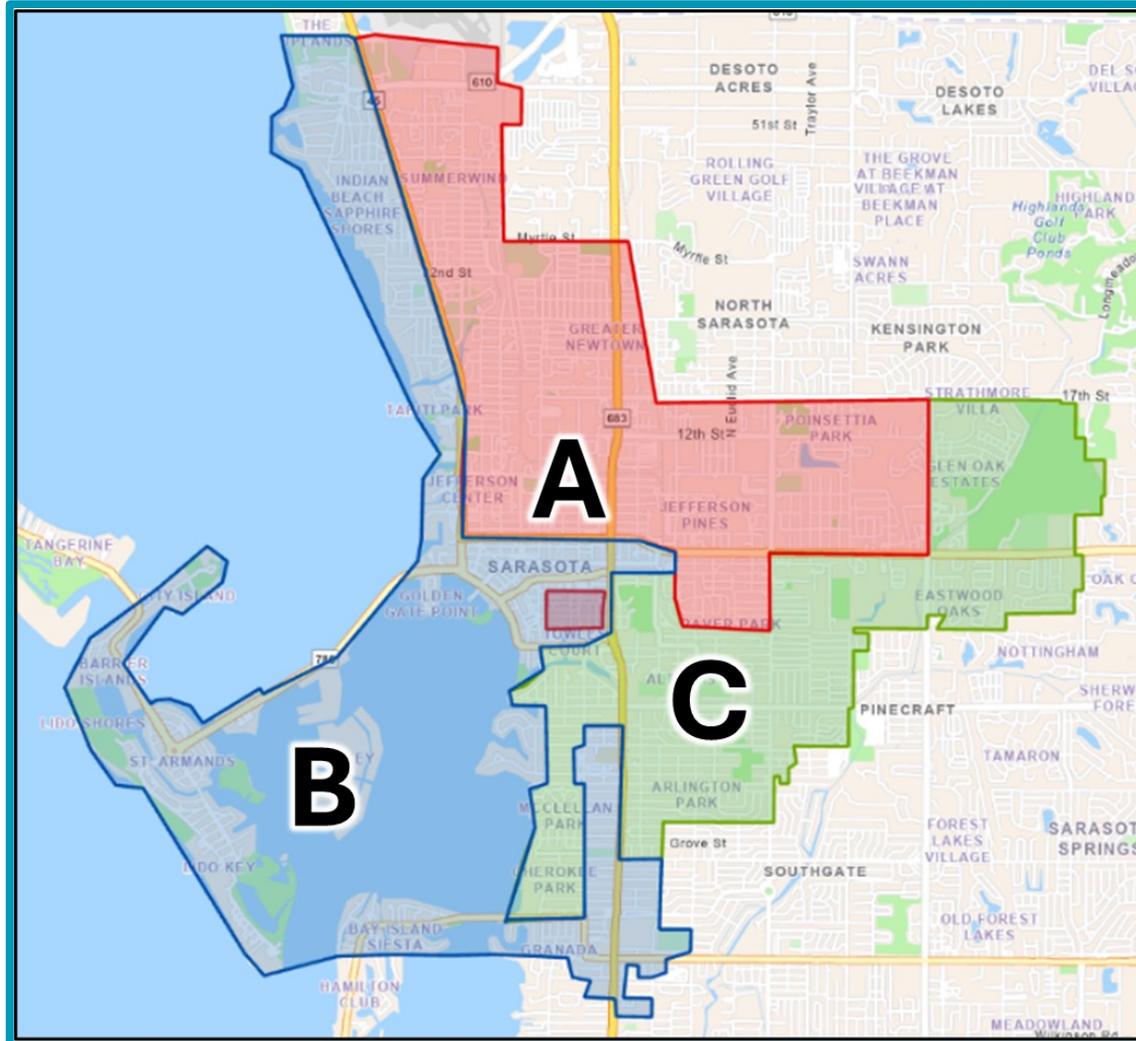
# NEXT STEPS



# PROJECT SCHEDULE



# COMMUNITY MEETINGS



## Area A Community Meeting

March 24, 2026

5:00 – 6:30 PM

Robert L. Taylor Complex  
1845 John Rivers Street Sarasota, FL

## Area B Community Meeting

March 18, 2026

5:00 – 6:30 PM

Senior Friendship Center  
1888 Brother Geenan Way

## Area C Community Meeting

March 26, 2026

5:00 – 6:30 PM

Arlington Park Basketball Court  
2650 Waldemere Street

# CONTACT

## PROJECT MANAGER

Corinne Arriaga, AICP, CPH

City Project Manager

[TransPlan@SarasotaFL.gov](mailto:TransPlan@SarasotaFL.gov)

941-263-6362

## BY MAIL

Corinne Arriaga

Transportation Planning

1761 12<sup>th</sup> Street

Sarasota, FL 34326

Keep in touch! Visit our project website at:

[www.SarasotaFL.gov/TrafficCalmingPlan](http://www.SarasotaFL.gov/TrafficCalmingPlan)