

**MEMORANDUM**

**To:** Mayor Samuels  
Vice Mayor O'Brien  
Commissioner George  
Commissioner Snodgrass  
Commissioner England

**FROM:** Max Royle, City Manager 

**DATE:** June 10, 2015

**SUBJECT:** Neighborhood Traffic Management Program: Resolution 15-10, to Adopt Policies

The request a few months ago by an Ocean Walk subdivision resident for speed bumps or humps on Lee Drive and the resulting neighborhood resistance to this proposal made the Public Works Director aware that the City needed policies to help you evaluate and make decisions concerning such requests. Accordingly, he prepared a list of policies, which he based on over a dozen neighborhood traffic management plans and programs from other cities, and which you reviewed at your June 1, 2015 meeting. You made a few minor changes to the draft, and asked that it be presented to you at your July meeting.

Attached is the revised draft along with Resolution 15-10, which will adopt the policies for the Neighborhood Traffic Management Program.

Should you find the policies acceptable, we ask that you approve Resolution 15-10.

## RESOLUTION 15-10

CITY OF ST. AUGUSTINE BEACH  
ST. JOHNS COUNTY  
FLORIDA

RE: TO ADOPT POLICIES FOR  
NEIGHBORHOOD TRAFFIC  
MANAGEMENT PROGRAM

The City Commission of St. Augustine Beach, St. Johns County, Florida, in regular meeting duly assembled on Monday, July 6, 2015, resolves as follows:

**WHEREAS**, the City from time to time receives requests from citizens and/or neighborhood associations for traffic calming devices; and

**WHEREAS**, the City at this time has no consistent policies for the review and evaluation of such requests; and

**WHEREAS**, consistent policies will help the City Commission evaluate the support a particular neighborhood or subdivision has for traffic calming devices.

**NOW, THEREFORE, BE IT RESOLVED**, that the City Commission of the City of St. Augustine Beach, St. Johns County, Florida, hereby adopts the attached "Exhibit A," which states the neighborhood traffic management program policies.

**RESOLVED AND DONE**, this 6th day of July, 2015, by the City Commission of the City of St. Augustine Beach, St. Johns County, Florida.

\_\_\_\_\_  
Mayor – Commissioner

ATTEST:

\_\_\_\_\_  
City Manager

# **City of St. Augustine Beach Neighborhood Traffic Management Program**

## **Introduction**

The City of St. Augustine Beach is committed to promoting and preserving safe, livable neighborhoods, to enhancing pedestrian and bicycle access to neighborhood destinations and to improving the overall quality of life. The City Commission is aware that speeding is the most common residential traffic complaint reported to law enforcement. Local residents or visitors in a hurry to get to work or home, may have become over familiar with conditions and ignore residential speed limits, resulting in concerns of safety and quality of life issues. Residents living on these local roads may also perceive a danger to children playing outdoors, or hazards to walkers, joggers and bicycle riders.

The purpose of this program is to present ways in which residents can find solutions to residential traffic problems as approved by the City Commission. Residential traffic concerns should be reviewed on a case-by-case basis. There are many steps in a traffic management program and several factors to be considered including; the surrounding roadway network, resident access, speeds and/or volume of traffic, accident history, and temporary conditions (e.g. construction). Each situation should be reviewed with respect to the available traffic calming measures that have been, or could be, found effective to address the neighborhood traffic concern.

The Institute of Transportation of Engineers (ITE) defines traffic calming as *“the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.”* Effective traffic calming involves a combination of communicating and educating the neighborhood residents, law enforcement, and engineering measures. A successful traffic management program will provide a process to address neighborhood traffic concerns, balancing the needs of the entire neighborhood, with that of the community.

The City of St. Augustine Beach Neighborhood Traffic Management Program (NTMP) is only applicable to City streets and neighborhood roads that are not classified as collector roads. A collector road draws traffic from local residential neighborhood roads in order to provide access to other collector or arterial roads. The program does not apply to roads owned and maintained by either St. Johns County or the Florida Department of Transportation. In cases where a home owners association responsible for the ownership and maintenance of the streets are interested in traffic calming many of the same program steps can be employed. The City needs to review and approve all proposed traffic calming measures, even for privately owned and maintained streets. The following steps are suggested for the City of St. Augustine Beach NTMP.

## **Education, Enforcement, Engineering**

The traffic calming process begins with a combination of EDUCATION, ENFORCEMENT and "passive" ENGINEERING techniques. When citizens ask for help with traffic problems on their street the City will conduct a field study and collect traffic speed and volume data in order to assess the severity of the problem. If any obvious safety problems are discovered the City will take immediate corrective action. If traffic data shows that a speeding problem exists (or any other problem that is correctable by enforcement) the Police Department will be called upon to assist with the education and increase the enforcement effort. A documented history of police presence on the target streets helps to assess the effectiveness of the increased enforcement.

### **Speed Control Criteria**

The Florida Department of Transportation manual Speed Zoning For Highways, Roads & Streets provides the following definition, concepts, and guideline (in support of altering the maximum speed within any municipality as stipulated by Florida Statute 316.189).

The **85th** percentile speed is defined as the speed at or below which 85 percent of the observed free-flowing vehicles are traveling.

Spot speed studies historically showed that the 85th and 15th percentile observed speeds generally describes the high and low speeds observed by most reasonable drivers. It is generally thought that the upper and lower 15% of the observed speeds are too fast or too slow for existing conditions. It is for these out of range operating speeds that the practice of speed zoning strives to achieve its objective of providing realistic speed restrictions to which meaningful enforcement can be applied.

Drivers tend to pay less attention to speed limit signs, which they consider unreasonable unless there is an inordinate degree of enforcement. Unreasonably low posted speed limits are commonly violated by drivers essentially making enforcement difficult and operating speeds higher than what would exist with proper realistic posted speed limits.

A speed limit should not differ from the **85th** percentile speed by more than **3 mph** and it shall not be less than **8 mph**. A speed limit of 4 to 8 mph less than the **85th** percentile speed shall be supported by a supplemental investigation.

Example: A measured **85th** percentile speed of 24 mph would result in a 20 or 25 mph speed limit. A minimum potential speed limit below 20 mph would require a supplemental investigation or special conditions. Any speed zone alteration on a City street shall be approved by the City Commission.

## **Cut Through Traffic**

Cut through traffic on neighborhood streets is defined as residential or commercial traffic not directly associated with the residences directly adjoining the street. There may be several reasons drivers choose one street over another including; avoiding traffic signals or congestion, avoiding poor pavement conditions, improper speed limits, and avoiding traffic calming measures.

Publically owned streets are dedicated for the use of the public, and as such cut through traffic can be difficult to identify, or address. Employing traffic calming measures on one street can potentially divert traffic to another. Cut through traffic is often associated with speeding that may be correctable by enforcement.

## **Horizontal / Vertical Traffic Calming Measures**

Horizontal traffic calming measures can include pavement markings but typically include physical measures to narrow the travel lanes or deflect the vehicles out of a straight line. Traffic medians, traffic circles and/or roundabouts are all examples of horizontal traffic calming measures. Vertical traffic calming measures include speed bumps, speed humps, and speed tables. Examples of speed humps and tables are shown in Figures 1 and 2.

Each potential application of horizontal / vertical traffic calming measures is unique to a specific location. However, in general, the majority of the neighborhood residential streets and intersections in the City of St. Augustine Beach present significant engineering challenges to successfully employ horizontal traffic calming measures due to the width of the right-of-way or pavement.

Speed humps and speed tables will be considered on an individual case basis and must meet the following design standards.

## **Design Standards and Locations**

### **Speed Hump / Speed Table Design Standards**

1. Speed hump profiles shall be 12' long with a parabolic cross section (Figure 1). Speed table profiles shall be 22' long with a 10' flat top (Figure 2). Both shall be raised asphalt pavement with a height of approximately 3-4 inches.
2. The speed humps/tables shall be installed across the entire roadway to the lip of the gutter with the last one foot tapered flush with the pavement to minimize gutter running and to preserve drainage flows.
3. Devices may be installed in City right-of-way to prevent vehicles from traveling around the speed hump/table.

### **Positioning Speed Humps / Speed Tables**

1. The City of St. Augustine Beach will determine the final location of all speed humps/tables in accordance with these guidelines and safe traffic engineering principles.
2. Speed humps/tables shall be placed from 30 to 200 feet away from tight turns.
3. Speed humps/tables shall be spaced from 200 to 400 feet apart to adequately manage speeds along the street.
4. The final positioning of the device shall take into consideration the following which should be field verified prior to installation:
  - a. Speed humps/tables shall be installed at least 8 feet away from driveways.
  - b. Speed humps/tables shall not be installed over, or contain, manholes, water valves or be located adjacent to fire hydrants.
  - c. Speed humps/tables located near drainage inlets shall be installed downstream of storm drain inlet.
  - d. Speed humps/tables should be located near streetlights (where possible) to illuminate them at night. Installation of humps/tables should take advantage of existing or planned street lighting. The Public Works Department shall handle all streetlight issues.
  - e. The City of St. Augustine Beach may restrict parking within 50 feet of the speed hump/table (on the approach sides) if deemed necessary.
  - f. The speed humps/tables shall neither be located in horizontal or vertical curves where line of sight of the speed hump/table is limited, nor on approaches to these curves.
  - g. Speed humps/tables shall not be installed within 75 feet of an uncontrolled intersection.

### **Pavement Markings**

1. White arrow shaped markings shall be painted on each speed hump/table in the direction of vehicle travel. These markings increase the visual impact of the speed hump/table by increasing motorist awareness. (Figures 1 & 2)

### **Warning Signs**

1. A permanent warning sign reading "Speed Hump/Table Ahead" will be installed in both directions to notify motorists of the speed hump/table. Physical right-of-way conditions will dictate exact sign placement.
2. Speed advisory signs stating the recommended speed limit shall be installed on the speed hump warning sign.
3. The Public Works Department shall determine final location of warning signs.

## **Signage**

It is recognized that regulatory signage can become excessive, confusing and ultimately ignored. In an effort to reduce the number of overall warning and regulatory signs in neighborhoods the NTMP will attempt to minimize, reduce and/or consolidate signage where feasible, however in some cases additional signage may be necessary.

Standard signing and pavement markings for warning and regulatory signs, and traffic calming features, shall be used as detailed in accordance with the Federally adopted Manual of Uniform Traffic Control Devices (MUTCD). Signage shall include a yellow warning sign at each feature. In the event a series of traffic calming features are installed without intersecting side street conflicts, one advance warning sign may be used to warn motorists. Minimal additional signage and/or pavement markings, such as white edge line striping and raised reflective pavement markers may also be necessary.

## **Adjacent Property Owner Agreement**

Property owners adjacent to each proposed speed hump/table employing vertical/horizontal deflection must agree in writing to construction.

## **Emergency Services**

Traffic calming features may cause delay in emergency response times to residences in neighborhood areas where projects have been installed. The Police Department and Fire-Rescue services will participate in the planning process in an effort to minimize potential impacts on emergency response times.

## **Sidewalks/Bike Paths**

In areas without sidewalks, the City may recommend that residents pursue the installation of sidewalks in lieu of, or in addition to other traffic calming measures. Funding for sidewalk/bike path projects may need to be appropriated through the City's Capital Improvement Planning process, or through a special assessment, as determined by the City Commission.

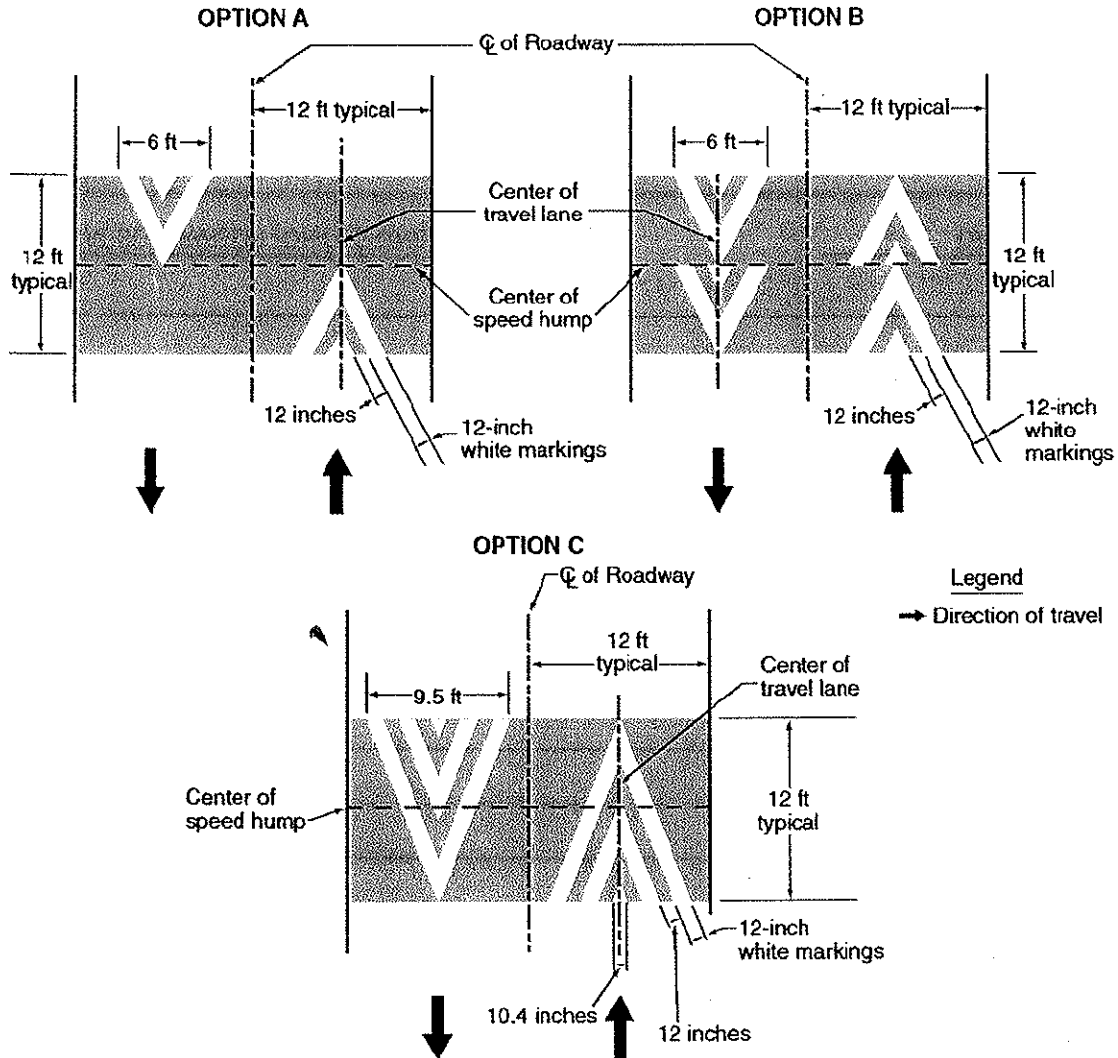
## **Neighborhood Traffic Management Program Project Steps**

1. Problem Identification
  - a. The process starts with a citizen's initial contact identifying the problem (i.e. speeding, cut through traffic, etc.) and completing a Community Action Request Form.
2. Investigation & Data Collection
  - a. Research previous complaints, studies, crash/enforcement history.
  - b. Interview citizen contact for times, specific violators, etc.
  - c. Conduct traffic data collection (daily volumes, vehicular speeds, etc.).
  - d. Consider / implement countermeasures or passive measures
    - i. Stepped up police enforcement
    - ii. Additional/relocated traffic signage
    - iii. Speed display trailer
    - iv. Pavement markings
  - e. Periodically re-evaluate
3. Request for traffic calming measures
  - a. Officially poll/survey the neighborhood to ascertain/develop consensus
    - i. Action requires affirmative response of 50%
4. Feasibility & Preliminary Design
  - a. Research street layout, traffic patterns, existing traffic control devices
  - b. Determine appropriate and feasible traffic calming strategies
    - i. Enhanced enforcement
    - ii. Revised speed limit
    - iii. Vertical deflection – speed bumps, humps, tables
    - iv. Horizontal deflection – traffic medians, chokers, chicanes, diverters, narrowing
    - v. Surface treatment, landscaping
  - c. Evaluate emergency responder/public safety access concerns
  - d. Develop project cost estimates
5. Petition of Support
  - a. Before the project can proceed the City must receive a petition of support signed by the property owners within the designated impact area. If the petition is not returned the project ends at this point, at the discretion of the City Commission.
6. Final Design Plan
  - a. Traffic calming techniques to be employed will be designed in conformance with sound engineering judgement and planning practices.
7. Commission Approval
8. Project Construction



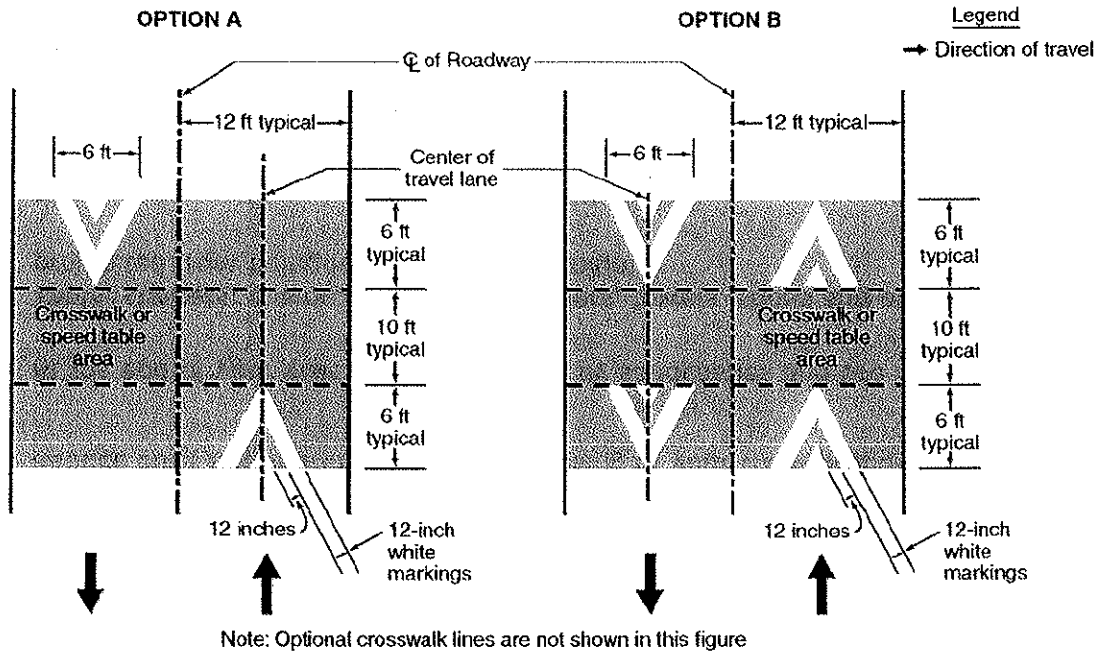
Figure 1

Speed Humps with Optional Pavement Markings



**FIGURE 2**

**Speed Tables with Optional Pavement Markings**





# City of St. Augustine Beach

## Neighborhood Traffic Management Program

### Community Action Request Form

Thank you for expressing interest in the City of St. Augustine Beach's Neighborhood Traffic Management Program (NTMP). Please fill out this form as completely as possible, describing your particular concern and return to the City of St. Augustine Beach Public Works Department, 2200 S.R. A1A S., St. Augustine Beach, FL 32080

Contact Person: \_\_\_\_\_ Phone: \_\_\_\_\_  
Address: \_\_\_\_\_ Email: \_\_\_\_\_  
Date: \_\_\_\_\_

Neighborhood Association (if applicable): \_\_\_\_\_

Please describe your traffic concern (please circle one)

Speeding      Cut-through      Pedestrian/Bike safety      Other

Approximate time of day that problem occurs: \_\_\_\_\_

Please identify the street(s) and/or intersection(s) where the problem occurs

\_\_\_\_\_

Please provide any other information that you feel is important. Please feel free to include any photos or maps to better describe your concern.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please include signatures of at least five (5) other residents that share your concern:

Name	Address	Signature	Phone or Email