



Agenda Item Details

Meeting	Sep 25, 2019 - City Commission Meeting & Summary
Category	13. POLICY FORMATION AND DIRECTION
Subject	13.03 Approval of Revisions to the Residential Traffic Calming Program Procedure and Related Updates to City Commission Policy 602 -Residential Traffic Management Policy -- Raynetta Marshall, Underground Utilities & Public Infrastructure
Access	Public
Type	Action, Discussion
Preferred Date	Sep 25, 2019
Absolute Date	Sep 25, 2019
Fiscal Impact	No
Recommended Action	Option 1 - Approve the recommended revisions to the Residential Traffic Calming Program Procedure and related update to City Commission Policy 602 – Residential Traffic Management Policy.

Public Content

For more information, please contact: Steve Shafer, Underground Utilities & Public Infrastructure, (850) 891-2855.

Statement of Issue

In 2004, the City Commission approved revisions to the Residential Traffic Calming Program Procedure. These revisions resulted in restricting both the types of roads on which traffic calming can be implemented and the types of traffic calming techniques that can be used. Based on citizen input, industry standards and the need to improve public safety within our residential neighborhoods, staff has developed proposed modifications to the Procedure. The proposed changes will improve the current program by providing the public safety benefits of traffic calming to more neighborhoods, clarifying language on the approval process and increasing the types of traffic calming devices that can be used to better align with industry recommendations. The Residential Traffic Calming Program Procedure was established through City Commission Policy 602-Residential Traffic Management Policy. Staff is also asking for approval of modifications to the Policy to reflect changes to the Procedure and to remove outdated language that is no longer applicable. This item requests City Commission approval of revisions to the City's Traffic Calming Program Procedure and updates to City Commission Policy 602. Per City Commission direction, this agenda item also provides a brief update on transportation issues within the Killlearn neighborhood.

Recommended Action

Option 1 - Approve the recommended revisions to the Residential Traffic Calming Program Procedure and related updates to City Commission Policy 602 – Residential Traffic Management Policy.

Fiscal Impact

There is no fiscal impact associated with the approval of this item. Funding for this program will be requested through the Capital Budget process. If the requested modifications are approved, staff will request funding of \$100,000 in FY2020 to account for the increase in the number of neighborhoods that would be eligible to request implementation of traffic calming.

Supplemental Material/Issue Analysis

History/Facts & Issues

Excessive vehicle speeds on City roadways, in particular within residential neighborhoods, is a public safety concern. To address this issue, the City Commission established a Traffic Calming Program through Commission Policy 602 - Residential Traffic Management Policy, that allows citizens to request that staff review traffic speeds along residential streets and implement traffic calming on those streets if speeds are determined excessive. Traffic calming is used throughout the City on residential minor collectors and lower volume local roads to increase safety, improve pedestrian mobility and cycling conditions, improve aesthetics and property values, and to reduce noise and air pollution.

In 2004, the City Commission approved revisions to the Residential Traffic Calming Program Procedure. Major changes approved at that time included limiting the number of streets that qualify for traffic calming by removing the ability to provide traffic calming on minor collector residential streets and adding a minimum volume requirement of 400 vehicles per day for local residential streets.

Since 2004, Traffic Engineering staff have received numerous requests for traffic calming on residential minor collectors and low volume local streets that have speeding issues but do not meet the current minimum eligibility requirements for traffic calming. In response to this public safety issue, staff have developed recommended revisions to the Residential Traffic Calming Program Procedure. In drafting these revisions, staff reviewed previous traffic calming requests that have not met current criteria and reached out to numerous other cities to review current standards and practices. Staff also reviewed other traffic calming techniques recommended by the professional organizations who develop traffic calming standards and incorporated them into the Program as appropriate. A summary of proposed changes is outlined below.

Summary of significant changes to the Residential Traffic Calming Program Procedure:

1. Reduced the minimum volume criterion for local streets from 400 vehicle trips per day to 150 vehicle trips per day.

Reason for change: Prior to 2004 revisions, there was no eligibility criterion for minimum traffic volume. The subsequent establishment of the 400 trips per day minimum threshold has precluded staff from addressing speeding on streets that would otherwise qualify for the program. Lowering the minimum to 150 trips per day will provide more flexibility in addressing speeding on lower volume roadways.

2. Removed ban on traffic calming on residential minor collector streets.

Reason for addition: Prior to the 2004 revisions, traffic calming was allowed on residential minor collectors. Some of the most egregious speeding issues through residential neighborhoods occur on minor collector roadways.

The proposed revisions provide staff with the flexibility to address these issues responsibly. Traffic calming on residential minor collectors is commonly implemented by other municipalities.

3. Added new language to provide the City of Tallahassee the ability to install traffic calming on streets that may not meet other adopted criteria, to address hazardous and/or unique conditions in the interest of public safety.

Reason for addition: This is common language found in other traffic calming procedures. Hazardous and/or unique conditions could include a sharp curve with a history of speed related accidents, where additional warning signs and other methods did not work.

4. Added language on how to establish the project limits and clarified the language on what residents will be polled as to their desire for traffic calming on a given project.

Reason for change: The existing language did not address setting the “project limits”. The project limits extend from where the traffic calming devices start and where they end. Traffic Engineering staff will consult with the applicant to determine the extent of their desire for traffic calming. Staff may extend or shorten the project limits based on engineering judgment.

The language on voting procedures was revised and the new term “impact area” was added. The impact area includes the street being calmed and potentially other streets that are impacted. The residents within the “impact area” will be allowed to vote yes or no for the traffic calming. The new criteria for determining the impact area is to include streets that 1) do not have an alternate route which allows them to bypass the traffic calmed corridor or 2) are likely to be significantly impacted by diverted traffic.

5. Revised existing language to allow other types of traffic calming.

Reason for change: Revisions in 2004 limited traffic calming to speed humps, which may not be appropriate for residential minor collectors with higher speed limits and volumes. Proposed revisions allow consideration of other types of traffic calming including traffic circles, chicanes, chokers, and center island narrowing.

6. Revised the existing language to reduce the required voting approval percentage from 75% to 67%, and to clarify the required voting percentage for side streets that are located within the impact area. In the existing procedure, this impact area is referred to as the “traffic calming scheme or voting scheme”.

Reason for change: Other municipalities use a range of approval rates from 51% to 75%. Staff chose 67% as the approval rate based on the recommendations made by The Institute of Transportation Engineers (ITE). The ITE is an international educational and scientific association of transportation professionals that provides technical resources on traffic calming, transportation engineering, planning and safety.

7. The existing language for Cost Sharing was revised.

Reason for change: This language was revised to remove the requirement for cost sharing by the requesting neighborhood. Requiring cost sharing could favor wealthier neighborhoods.

In addition to the proposed revisions to the Traffic Calming Program Procedure, staff requests modifications to Commission Policy 602 – Residential Traffic Management Policy. This Policy has not been updated since 1997 and much of the language is now obsolete. Significant proposed changes to the Policy are identified below.

Summary of significant changes to Commission Policy 602:

1. Revised the Policy Purpose.

Reason for Change: The current language does not reflect the intent of the Policy to address excessive speeds and volumes within residential neighborhoods.

2. Deleted language requiring potential projects to be prioritized through a Committee.

Reason for Change: The Committee referenced in the old Policy was disbanded between 1997 and 2002. The Commission approved formal prioritization criteria as part of approved modifications to

the Traffic Calming Program Procedure, eliminating the need for the Committee. The need to modify the Policy to address the change at that time was overlooked.

Killearn Traffic Update

In an effort to better understand traffic issues raised by the Killearn residents at the September 5, 2019 Blueprint Intergovernmental Agency meeting, staff requested and held a meeting with representatives from the Killearn Homes Association on September 9, 2019. The major issues raised by the Association were safety concerns created by speeding at various locations throughout the neighborhood. Staff has initiated analyses of various streets within the neighborhood and will report their findings to the Association as they are completed. Staff will continue to meet with the association representatives on a regular basis until all existing transportation issues are identified and the appropriate reviews have concluded. It is possible that the proposed changes to the traffic calming program can benefit some streets throughout the Killearn neighborhood. However, some street segments (Shamrock South and Killarney Way) in Killearn will not be addressed by the proposed policy changes as they are classified as major collector roadways. If issues are identified along these streets, staff will work with the Association to determine appropriate solutions that can create safer and slower conditions.

Department(s) Review

City Attorney's Office has reviewed and concurs that this item meets guidelines.

Options

1. Approve the recommended revisions to the Residential Traffic Calming Program Procedure and related updates to City Commission Policy 602 – Residential Traffic Management Policy.

Pros: The proposed changes improve the current policy by providing the safety benefits of traffic calming to more neighborhoods and provides for increased options in types of traffic calming that may be utilized.

Cons: Providing the opportunity for traffic calming on more City streets may increase the demand and ultimately the required investment in traffic calming by the City.

2. Do not approve the recommended revisions to the Residential Traffic Calming Program Procedure or updates to City Commission Policy 602.

Attachments/References

1. Traffic Calming Procedures (Strike/Add Version)
2. Traffic Calming Procedures (Clean Copy)
3. City Policy 602 – Residential Traffic Management Policy (Strike/Add Version)
4. City Policy 602 – Residential Traffic Management Policy (Clean Copy)
5. Presentation

[Attach 1-Traffic Calming Procedures-strike_add.pdf \(411 KB\)](#)

[Attach 2-Traffic Calming Procedures-clean copy.pdf \(298 KB\)](#)

[Attach 3-City Policy 602-strike_add.pdf \(241 KB\)](#)

[Attach 4-City Policy 602-clean copy.pdf \(49 KB\)](#)

[Attach 5 - Presentation Traffic Calming.pdf \(1,611 KB\)](#)