City of Safety Harbor Traffic Calming Program

Policy Adopted January 2003
Revised May 2007 and December 2008

City of Safety Harbor

OVERVIEW OF TRAFFIC CALMING PROCEDURES

1. Citizen instigates the procedure by submitting the application form which names the boundaries of the area to be considered (usually a certain length of roadway, or a particular neighborhood) and agrees to become the applicant or contact person in the petitioning work that follows.
2. City Engineer agrees to the requested study boundaries or negotiates a boundary change with the applicant, determines whether the involved street(s) are eligible for calming and performs the traffic counts which determine whether the traffic situation in the study area meets the speed or volume criteria for calming.
3. If the road classification or traffic counts do not meet the criteria for calming the applicant is informed and the exercise is ended.
   If the road classification and traffic situation meets the criteria for calming, a study is performed by the engineering department to determine the appropriate calming device(s) which might be employed.
4. A meeting is held with the residents to present the data and traffic calming options, receive comments, and develop a final recommendation.
5. A petition describing the specific recommended calming device(s) is prepared by the engineering department and circulated by the applicant. A map with the property addresses is provided. The petition must be signed yes or no by the head-of-household (or resident adult) of 80 percent of the affected residences and must reflect a yes vote by 75 percent of the participating voters. The petition must be returned within 90 days from the date of issuance.
6. Upon meeting all requirements, the matter is scheduled for a city commission meeting and a final determination is made by city commission. The city will accomplish any plan so approved.

For your reference, the approved Traffic Calming Program is available for viewing and download at www.cityofsafetyharbor.com. From the home page, click on City Government, Departments, Engineering , then on “Traffic.”

Introduction

Your City Commission is aware that speeding and excessive traffic volume are two of the most common neighborhood traffic complaints reported to local law enforcement and City officials.

Development in Pinellas County has drastically increased the number of vehicles on the roads during peak commuter hours. Frustrated commuters often resort to the use of local roads and streets to bypass congested highways or overloaded intersections. Usually in a hurry to get to work or home, commuters often ignore neighborhood speed limits. The result is an ever-increasing number of concerns from neighborhood areas over “safety” and “quality of life” issues.

Residents who live on these local roads perceive a danger to children playing outdoors, while others fear increased auto exhaust pollution, road noise, crime or hazards to walkers, joggers and bicycle riders. Such concerns can lead neighborhoods to organize in an effort to convince elected officials to take action to alleviate these situations.

The City Commission has adopted this “traffic calming” program to help residents find solutions to their neighborhood traffic problems. Traffic calming involves changes in street alignment, installation of barriers and other physical measures to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes. When possible a traffic calming program should be planned and implement improvements on an area-wide basis, with multiple streets treated at the same time. Consideration is given to a variety of neighborhood traffic concerns and to the characteristics of these concerns on a case-by-case basis. Each situation is reviewed with respect to the available traffic control measures that have been, or could be found, effective to alleviate undesirable neighborhood traffic conditions.

There are many factors taken into consideration when reviewing neighborhood traffic concerns to determine the most feasible traffic control measures. *These factors include:* the surrounding roadway network, resident and emergency vehicle access, speeds and/or volume of traffic, accident or crash history and construction in the nearby area. This publication outlines the guidelines and procedures, which can be used to develop the optimum solution or solutions to each particular situation.

The standards, criteria and traffic engineering principles incorporated in this procedure are in substantial keeping with those recognized by the following organizations:

- Federal Highway Administration (FHWA)
- Florida Department of Transportation (FDOT)
- American Association of State Highway Transportation Officials (AASHTO)
- Institute of Transportation Engineers (ITE)

TABLE OF CONTENTS

What Roads Are Covered In This Program?

The traffic calming control measures provided in this publication are specifically designed for neighborhood roads and streets that are classified as local streets or minor collector roads, as defined in the City's Comprehensive Plan. Arterial roadways and major collector roadways cannot be considered for traffic calming devices under the guidelines of this program.

Eligibility Requirements for Local Roads

- Must be classified as a local street and have a daily traffic volume less than 3,000 vehicles per day.
- Must not be designated as a primary emergency service response route.
- Must not provide for more than one moving traffic lane in each direction.
- Must not have a posted speed limit greater than 30 MPH.

Eligibility Requirements for Minor Collector Roads

- Must be classified as a minor collector and have between 3,000 and 6,000 vehicles per day traveling the subject roadway.
- Must not be designated as a primary emergency service response route.
- Must not provide for more than one moving traffic lane in each direction.
- Must not have a posted speed limit greater than 30 MPH.

The City may enter into joint usage projects with neighboring municipalities where jurisdiction is shared by both parties. If the municipality does not wish to participate in the traffic calming project, The City will evaluate and study the need for traffic calming along that portion of the roadway that falls under its jurisdiction.

Who Pays For Control Measures?

Roadway changes intended to reduce speeding and/or discourage non-local motorists can result in costly construction. The City has established an annual budget for the purpose of traffic management; however, if traffic calming involves an island, for example, landscaping and maintenance of same will be the responsibility of the neighborhood.

Who May Request Traffic Calming

Any citizen of Safety Harbor, Neighborhood Association or Law Enforcement Officer may make application for traffic calming. In addition, the City Commission or City Engineering Department may initiate the process. The process is the same for all applicants.

STEP 1 - INITIATION OF REQUEST

Upon receiving a completed Project Application Form for traffic calming from the person who agrees to serve as the requesting Applicant, and who has agreed with the City Engineer as to the boundaries of the study area, the city engineering staff will perform an initial investigation and traffic count. The purpose of this investigation and count is to determine if the roadway in question is functionally classified as a local or minor collector, is not a primary emergency response route as determined by the Safety Harbor Fire Department, and that the speed and volume counts indicate that the traffic situation meets the criteria of the traffic calming policy for the installation of traffic calming devices. If the street(s) involved are not eligible for traffic calming or if the initial speed and volume counts do not meet the criteria established in the traffic calming program/policy the exercise is terminated and the applicant notified.

STEP 2 - DATA COLLECTION

If the initial investigation and traffic counts indicate that the criteria for traffic calming has been met, the engineering staff will conduct further study which may include all of the following parameters:

- Traffic conditions at the location
- Motorists’ travel patterns
- 24-hour traffic counts
- Vehicle turning movement counts
- Pedestrian counts
- Collision diagram studies

* Existing traffic signs and markings
* Emergency services concerns
* Vehicle speed recordings
* Origination/Destination study
* Accident report summary

STEP 3 - ENGINEERING STAFF ANALYSIS & RECOMMENDATION

The City’s Engineering staff will analyze the collected data and other available information in determining appropriate traffic control tools/measures for recommendation.

Criteria for the establishment of traffic control

SPEED:

- When 85 percent of the traffic is traveling at a speed more than 10 MPH above the posted speed limit, but in no case less than 35 MPH, regardless of the posted speed limit.

VOLUME:

- When the average daily traffic is 250 or more vehicles per day and 10 percent or more of the average daily traffic occurs in any one hour.

STEP 4 - PUBLIC MEETING WITH ENGINEERING STAFF

A Public Meeting will be conducted by the City Engineering staff to inform and advise residents of the traffic control measures being considered within the traffic study area.

Residents within the community of proposed traffic control measures may express their views and opinions regarding residential traffic calming methods to be used in their neighborhood at the Public Meeting. Placards/signs will be posted at strategic sites within the neighborhood at least 14 days prior to the scheduled meeting.

STEP 5 - PETITION PROCESS

A petition allowing the study area to vote yes or no on the recommendation described in the petition will be issued by the Engineering staff to the applicant. The applicant will receive a map highlighting the area properties to be petitioned. The petition area map will depict the properties adjacent to the study boundaries and that are directly affected by high speed and/or excessive volumes of traffic.

The applicant is required to obtain signatures, either for or against, of 80% of the head-of-households of the adjacent, residential properties in the affected area. If the applicant cannot accomplish the 80% participation requirement, certified mail receipts may be used to meet this requirement. The City staff shall handle the certified mail outs. Each affected residential property shall be counted as one vote, regardless of the number of separate properties owned. In the case of multiple owners, only one vote shall be counted for that property. A minimum of 75% of the participating residential, adjacent properties within the affected area must be in favor of the proposed traffic control measures before they can be considered for approval.

The applicant has 90 days to return the completed petition. Petitions not received within the 90 day period will be deemed null and no further action will be taken. If requested by the applicant prior to the expiration of the initial 90 day period, a one-time extension of the 90 days may be granted by the Engineering staff. However, in no case will petitions be accepted later than 180 days from the beginning of the initial signature period.

If a location fails to achieve the necessary petition majority within the signature period, the petition process may not be repeated for a period of three years from the date the signature period expires.

STEP 6 - CITY COMMISSION’S CONSIDERATION FOR APPROVAL

Upon receipt of a petition with the required minimum percentage of affirmative signatures, the matter will be scheduled for City Commission consideration at a regularly scheduled City Commission meeting. The City Commission may take whatever action it deems in the public interest.

EMERGENCY PROCEDURES

The City may, at its option, install traffic control measures in emergency situations as requested by the Sheriff or as supported by traffic studies.

WHO DO I CALL FOR HELP?

Should you have any questions regarding our program, please feel free to call one of our Engineering staff at **727-724-1555**

REMOVAL OF TRAFFIC CALMING DEVICES

Traffic calming devices can only be installed via a petition with 75% endorsement in favor of the device. If a neighborhood which has had traffic calming devices installed should want the devices removed, they may do so, provided that the following conditions are met.

CRITERIA TO REMOVE EXISTING TRAFFIC CALMING DEVICES

- The traffic calming device in question must be in place for a minimum three-year period.
- The owners of five (5) separate properties in the neighborhood must sign the Request for Removal petition.
- The new petition must include the same affected area as the original.
- Approval of 75% of the properties in the original affected area is required for consideration for removal of the traffic calming devices.
- City Commission must approve all removal petitions.

APPENDIX A:

TRAFFIC CALMING OPTIONS

ROAD STRIPING

Definition: Highlighting various areas of the road to increase the driver's awareness of certain conditions, (e.g., edge of road striping to create a narrowing/slowing effect while defining space of cyclist).

ADVANTAGES	DISADVANTAGES
• Inexpensive. • May reduce speed. • Edge treatment increases safety of cyclists and pedestrians. • Low maintenance.	• May not be as effective as other structured techniques.

EVALUATION CONSIDERATIONS

SAFETY ◄-----------------------------------► POSSIBLE IMPROVEMENT
SPEED REDUCTION ◄-----------------------------------► POSSIBLE
TRAFFIC REDUCTION ◄-----------------------------------► NO
FUEL CONSUMPTION ◄-----------------------------------► NO EFFECT
POLLUTION ◄-----------------------------------► NO EFFECT
COST EFFECTIVENESS ◄-----------------------------------► LOW
EMERGENCY SERVICES ◄-----------------------------------► NO EFFECT

RADAR SPEED MONITORING TRAILER

Definition: Mobile Radar Display advises motorists of their speed.

ADVANTAGES	DISADVANTAGES
• Educational tool. • Very good public relations tool. • Useful especially in school and construction zones where spot speed reduction is important.	• Requires periodic enforcement. • Effective for limited duration. • Unit moves frequently, which requires personnel.

EVALUATION CONSIDERATIONS

SAFETY ←------------------------------------→ POSSIBLE IMPROVEMENT
SPEED REDUCTION ←------------------------------------→ YES
TRAFFIC REDUCTION ←------------------------------------→ NO EFFECT
FUEL CONSUMPTION ←------------------------------------→ NO CHANGE
POLLUTION ←------------------------------------→ NO EFFECT
COST EFFECTIVENESS ←------------------------------------→ LOW
EMERGENCY SERVICES ←------------------------------------→ NO EFFECT

NEIGHBORHOOD FLYERS

Definition: Self-Explanatory

ATTENTION

PLEASE USE CAUTION AND CONSIDERATION WHEN DRIVING ALONG 88TH AVENUE NORTH.

FOR OUR CHILDREN'S SAFETY,
PLEASE FOLLOW POSTED SPEED LIMITS!

LET'S ALL JOIN TOGETHER
TO STOP SPEEDING.

THANK YOU

City of Safety Harbor Traffic Calming Program
For More Information, Call 727.724.1555

CITY OF SAFETY HARBOR

ADVANTAGES	DISADVANTAGES
• Educational tool. • Very good public relations tool. • Reminder of speed limit.	• Requires time investment for distribution. • Not everyone who drives on the street lives in the neighborhood.

EVALUATION CONSIDERATIONS

SAFETY ◄------------------► NO EFFECT
SPEED REDUCTION ◄------------------► POSSIBLE IMPROVEMENT
TRAFFIC REDUCTION ◄------------------► NO EFFECT
FUEL CONSUMPTION ◄------------------► NO CHANGE
POLLUTION ◄------------------► NO EFFECT
COST EFFECTIVENESS ◄------------------► LOW
EMERGENCY SERVICES ◄------------------► NO EFFECT

TRADITIONAL ENFORCEMENT

Definition: Periodic monitoring of speeding and other violations by Sheriff's Department.

ADVANTAGES	DISADVANTAGES
• Good temporary public relations tool. • Serves to inform public that speeding is undesirable behavior for which there are consequences.	• Effect is not permanent. • Enforcement is an expensive tool.

EVALUATION CONSIDERATIONS

SAFETY ←------------------------------→ IMPROVEMENT
SPEED REDUCTION ←------------------------------→ DEPENDS ON AMOUNT
TRAFFIC REDUCTION ←------------------------------→ NO EFFECT
FUEL CONSUMPTION ←------------------------------→ NO CHANGE
POLLUTION ←------------------------------→ NO EFFECT
COST EFFECTIVENESS ←------------------------------→ MEDIUM TO HIGH
EMERGENCY SERVICES ←------------------------------→ NO EFFECT

FLAT TOP SPEED HUMPS

Definition: Flat Top Speed Humps are flat paved humps in the street. The height of the speed hump determines how fast it may be navigated without causing discomfort to the driver or damage to the vehicle. Discomfort increases as speed over the hump increases. Typically speed humps are placed in a series rather than singularly. They are installed with a minimum height of 3 inches to a maximum of 4 inches.

‘

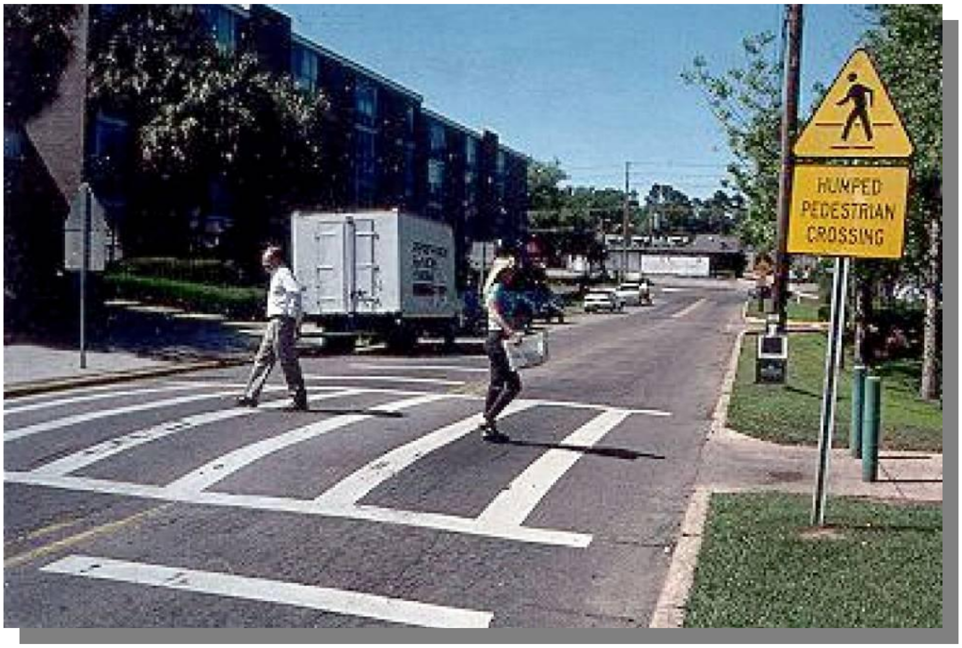
ADVANTAGES	DISADVANTAGES
• Reduces vehicle speeds in the vicinity of the hump. • Better if used in a series with 300’ to 500’ spacing. • Self-enforcing. • Relatively inexpensive.	• May create noise, particularly if there are loose items in the vehicle or trailer. • May be a problem for emergency vehicles. • May impact drainage. • Drivers may speed up between humps. • May increase volumes on other streets. • Requires signage that may be considered unsightly.

EVALUATION CONSIDERATIONS

SAFETY ←----------------------------------→ POSSIBLE IMPROVEMENT
SPEED REDUCTION ←--→ YES
TRAFFIC REDUCTION ←-------------------------------------→ POSSIBLE
FUEL CONSUMPTION ←------------------------------→ SMALL INCREASE
POLLUTION ←--→ SMALL INCREASE
COST EFFECTIVENESS ←------------------------------→ LOW TO MEDIUM
EMERGENCY SERVICES ←-------------------------→ POSSIBLE PROBLEMS

RAISED CROSSWALKS

Definition: A speed hump designed as a pedestrian crossing, generally used at mid-block locations.



ADVANTAGES	DISADVANTAGES
• Effective speed control at the installation. • Effective pedestrian amenity. • May be designed to be aesthetically pleasing.	• May create noise, particularly if there are loose items in the vehicle or trailer. • May be a problem for emergency vehicles. • Drivers may speed up between humps. • May increase volumes on other streets. • Requires signage that may be considered unsightly.

EVALUATION CONSIDERATIONS

SAFETY ◄--------------------------------► POSSIBLE IMPROVEMENT
SPEED REDUCTION ◄--► YES
TRAFFIC REDUCTION ◄------------------------------------► POSSIBLE
FUEL CONSUMPTION ◄------------------------------► SMALL INCREASE
POLLUTION ◄---► SMALL INCREASE
COST EFFECTIVENESS ◄------------------------------► LOW TO MEDIUM
EMERGENCY SERVICES ◄-------------------------► POSSIBLE PROBLEMS

RUMBLE STRIPS

Definition: Pattern section of rough pavement, which call attention to vehicle speed. The rumble strips also act as a noise tool to attract attention to a device.

ADVANTAGES	DISADVANTAGES
• Inexpensive • Creates driver awareness. • May reduce speeds. • Useful especially in school and construction zones where spot speed reduction is important	• Requires maintenance • May adversely impact bicyclists • Effective for limited area • Noise is a factor for neighbors

EVALUATION CONSIDERATIONS

SAFETY ◄-----------------------------------► POSSIBLE IMPROVEMENT
SPEED REDUCTION ◄--► YES
TRAFFIC REDUCTION ◄------------------------------------► NO EFFECT
FUEL CONSUMPTION ◄-------------------------------------►NO CHANGE
POLLUTION ◄--► NO EFFECT
COST EFFECTIVENESS ◄-------------------------------► LOW TO MEDIUM
EMERGENCY SERVICES ◄------------------------------------► NO EFFECT

INTERSECTION HUMP

Definition: A raised plateau where roads intersect. The plateau is generally 4" above the surrounding street.

ADVANTAGES	DISADVANTAGES
• Slows vehicle in the most critical area and therefore helps to make conflict avoidance easier. • Highlights intersection. • Excellent pedestrian safety treatment. • Effective speed reduction, better for emergency vehicles than speed humps.	• Increases difficulty of making a turn. • Increases maintenance. • Requires adequate signage and driver education.

EVALUATION CONSIDERATIONS

SAFETY ◄- ► POSSIBLE
SPEED REDUCTION ◄- ► YES
TRAFFIC REDUCTION ◄- ► POSSIBLE
FUEL CONSUMPTION ◄- ► SMALL INCREASE
POLLUTION ◄- ► SMALL INCREASE
COST EFFECTIVENESS ◄- ► MEDIUM TO HIGH
EMERGENCY SERVICES ◄- ► POSSIBLE PROBLEMS

MID-BLOCK MEDIAN

Definition: An island or barrier in the center of a street that serves to segregate traffic.

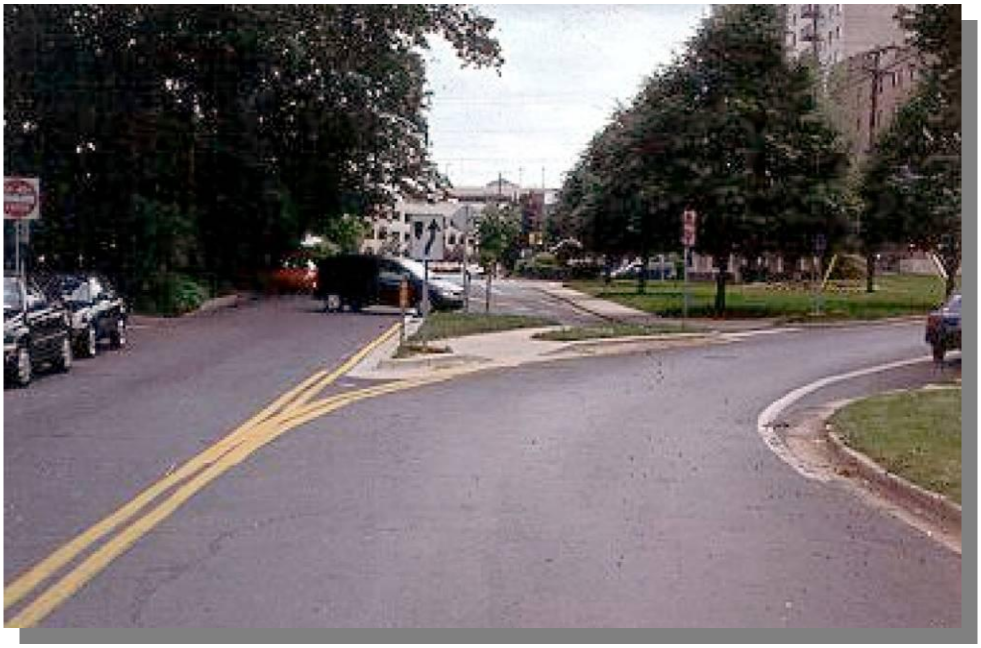
ADVANTAGES	DISADVANTAGES
• Provides a refuge for pedestrians and cyclists. • May improve streetscape if landscaped. • Provides barrier between lanes of traffic. • May produce a limited reduction in vehicle speeds.	• May reduce site lines if over landscaped. • Increased maintenance.

EVALUATION CONSIDERATIONS

SAFETY ←- -→ POSSIBLE IMPROVEMENT
SPEED REDUCTION ←- -→ NO
TRAFFIC REDUCTION ←- -→ POSSIBLE
FUEL CONSUMPTION ←- -→ NO EFFECT
POLLUTION ←- -→ NO EFFECT
COST EFFECTIVENESS ←- -→ VARIES
EMERGENCY SERVICES ←- -→ POSSIBLE PROBLEMS

FORCED TURN BARRIERS/DIVERTERS

Definition: Small traffic islands installed at intersections to channel turning movements.



ADVANTAGES	DISADVANTAGES
• Changes driving patterns. • May reduce cut-through traffic. • May be attractive if landscaped.	• May increase trip length for some drivers. • Can be aesthetically unattractive if not landscaped. • May increase response times for emergency vehicles. • Maintenance responsibility if landscaped.

EVALUATION CONSIDERATIONS

SAFETY ◄------------------------------------► POSSIBLE IMPROVEMENT
SPEED REDUCTION ◄------------------------------------► POSSIBLE
TRAFFIC REDUCTION ◄------------------------------------► YES
FUEL CONSUMPTION ◄------------------------------------► SMALL INCREASE
POLLUTION ◄------------------------------------► SMALL INCREASE
COST EFFECTIVENESS ◄------------------------------------► LOW TO MEDIUM
EMERGENCY SERVICES ◄------------------------------------► POSSIBLE PROBLEMS

PARTIAL STREET CLOSURE

Definition: Physical blockage of one direction of traffic on a two way street. The open lane of traffic is signed “One Way”, and traffic from the blocked lane is not allowed to go around the barrier through the open lane.

ADVANTAGES	DISADVANTAGES
• Reduces through traffic in one direction and possibly in the other. • Allows two way traffic on the remainder of the street. • Good for pedestrians due to shorter crossing distance. • Provides space for landscaping. • Can be designed to provide two way access for bicycles.	• Reduces access for residents. • Emergency vehicles are only partially affected as they have to drive around partial closure with care. • Compliance with semi-diverters is not 100%. • May increase trip length for some residents. • Maintenance responsibility if landscaped.

EVALUATION CONSIDERATIONS

SAFETY ←-------------------------→ IMPROVED PEDESTRIAN CROSSING
SPEED REDUCTION ←-------------------------→ POSSIBLE
TRAFFIC REDUCTION ←-------------------------→ YES
FUEL CONSUMPTION ←-------------------------→ SMALL INCREASE
POLLUTION ←-------------------------→ SMALL INCREASE
COST EFFECTIVENESS ←-------------------------→ LOW TO MEDIUM
EMERGENCY SERVICES ←-------------------------→ NO EFFECT

LANE NARROWING

Definition: Street physically narrowed to expand sidewalks and landscaped areas; possibly adding medians, on street parking, etc. (Similar to Neckdowns but used at mid-block)

ADVANTAGES	DISADVANTAGES
• Minor inconvenience to drivers. • Minimal inconveniences to local traffic. • Good for pedestrians due to shorter crossing distance. • Provides space for landscaping. • Slows traffic without seriously affecting emergency response times. • Single lane narrowing reduces vehicle speed and through traffic.	• Double lane narrowing not very effective at reducing speeds or diverting through traffic. • Only partially effective as a visual obstruction. • Unfriendly to cyclists unless designed to accommodate them. • Conflict between opposing drivers arriving simultaneously could create problems.

EVALUATION CONSIDERATIONS

SAFETY ◄- ► POSSIBLE IMPROVEMENT
SPEED REDUCTION ◄- ► YES
TRAFFIC REDUCTION ◄- ► POSSIBLE
FUEL CONSUMPTION ◄- ► SMALL INCREASE
POLLUTION ◄- ► SMALL INCREASE
COST EFFECTIVENESS ◄- ► MEDIUM TO HIGH
EMERGENCY SERVICES ◄- ► NO EFFECT

MINI-CIRCLES

Definition: Mini-circles are raised circular islands constructed in the center of residential street intersections. They reduce vehicle speeds by forcing motorists to maneuver around them and are sometimes used instead of stop signs.

ADVANTAGES	DISADVANTAGES
• Reduces crashes by 50 to 90 percent when compared to 2-way stop, 4-way stop, and traffic signals by reducing the number of conflict points at intersections. • Reduces speed at intersection approach. • Longer speed reduction influence zones. • Provides space for landscaping. • Cheaper to maintain than a traffic signal. • Effective at multi-leg intersections. • Provides equal access to intersections for all drivers. • Provides a good environment for all cyclists. • Does not restrict movements, but makes them more difficult.	• May be restrictive for larger vehicles if designed to a low speed. Providing a mountable apron minimizes this limitation. • May require additional lighting and signage. • If left turns by large vehicles are to be accommodated then right of way may have to be purchased. • Initial safety issues as drivers adjust. • May increase volumes on adjacent streets • Maintenance responsibility if landscaped.

EVALUATION CONSIDERATIONS

SAFETY ◄- -► IMPROVED PEDESTRIAN CROSSING
SPEED REDUCTION ◄- -► YES AT INTERSECTION
TRAFFIC REDUCTION ◄- -► POSSIBLE
FUEL CONSUMPTION ◄- -► NO EFFECT
POLLUTION ◄- -► SLIGHT INCREASE
COST EFFECTIVENESS ◄- -► MEDIUM
EMERGENCY SERVICES ◄- -► POSSIBLE PROBLEMS

ONE-WAY STREETS

Definition: Vehicles travel in one direction only.

ADVANTAGES	DISADVANTAGES
• Tends to be safer due to lack of friction from opposing traffic flow. • Can facilitate traffic flow through an area. • Can open up narrow streets for more resident parking. • Increases pedestrian safety. • Maintains reasonable access for emergency vehicles. • Maze effect of one-way traffic can discourage through traffic.	• Can lead to increased vehicle speeds. • May result in longer trip lengths. • May increase emergency response time. • May increase volumes on other streets. • Initial safety concerns as drivers adjust.

EVALUATION CONSIDERATIONS

SAFETY ←-----------------------------------→ POSSIBLE IMPROVEMENT
SPEED REDUCTION ←-----------------------------------→ NO
TRAFFIC REDUCTION ←-----------------------------------→ POSSIBLE
FUEL CONSUMPTION ←-----------------------------------→ NO CHANGE
POLLUTION ←-----------------------------------→ NO EFFECT
COST EFFECTIVENESS ←-----------------------------------→ LOW
EMERGENCY SERVICES ←-----------------------------------→ NO EFFECT

CUL-DE SAC

Definition: Street closed to motor vehicles using planters, bollards, or barriers, etc.

ADVANTAGES	DISADVANTAGES
• Eliminates through traffic. • Reduces speed of the remaining vehicles. • Improves safety for all the street users. • Pedestrian and bike access maintained.	• Reduces emergency vehicle access. • Reduces access to properties for residents. • May be perceived as inconvenience by some neighbors and an unwarranted restriction by the general public. • May increase trip lengths. • May increase volumes on other streets.

EVALUATION CONSIDERATIONS

SAFETY ◄-----------------------------------► POSSIBLE IMPROVEMENT
SPEED REDUCTION ◄---► YES
TRAFFIC REDUCTION ◄--► YES
FUEL CONSUMPTION ◄--------------------------------► SLIGHT INCREASE
POLLUTION ◄--► NO EFFECT
COST EFFECTIVENESS ◄-------------------------------► LOW TO MEDIUM
EMERGENCY SERVICES ◄-----------------------------► POSSIBLE PROBLEMS

OTHER TRAFFIC CONTROL MEASURES

TYPE II BARRICADES

DELINEATORS
TUBULAR MARKERS

Other traffic control measures may be installed on a temporary basis. The objective of such an installation in a residential traffic community would be to test the effectiveness and demonstrate the benefit of the traffic control measure. The use of other measures also may be advantageous when budget constraints prevent the installation of the permanent device.

OTHER POSSIBLE TRAFFIC CALMING TOOLS

Angled Slow Point(s)
Definition: Angled deviations to deter the path of travel so that the street is not a straight line (by installation of offset curb extensions.) May be used in a single lane or double lane application.

Deviation/Chicanes
Definition: Mainline deviations to deter the path of travel so that the street is not a straight line (by the installation of offset curb extensions.)

Diagonal Road Closures
Definition: A barrier placed diagonally across a four legged intersection, interrupting traffic flow across the intersection. This type barrier may be used to create a maze-like effect in a neighborhood.

Education of Public
Definition: Activities that inform and seek to modify driver behavior. Techniques include printed information, meetings and workshops with staff, interaction with neighborhoods, signing campaign, enforcement activities, neighborhood speed watch, school programs, parent outreach, etc.

Gateway Treatment
Definition: Treatment to a street that includes a sign, banner, landscaping or other structures that helps to communicate a sense of neighborhood identity.

Landscaping
Definition: Self explanatory (i.e. street trees, median treatment, corner treatments, decorative signs, park beaches, pathways, and color)

Neckdown(s)
Definition: Physical curb reduction of road width at intersections. Similar to lane narrowing but is used at intersections. Widening of street corners at intersections to discourage cut-through traffic and to help define neighborhoods.

Street Closures
Definition: Street closures to motor vehicles using planters, bollards, or barriers, etc.

Traffic Calming Signs
Definition: Sign informing the public that a traffic calming device has been installed in area.

Traversable Barriers
Definition: A barrier placed across any portion of a street that is traversable by bike, pedestrian, in-line skaters, and emergency vehicles, but not by motor vehicles.

Textured Pavement
Definition: A change in pavement texture (e.g. asphalt road to brick crossing) that helps to make drivers aware of a change in the driving environment.

ALL-WAY STOP SIGNS – NOT A TRAFFIC CALMING TOOL!

All-way or 4-way stop signs are usually not an appropriate traffic calming tool on neighborhood streets. Citizens frequently request all-way stop signs at a neighborhood intersection to slow cars down and make the intersection safer. However, all-way stops that are placed in appropriate locations do little to slow traffic and can actually make the intersection less safe.

Places where all-way stops are appropriate:

- High Volume of Cars (200-300 vehicles per hour for 8-hours on each of the intersecting streets)
- High Number of Accidents (5 or more reported crashes in a 12-month period)
- No Visibility (driver, after stopping, can't see conflicting traffic unless the cross-traffic stops)
- Balanced volumes (each of the intersecting streets must have about the same volume of cars)

In most other cases, 4-way stops are not appropriate because:

Drivers Won't Stop - Unneeded stop signs are frequently ignored. Drivers on the major street either roll through or run through the stop sign because, in their experience, there is little cross-traffic. This puts pedestrians and cross-traffic at risk. Safety Harbor residents frequently complain that drivers do not come to a complete stop at 4-way stop signs. When motorists are observed at many 4-way stops, it is found that nearly half of the drivers fail to make the required stop.

Stop Signs Don't Slow Speeds -- Numerous studies nation-wide have shown that speeds within a block of the stop sign are largely unaffected by the stop. Naturally, motorists have to slow down when approaching a stop sign. But, they often speed up quickly after the stop to make up for lost time. Overall speeding is not reduced by the stop sign. Tests that other municipalities have conducted show that traffic calming devices such as speed humps are much more effective at slowing speeds over a stretch of roadway.

Stops Increase Noise and Pollution -- Stopping and starting cause increased tire and engine noise. Residents living near the stop will experience an increase in traffic noise. Stopping and idling at unwarranted stop signs also increase automobile exhaust and fuel consumption unnecessarily.

APPENDIX B:

APPLICATION FORM

CITY OF SAFETY HARBOR
TRAFFIC CALMING PROGRAM

PROJECT APPLICATION FORM:

Street Name:______________________ From:__________________________ To:_____________________

Contact Name:__________________________________ Day Phone:________________________

Local Address:____ Date:_____________________________

Do you have an active Homeowner's Association? ☐ Yes ☐ No
If you answered yes, you must have the endorsement of the Homeowner's Association
Name of Homeowner's Association ____

Describe the location of your traffic problem. Include the worst problem area and the effects of the problem. Include street names and any other pertinent information that will assist us in the understanding the problem

____

____

____

Place a check mark next to all that apply. Include a brief description to help us better understand your problem.

☐ Speeding____

☐ Traffic Volume____

☐ Accidents____

☐ Pedestrian Dangers____

☐ Difficulty leaving/entering driveways or street____

☐ Parking on the street____

☐ Traffic Noise____

☐ School Traffic____

☐ Lack of Amenities (sidewalks, crosswalks, bike lanes)_______________________________________

☐ Other____
____

Please return the completed application form to:

The City of Safety Harbor
Engineering Department
750 Main Street
Safety Harbor, Florida 34695
Telephone: 727-724-1555