



Traffic Calming Initiatives

Village of Palmetto Bay
June 17, 2015

Introduction

- What is traffic calming?
 - The combination of non-physical and physical measures that reduce the negative effects of vehicle use, alter driver behavior and improve conditions for non-motorized street users.
 - Tools that attempt to slow traffic within residential communities with minimal restriction to access.
- Traffic calming in Palmetto Bay is handled by the Policing Unit and the Public Works Department, who receive requests from the Village residents for traffic calming projects in their neighborhoods.

Introduction

- Traffic Calming Options
 - **Enforcement**: police officers monitor and enforce speed limits.
 - **Non-physical measures**: low-cost measures such as pavement markings to narrow travel lanes.
 - **Physical measures**: road redesign that create a vertical or horizontal shift in the travel lanes.
 - **Alternative actions**: major road improvements are considered typically when traffic volumes exceed 1,050 vehicles per day, which is the Village standard; County standard is 1,500 vehicles per day.

Main Concerns Cited by Residents

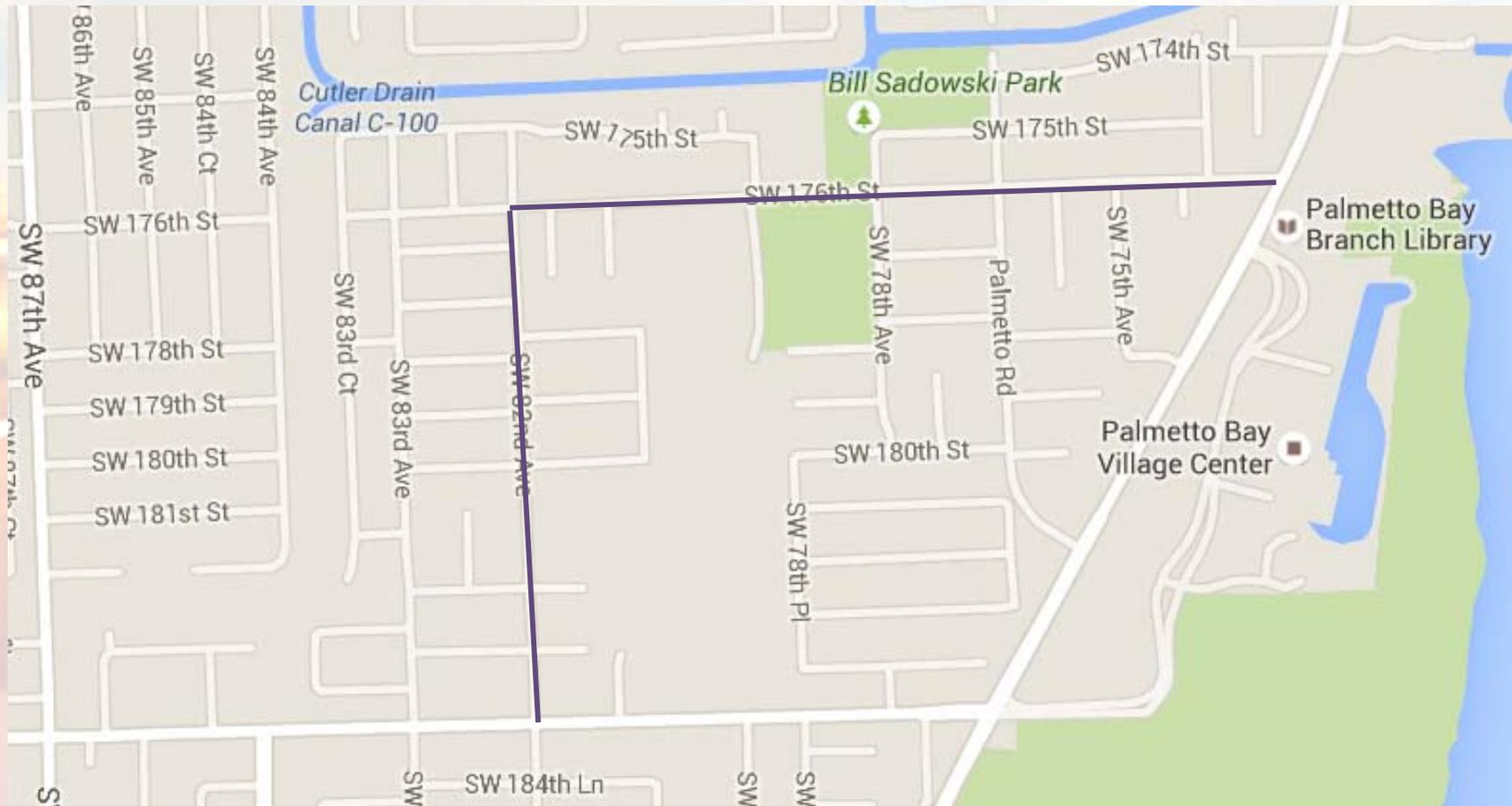
1. Speeding
2. Traffic volume on local roads during peak hours
3. Traffic circle delays
4. Oversized vehicles using local roads
5. Missing traffic signs
6. Unmarked crosswalks
7. Poor asphalt conditions
8. Traffic light timing (turning lights)
9. Conditions Near Schools
 - Blocked driveways
 - Illegal u-turns
 - Blocked sidewalks
 - Off-road parking

Traffic Calming Efforts to Date

Physical Measures		Location
1	Roadway Realignment	Intersection of SW 140 DR and 139 TER
2	Chicane (3)	SW 174 ST between 93 PL & 90 AV
3	Chicane (3)	SW 164 ST between 87 CT & 89 AV
4	Speed Table (2)	SW 77 CT between 152 ST & 160 ST
5	Speed Table (2)	SW 79 AV between 152 ST & 157 ST
6	Speed Table (4)	SW 92 AV between SW 174 ST & 181 TER
7	Speed Table (2)	SW 141 ST between 77 AV & 74 CT
8	Roadway Striping	SW 92 AV from US 1 NB Lanes to 164 ST
9	Roundabout	SW 160 ST & 80 AV
10	Roundabout	SW 168 ST & 87 AV
11	Speed Limit Reduction	Near intersection of SW 164 ST & 89 AV
12	Turn Restriction	SW 168 ST & 88 AV Old Cutler & 173 ST Old Cutler & 156 ST
13	One directional Roadway	E. Guava St between Franjo Rd & US 1 NB Lanes
14	Solar Pedestrian Crossings	SW 163 ST & 82 AV SW 168 ST & 89 AV

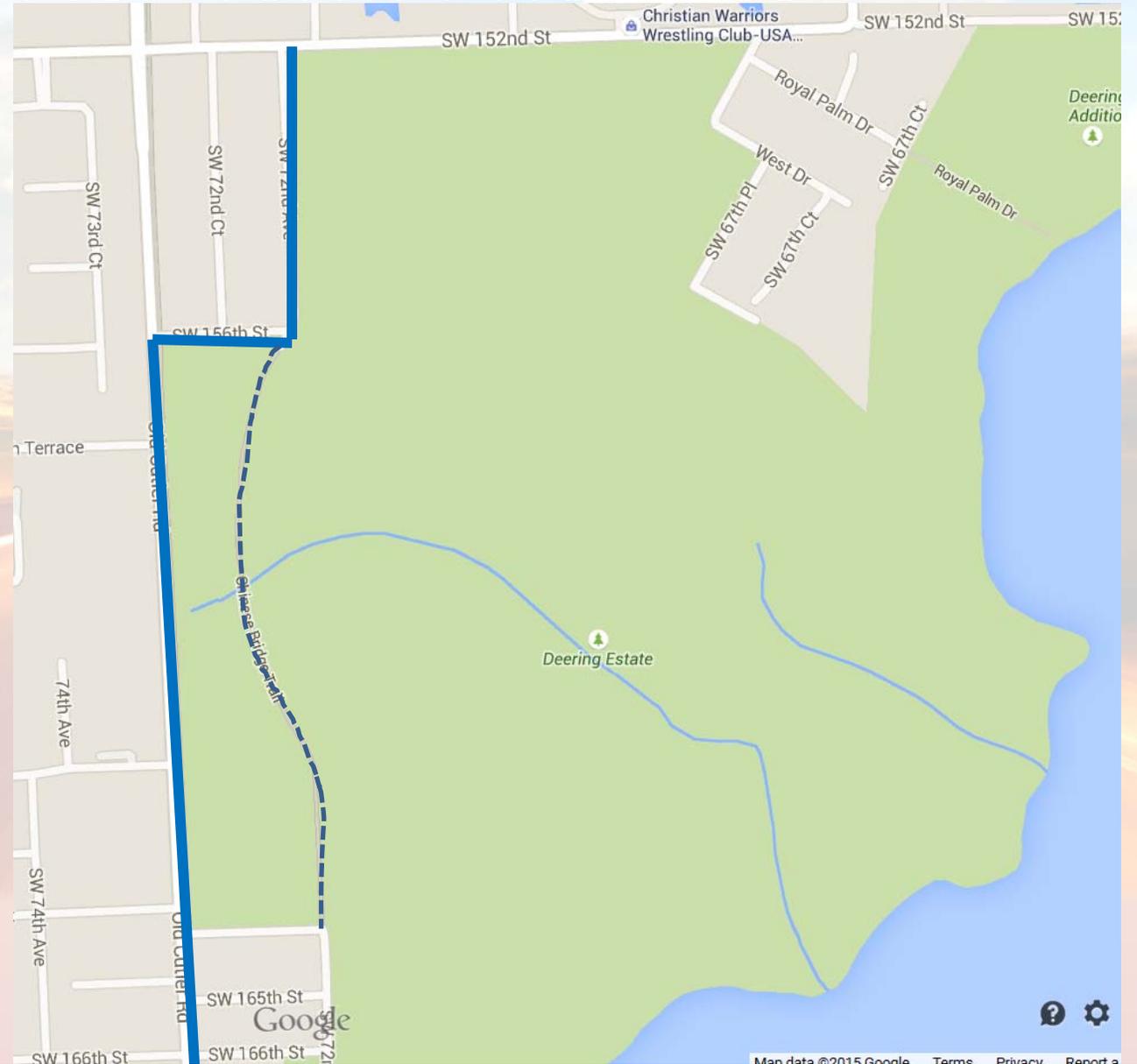
Short-term Priorities

Cut through Traffic on SW 176 Street and 82nd Avenue



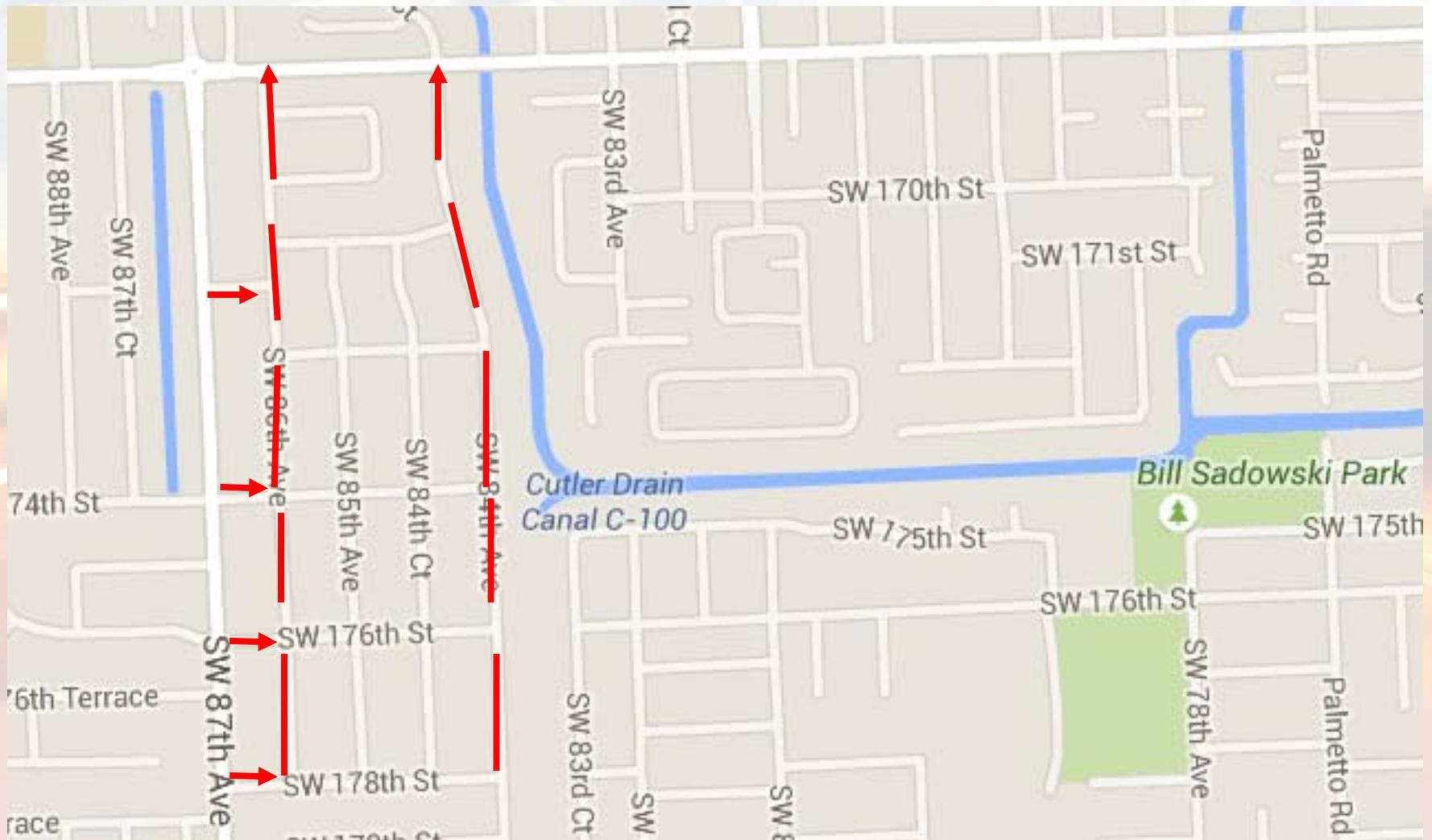
Shorter-Term Priorities

Cut through Traffic SW
156th Street and 72nd
Avenue
(from Old Cutler Road)



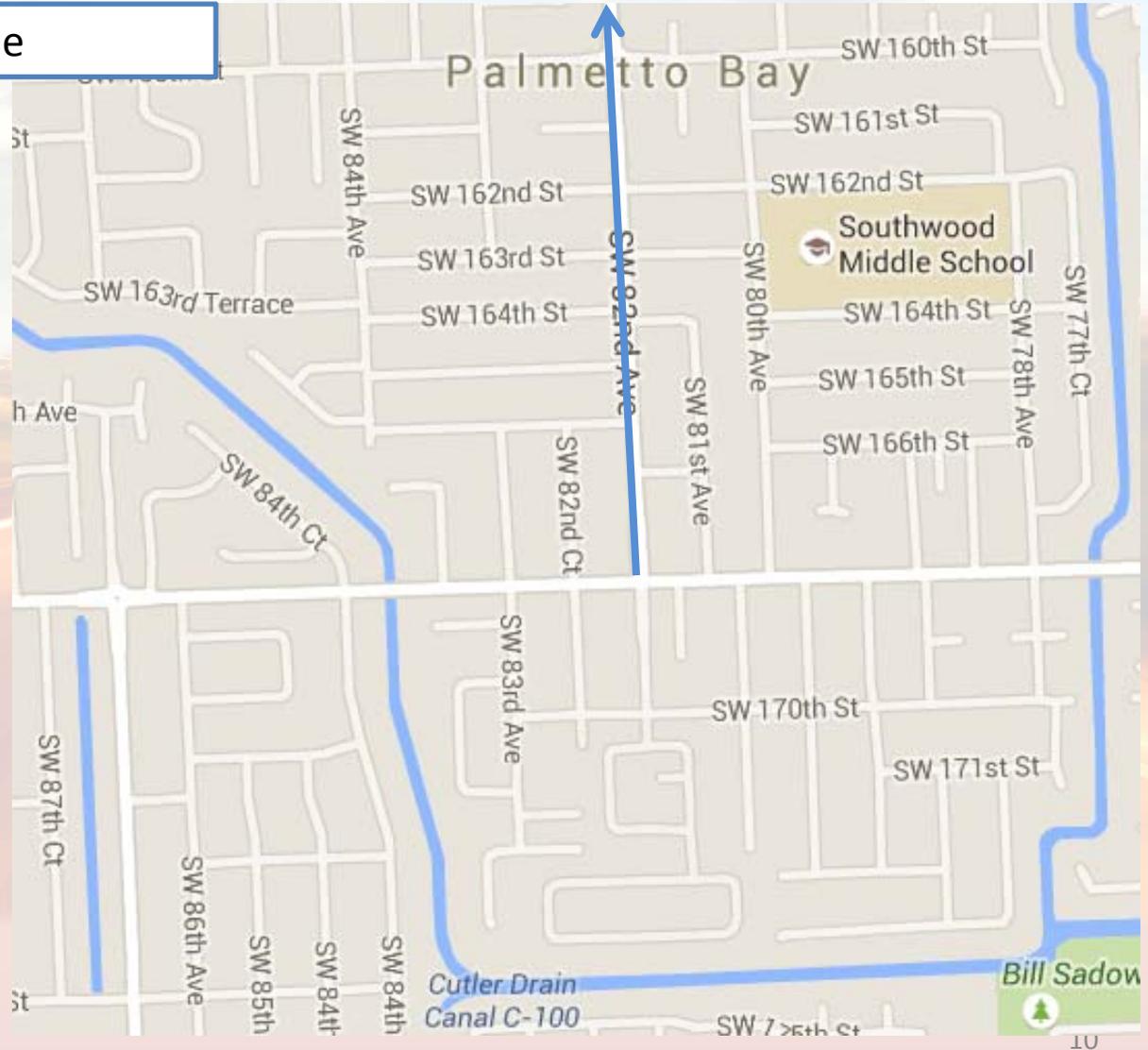
Shorter-Term Priorities

Cut through Traffic on SW 86th Avenue and 84th Avenue (from 87th Ave.)

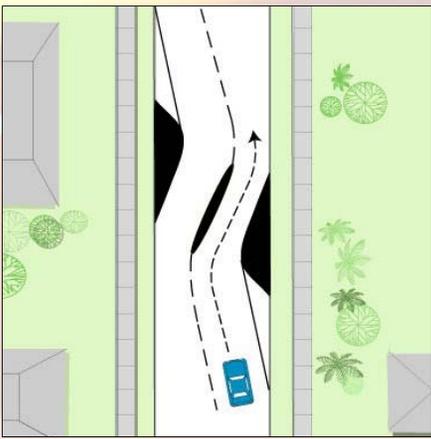
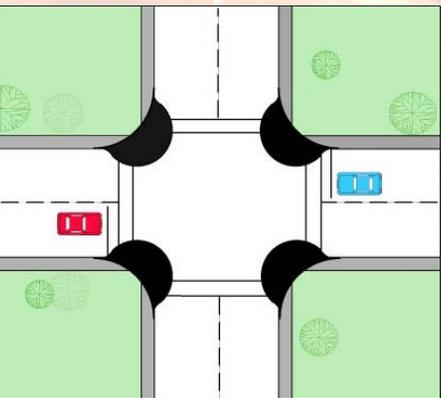
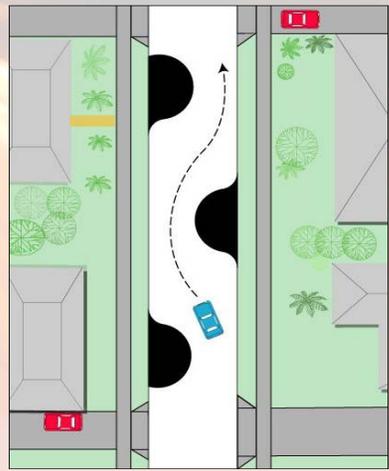


Shorter-Term Priorities

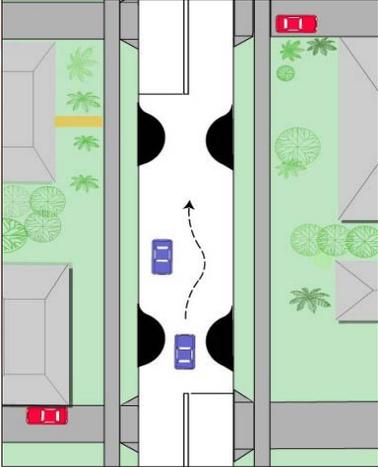
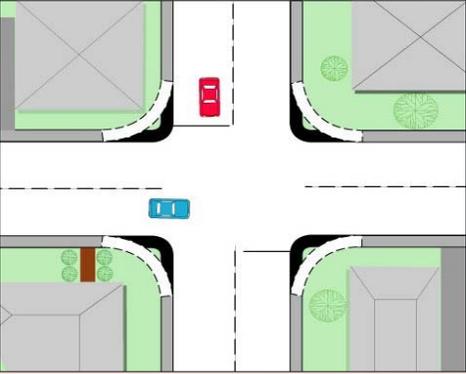
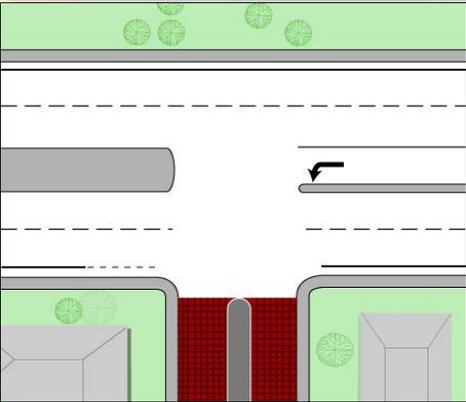
Bicycle Lane on SW 82nd Avenue



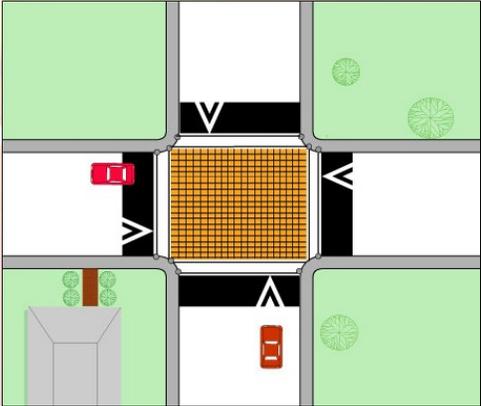
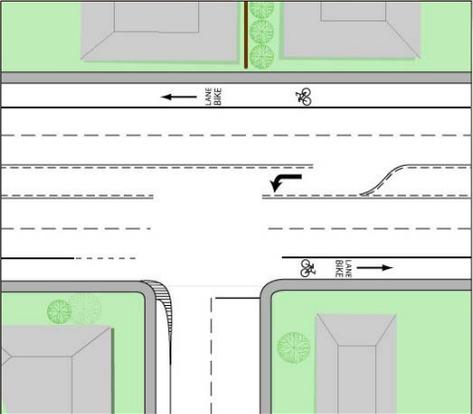
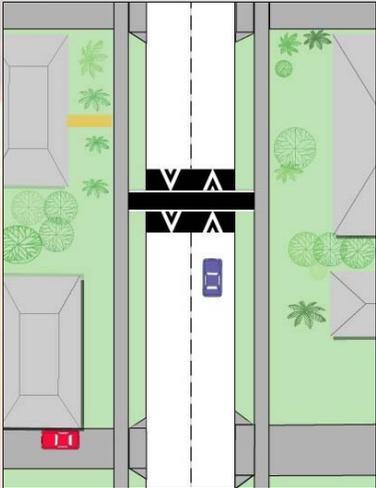
Traffic Calming Tools for *Speed Reduction*

ANGLED SLOW POINTS	BULBOUTS	CHICANES
<p>Triangular medians on either side of the road. Residential, Collector</p>	<p>Pop-outs and Curb-extensions that narrow the width of a street at an intersection. Residential, Collector, Major</p>	<p>Two or more curb extensions alternating from one side of the road to the other. Residential, Collector</p>
 <p>The diagram shows a top-down view of a road with two triangular medians on either side. A dashed line indicates the path of a car moving through the road. The medians are represented by grey lines and green areas with trees. A blue car is shown on the road, and a red car is shown at the end of the road.</p>	 <p>The diagram shows a top-down view of a street intersection. Four black semi-circular shapes, representing bulbouts, are positioned at the corners of the intersection. A red car is shown on the left side of the street, and a blue car is shown on the right side. The street is shown with dashed lines and green areas with trees.</p>	 <p>The diagram shows a top-down view of a road with alternating curb extensions on both sides. A dashed line indicates the path of a car moving through the road. The curb extensions are represented by black semi-circular shapes. A blue car is shown on the road, and a red car is shown at the end of the road. The road is shown with dashed lines and green areas with trees.</p>

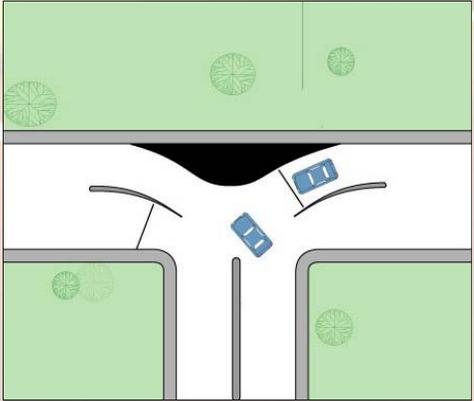
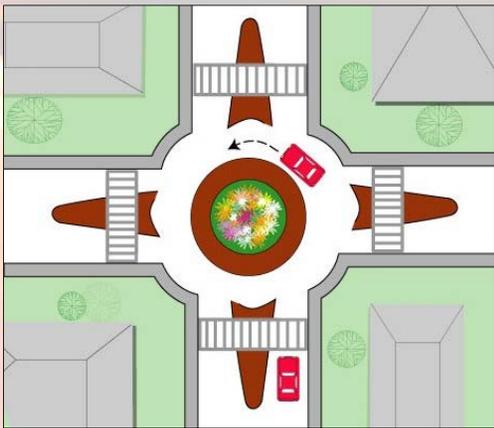
Traffic Calming Tools for *Speed Reduction*

CHOKERS	CURB RADIUS REDUCTIONS	GATEWAY/ ENTRANCE FEATURES
<p>Curb extensions on opposite sides of a road to narrow its width & keep 2 lanes. Residential, Collector</p>	<p>Provide a tighter corner radii at intersections. Residential, Collector, Major</p>	<p>Alert drivers when they have left the arterial road and entered a residential street. Residential, Collector</p>
		

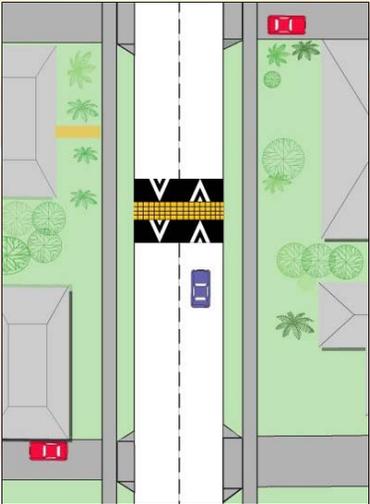
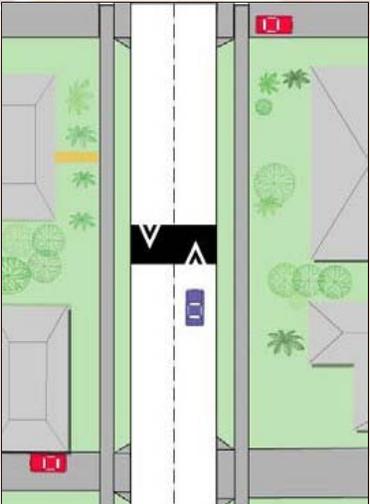
Traffic Calming Tools for *Speed Reduction*

INTERSECTION TABLES/ RAISED INTERSECTIONS	ROADWAY STRIPING	RAISED CROSSWALKS
<p>Raised intersections at sidewalk level. Residential, Collector</p>	<p>Encourages drivers to stay in their lanes, or draw attention to bike lanes. Residential, Collector, Major</p>	<p>Raised, marked pedestrian crosswalk. Residential, Collector</p>
		

Traffic Calming Tools for *Speed Reduction*

<p>REALIGNED T-INTERSECTIONS</p>	<p>TRAFFIC CIRCLES</p>	<p>ROUNDBABOUTS</p>
<p>Modify road alignment, forcing slower movement. Residential, Collector</p>	<p>Circular medians in the center of an intersection (no splitter islands). Residential</p>	<p>Circular medians with splitter islands in the center of an intersection Residential, Collector, Major</p>
		

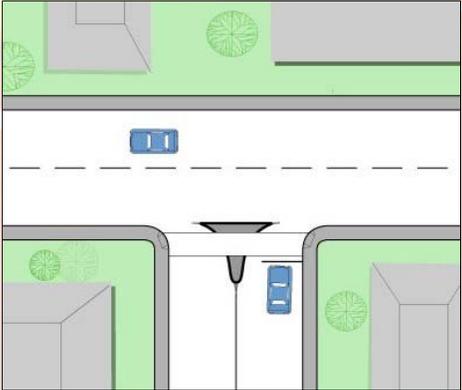
Traffic Calming Tools for *Speed Reduction*

SPEED TABLES	SPEED HUMP	SIGNAGE
<p>Provide vertical deflection; ramps lead to a flat top. Residential, Collector (restricted)</p>	<p>Encourage drivers to travel at lower speeds over the device. Residential, Collector (restricted)</p>	<p>Promotes driver awareness. Residential, Collector, Major</p>
		

Traffic Calming Tools for *Speed Reduction*

PERMANENT SPEED FEEDBACK SIGNS	TEMPORARY ENFORCEMENT	TEMPORARY RADAR SPEED TRAILERS
<p>Educate drivers of their speed. Residential, Collector</p>	<p>Requires the presence of police officers to monitor and enforce speed limits. Residential, Collector (restricted)</p>	<p>Make drivers aware of their speed. Residential, Collector, Major</p>
		

Traffic Calming Tools for Volume Reduction

RIGHT-IN/ RIGHT-OUT ISLAND:	TURN RESTRICTION	
<p>Restrict left turns into and out of a street. Residential, Collector</p>	<p>Reduce cut-through traffic or eliminate turn movements. Residential, Collector, Major</p>	
		

LOOKING TO THE FUTURE



COMPLETE STREET DESIGN

AN EFFECTIVE AND COMPREHENSIVE ALTERNATIVE TO
MANAGE TRAFFIC AND BEAUTIFY NEIGHBORHOODS

Presentation adapted from the National Complete Streets Coalition and the Smart Growth America Conference

What are “Complete Streets?”



Complete Streets are streets that are designed for everyone, no matter who they are or how they travel.



Smart Growth America
Making Neighborhoods Great Together



**National Complete
Streets Coalition**

Americans Want More Choices

Driving should not be the only option!

66% of Americans want more transportation options so they have the freedom to choose how to get where they need to go

73% currently feel they have no choice but to drive as much as they do.

57% would like to spend less time in the car.

Future of Transportation National Survey (2010)



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The Potential...

Of all trips:

50%

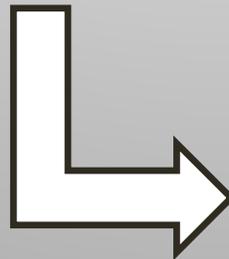
are less than
3 miles

28%

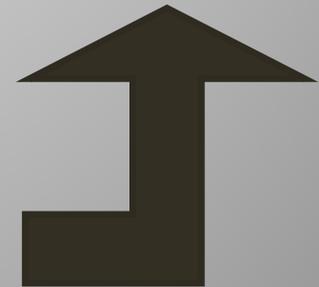
are less than
1 mile

60%

are driven



of these trips...



National Household Travel Survey (2009)

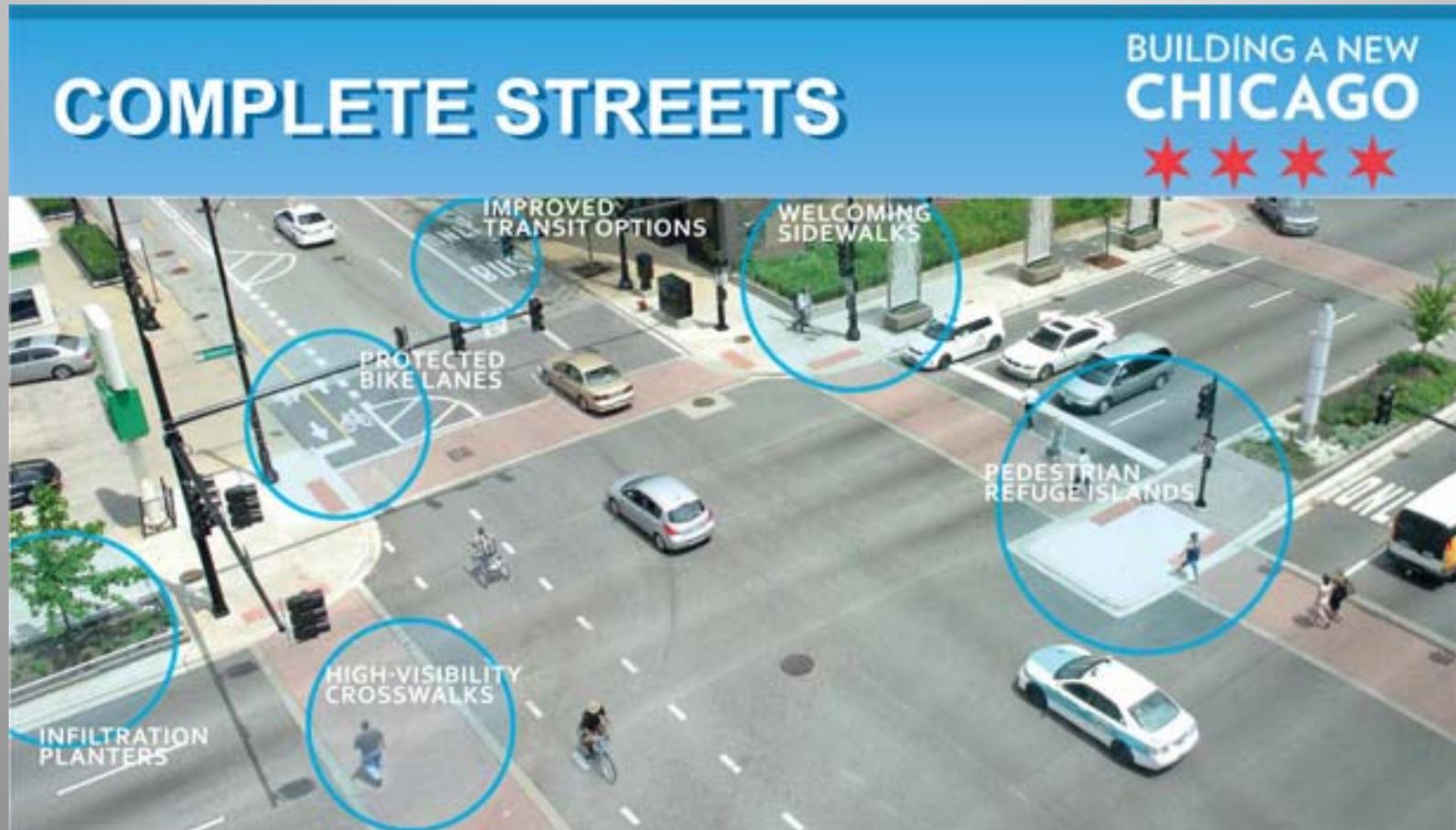


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Complete Street Attributes



Incomplete streets are unsafe

More than 40% of pedestrian deaths in 2007 and 2008 occurred where no crosswalk was available.

Over 60% of pedestrian fatalities happened on roads with a speed limit of 40 mph or higher.

National Highway Traffic Safety Administration's Fatality Reporting System



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Incomplete streets are inadequate

Unsafe for people on bicycles



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We know how to build right



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We know how to build right



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Yet to many roads have this:



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or this:



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The Solution: Complete Streets Policies



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Complete Streets policies

Ensure that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users



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Complete Streets is not:

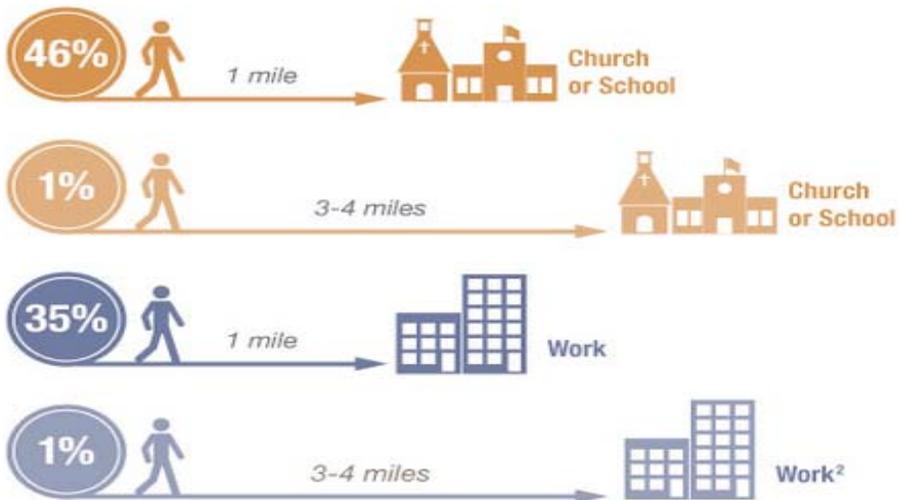
- One “special” street project
- A design prescription
- A mandate for immediate retrofit
- A silver bullet; other issues must be addressed:
 - Land use (proximity, mixed-use)
 - Environmental concerns
 - Transportation Demand Management



Every trip starts and ends with walking.



STUDIES SHOW PEOPLE WILL WALK TO DESTINATIONS:



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Low-traffic, low-speed skinny residential streets



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Shared commercial streets



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Lighted crosswalks at main roads

“Designed to target the tunnel vision of today’s distracted driver.”



In 2012 the National Safety Council determined that a distracted driver is focused only here.
Are your crosswalk warning systems still in view?

Skinny residential streets with sidewalks

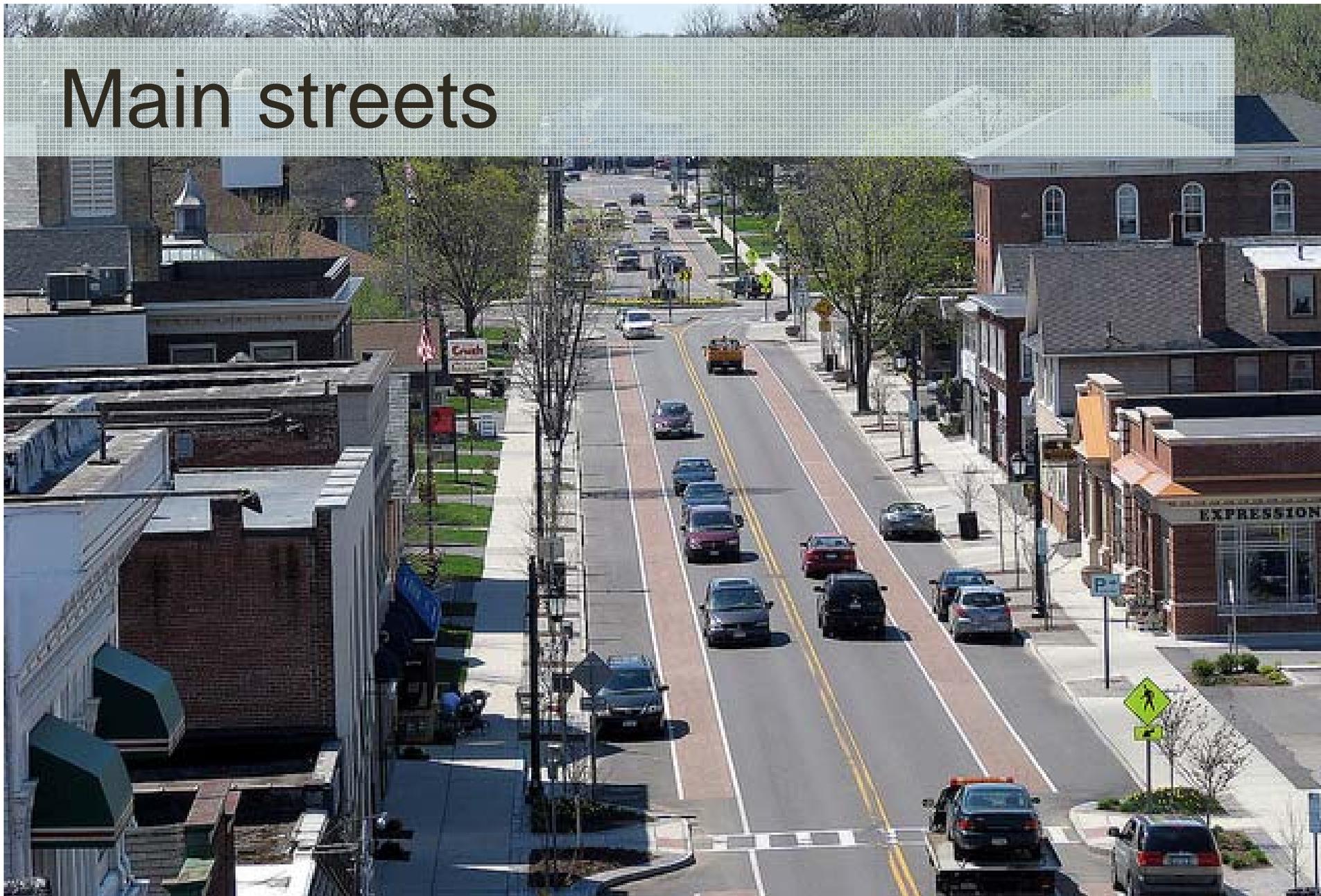


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Main streets



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Neighborhood greenways



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Protected bike lanes



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Advisory bicycle lanes



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Paved shoulders on bridges



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Complete Streets is not about special projects

It's about **changing** the way we approach transportation projects on all streets.

It's not about specific design elements. Implementation of Complete Streets is **flexible** and **context-sensitive**.

Adopting a policy doesn't mean all roads have to be changed all at once. Changes can be made a **little at a time**.

Complete Streets won't address all concerns, some will still need special attention.





IMMEDIATE OPTIONS

TEMPORARY TRAFFIC CALMING DEVICES

Temporary Traffic Devices

SPEED HUMPS

Slows down cars on residential streets



SPEED TABLES

Flat-topped speed humps for more gradual speed reduction



Temporary Traffic Devices

SERIES OF SMALL SPEED HUMPS

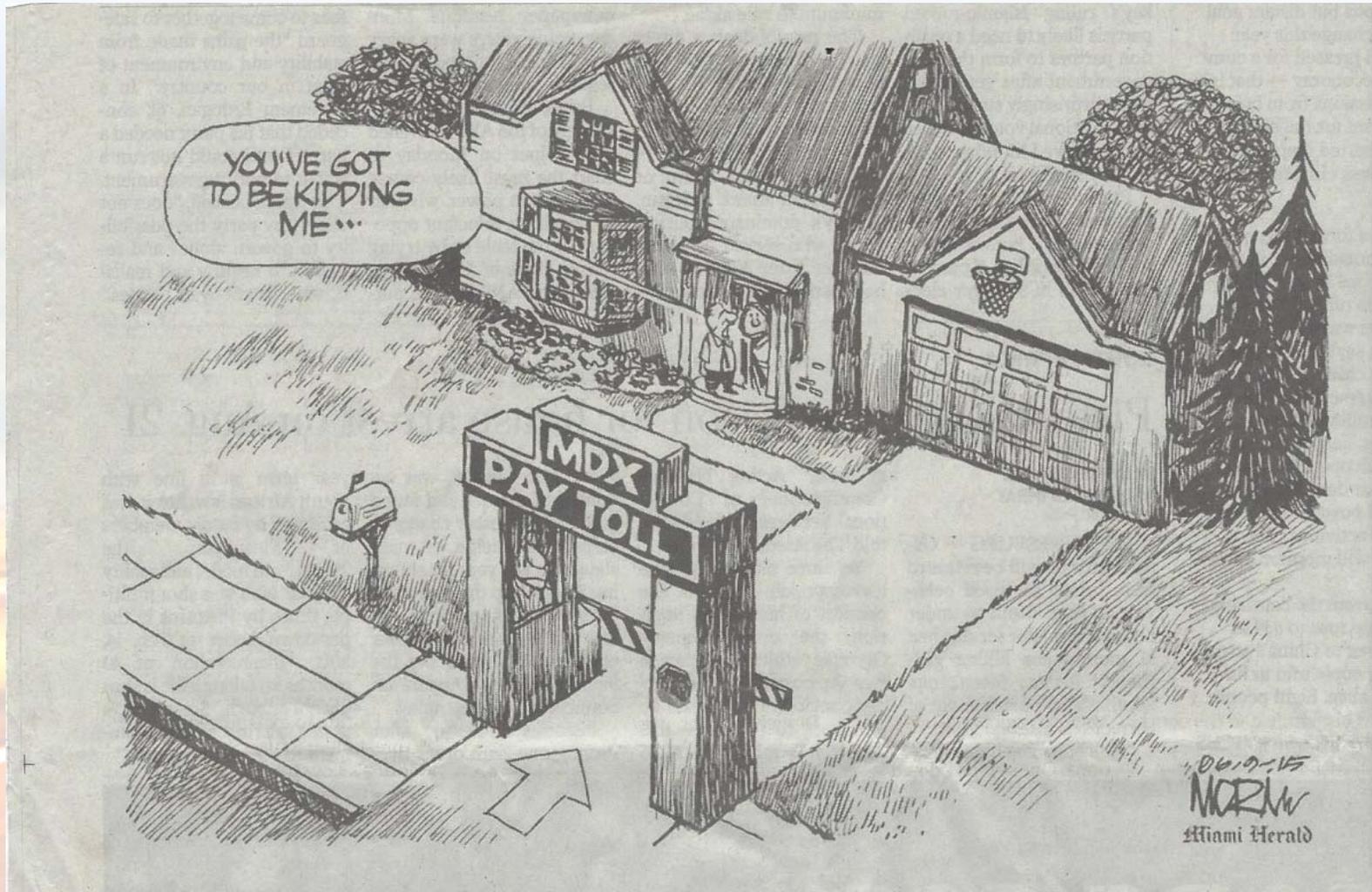
Slow down cars, without impeding emergency vehicles.



LANE DELINEATORS

Separate bike and vehicle lanes to protect bicyclists.





DISCUSSION