

DEPARTMENT: Public Works

DATE ADOPTED: July 15, 1992

DATE OF LAST REVISION: July 9, 1997

**602.01 AUTHORITY:** City Manager

**602.02 PURPOSE:**

To provide programs to upgrade all paved and unpaved streets within the City to the City's current Street Design Standards and to establish a standard procedure regarding sidewalk prioritization, location, and construction throughout the City of Tallahassee.

**602.03 SCOPE AND APPLICABILITY:**

Mitigate through traffic anticipated on residential minor collector and local type streets and to address measures to reduce the speed and volumes of traffic on these streets.

**602.04 POLICY STATEMENT:**

The main intention of this policy is to review options available for reducing through traffic and/or obtaining lower travel speeds on local and minor collector streets in residential neighborhoods. This is in accordance with the definitions, objectives, and policies of the Comprehensive Plan with respect to local and minor collector streets, and enhancing livability of neighborhoods.

**602.05 DEFINITIONS:**

**Local Street:** streets that collect traffic from adjacent land uses and possibly several other minor local streets (cul-de-sacs, loops, lanes) and channels it to the collector/arterial street system. Local streets are intended to carry low traffic volumes, discourage through traffic (usually does not carry traffic between two streets of a higher classification), and provide access to abutting land.

**Minor Collector:** streets that collect traffic from a number of local streets to the major collector/arterial system, between other collectors and from activity centers to a street of higher classification. Minor collectors are predominately residential in nature, generally with lower volumes, shorter trip lengths, and fewer through trips than major collectors.

**Through Traffic:** vehicles traveling through residential areas which do not have originations nor destinations in that residential area.

**602.06 HISTORICAL PERSPECTIVE:**

**A. Problem Statement:**

1. The City currently has peak period traffic problems and it is expected that with growth, the problems are apt to become more acute.
2. Due to serious congestion problems at major intersections during the peak periods, drivers use alternative routes, often exceeding the speed limit, through residential neighborhoods in order to keep moving and, at least perceptively, minimize the overall

delay.

3. Due to the inability to satisfy the continuous demand for arterial and major collector roadway or intersection improvements, or where Transportation System Management and Transportation Demand Management strategies have not been implemented, commuters have resorted to use of neighborhood streets to avoid the congested arterial or intersections.
4. A conflict within neighborhoods exists between the volume and speed of through traffic (in a hurry to get to their destinations) and the residential character of the neighborhood, which is intended to provide safety and tranquility to the residents.
5. Temporary solutions alone (e.g. Police Enforcement) cannot be expected to solve the long-term problems of speeding and through traffic.
6. Study results show that traffic (particularly excessive speeding) cannot be controlled by the installation of traffic signs alone.
7. Literature has indicated that crime, noise and trash increase within neighborhoods by an increase in through traffic.
8. In general, motorists drive based on the comfort level and perceived safety threshold rather than the posted speed limit.

#### **B. Solution Statement:**

Reduce the problem of speeding on residential type streets and address the conflict between the excessive number of through vehicles and the residential character of the street through the use of physical design features installed within the roadway, increased enforcement or through the use of other motorist awareness tools. It is not expected that all through traffic can be eliminated from local and minor collector residential streets.

### **602.07 RESIDENTIAL AREA TRANSPORTATION COMMITTEE:**

#### **A. Procedures**

In order to accomplish the reduction of through traffic and travel speeds, a Residential Area Transportation Committee (RATC) is established. This Committee will be involved in determining the priority ranking of eligible projects. Ranking criteria include items such as: volumes, speed, accidents, pedestrian generators and density.

Once the priority of the projects has been determined, staff will meet with the neighborhood to develop a plan. The RATC will review final plans prior to construction. This Committee will also be involved in solving residential area traffic control problems if neighborhood groups/associations and the City's Traffic Engineering staff can not arrive at a solution for the neighborhood's traffic problem. The RATC will review the request and work with the neighborhood and staff to work out a solution. If a satisfactory solution cannot be worked out, the decision can be appealed to the City Commission, who will make the final determination on how to address the problem.

#### **B. Goals**

The goal of this Committee is to review staff recommendations and implementation measures to reduce travel speeds; reduce volume of through traffic; promote safe, pleasant conditions for residents, pedestrians, bicyclist and motorist; preserve and enhance pedestrian and bicycle access; and encourage citizen involvement in neighborhood traffic management activities on local and minor collector residential streets.

### C. Policies

The policies of this Committee are:

1. Encourage Transportation System Management (TSM) and Transportation Demand Management (TDM) area approaches to reduce traffic peaking problems within residential neighborhoods.
2. Apply appropriate traffic calming techniques to residential local and minor collector streets which have a significant through traffic volume and/or speed problem, consistent with sound engineering and planning practices.
3. Provide additional roadway capacity (i.e., turn lanes) where policy one and two are inadequate, and route traffic to major roadways.
4. Educate and make the public aware of the speeds are traveling and the areas they are traveling through.
5. Consider traffic calming techniques in the design of new subdivisions.
6. This policy only applies to local and minor collector residential streets.
7. The City Traffic Engineering Division will continue to evaluate the streets for 25 mph speed limits on a case by case basis taking into consideration the recommendation of the residents of the street in addition to the physical setting of the street.
8. Preserve emergency vehicle access.

#### **602.08 ADMINISTRATION:**

The Public Works Department shall have primary responsibility for the administration of this policy, and will recommend amendments to the City Commission as required for the purpose of keeping this policy complete and up-to-date. This Residential Traffic Calming Program will be advertised annually in the Tallahassee Democrat.

#### **602.09 SUNSET REVIEW:**

The Residential Traffic Management Policy shall be reviewed no later than five (5) years from the effective date. The Public Works Department shall submit the policy to the City Commission for review at least 90 days prior to the sunset review date. If no action is taken on the policy prior to the sunset review date, the policy will automatically extend for another five-year period or until the City Commission revises or terminates the policy.

#### **602.10 EFFECTIVE DATE:**

The Residential Traffic Management Policy was approved by the City Commission on July 15, 1992. Revision to this policy and accompanying procedures will become effective immediately upon City Commission approval.

Revised: July 9, 1997