



City of Tamarac, Florida

Traffic Calming Policy

I. Introduction:

The City of Tamarac recognizes that the conditions of residential streets can greatly affect neighborhood livability and that properly placed and designed traffic calming measures are an effective tool for reducing vehicular speeds and discouraging cut-through traffic on residential streets. This policy will establish procedures for determining where traffic calming devices can be installed to help mitigate the negative impact of speeding and cut-through traffic on residential streets.

II. Purpose:

To establish a traffic calming policy that outlines the necessary procedure for determining where traffic calming measures can be installed within the City of Tamarac.

III. Definitions:

- Arterials – A major highway primarily for through traffic.
- Collectors – Routes which collect and distribute traffic between local roads or arterials roads and serve as a linkage between land access and mobility needs.
- Cut-Through Traffic – Vehicles which neither has their origin or destination in the area.
- Enforcement - Intensified enforcement of traffic regulations can calm traffic, generally, by reminding drivers of posted speed limits and by enforcing the observance of **STOP** signs and other traffic regulations. Deputy Sheriffs are the usual source of intensified enforcement.
- Traffic Calming Measures – Traffic calming measures are traffic engineering measures that are intended to reduce vehicle speed and/or reduce cut-through traffic. There is an extensive “menu” of traffic calming measures, which may include the following actions or combination of actions:

- Speed Hump – A raised section across a roadway designed to permit safe speed and deter excessive speed on a residential roadway.
 - Narrow Streets - *Narrowing streets* lowers the speed that most drivers find reasonable and comfortable (the “design” speed). Narrowing is done through reducing the pavement width, adding parking to the street, or adding a median.
 - Deflecting Paths - *Deflecting* the vehicle path causes the driver to reduce speed and be more attentive to the task of driving. Deflection is done through changing the route of the automobile. Some measures apply at mid-block locations, while others are most appropriate for intersections.
 - Single Lane Use - *Single lane usage* is an effective way to slow traffic and raise the attention level of drivers. This can be accomplished by reducing lane width to one lane, for two-way travel. Single lane usage can be introduced by selecting short sections of roadway either at mid-block locations or intersections.
 - Diverting Travel Routes - Diverting the driver’s route increases travel time and encourages the driver to use another route. Traffic diverters, street closures, one-way streets, median closures and turning movement restrictions are primary examples of diversion.
 - Changes to Pavement Surface: - Changing the pavement surface demands attention from drivers, and reduces the speed for comfortable driving (the “design” speed). Speed humps, paver blocks and special pavement materials are among the most frequent approaches to changing the pavement surface.
- Traffic Control Devices: - Traffic control devices, where warranted, can be used to regulate traffic patterns. Traffic control devices generally fall under the jurisdiction of the Broward County Traffic Engineering Division. Traffic control devices such as traffic signals and Four-Way Stop signs cannot be used strictly for traffic calming purposes.
 - Trafficways Plan – The official plan of the arterial and collector network (roadways) for Broward County that reserves rights-of-way. Some trafficways are yet to be built.
 - Speeding – For purposes of this program, speeding is defined as the condition that exists when the 85th percentile speed of traffic on a street exceeds the posted speed limit.

- **Traffic Calming Committee:** A committee that have representation from five departments, including the Fire Department, Broward County Sheriff's Office, Community Development Department, City Manager's Office, and Public Services Department

IV. Policy:

- A. The installation of traffic calming measures shall be viewed as a last step in a comprehensive plan for reducing vehicle speed and for discouraging cut-through traffic movements in a residential area. Prior to the installation of traffic calming measures, the City shall review the feasibility of using less intrusive measures, such as installation of additional signs, traditional pavement striping and marking, intensified enforcement of traffic regulations, etc. If implemented, the City, in conjunction with residents, shall reevaluate the effectiveness of those measures six months after implementation. Based on this evaluation, a final decision will be made on the installation of traffic calming measures.
- B. Traffic calming measures shall be installed or removed according to this policy and the specific design criteria outlined below. Requests for traffic calming measures shall be directed in writing to the City Engineer for approval subject to the provisions included herein. Private streets will not be considered for control under the guidelines of this policy.
- C. Traffic calming measures may be installed in residential areas (local roads or streets) provided all of the following conditions are met. Roads and/or streets, which are classified or could be classified as **COLLECTOR** or **ARTERIAL** roads will not be considered for traffic calming under the guidelines of this policy. However, roads that do not meet these classification criteria may still be reviewed by the Traffic Calming Committee to assess the potential for installing radar flashing speed limit signs. The committee will evaluate traffic volume, speed patterns, crash data, and the road's proximity to schools, parks, or other pedestrian-oriented areas to determine if radar speed signs are appropriate.
- D. Streets indicated on the Broward County **Trafficways Plan** are not eligible for traffic calming measures.
- E. Streets with a posted speed limit greater than 30 mph are not eligible for traffic calming measures under this program.
- F. Emergency vehicle access must be preserved. Police, fire, and emergency service officials may disqualify a street from consideration based on emergency access concerns.

- G. The **cut-through traffic** or **speeding** problem can be identified by the City through traffic counts, speed surveys, and projections of future traffic impact in accordance with long-range development plans for the area.
- H. Traffic calming measures shall not be installed on any street with a current count of less than 500 vehicles per day. The City may remove traffic calming measures at any time in the future if the traffic count for the Street exceeds 5,000 vehicles per day. The City may request a traffic count from Broward County Traffic Engineering Division to determine the current level of traffic on the roadway in question.
- I. The City shall be responsible for engineering review and the cost of installing approved, budgeted traffic calming measures. Signing and pavement markings may be done by Broward County Traffic Engineering Division. The City Commission may establish an annual budget for the purpose of installing traffic calming measures. Once the annual budget has been fully encumbered for a given budget year, the following alternatives are left as options to the affected area residents who desire traffic calming measures.
 - a. Waiting list (first come, first serve) for the next budget year.
 - b. Neighborhood Association funding

V. Traffic Calming Request and Processing Procedure

The standard procedure for implementation of traffic calming measures consists of the following:

A. Step 1: Initiation

The traffic calming request and processing procedure outlined in this policy will begin with a neighborhood request. A minimum of five signatures from the owners of five separate properties in the neighborhood will be required to initiate a study.

B. Step 2: Petition

A petition form for obtaining neighborhood consensus will be issued by the Engineering Division to the person initiating the request (contact person). The contact person will receive a map highlighting the area subject to petitioning as determined by the Engineering Division.

The contact person is required to obtain signatures of at least 67 percent of all property owners in the affected area indicating favorable

consideration of a traffic calming project before traffic calming measures can be considered for approval (the 67 percent affirmative vote applies to the total number of affected properties, not the number of votes returned). Each affected property owner 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. The contact person should list all vacant property within the affected area on the petition as vacant.

The contact person will have 90 days from date of receipt to return completed petition forms. Petitions not received within the 90-day period will be deemed null and void, and no further action will be taken. Positive identification may be requested by the City to confirm the signature and address of the petitioner. Signatures are final and may not be added or removed from a petition once the petition has been received by City Staff.

If a location fails to achieve the necessary petition majority within the signature period, the location shall not be reconsidered for a period of two years from the date the signature period expires.

Where applicable, the petition may be endorsed by an officially incorporated homeowners' association for the subdivision or development.

C. Step 3: Traffic Engineering Study

The City Engineering staff may request assistance from a private consultant and/or Broward County Traffic Engineering to conduct a traffic study of the area in question. The traffic study will usually include a 24-hour volume count and a 24-hour speed study. Other tasks may be included in the study as directed by the Engineering Division.

D. Step 4: Engineering Staff Analysis/Classification

Engineering staff will analyze traffic data, field information and other available information pertaining to a particular area of concern in determining appropriate traffic calming measures for our recommendation. When it is determined that there are other potentially impacted local roads or streets in the area, additional traffic studies on those other roads or streets may be conducted.

As a result of the traffic studies, road or street Class I or Class II criteria (and applicable measures) are determined as follows:

a. Class I: Non-qualifying Roadway

Volume – A weekday daily volume of less than 500 vehicles.

Remedial Action: None.

Speed - Measured 85th percentile, speed less than 6 miles per hour above the posted speed.

Remedial Action: The Engineering Division may request the Broward Sheriff's Office increase enforcement on a random basis during the hours when the majority of the speeding violations seem to occur.

b. Class II: Qualifying Roadway

Volume – A weekday daily volume greater than 500 vehicles; and

Speed - Measured 85th percentile speed of 6 miles per hour or greater in excess of the posted speed.

Remedial Action: The Engineering Division may request the Broward Sheriff's Office increase enforcement on a random basis during the hours when the majority of the speeding violations seem to occur. Petition for traffic calming will be considered.

c. Other

The City may use other site-specific factors to determine whether a roadway should be considered for traffic calming. Volume requirement shall be reduced to 400 vehicles per day for neighborhoods with no sidewalks or within two miles of schools and or city parks.

E. Step 5: Variance

The City's Traffic Calming Committee, with representation from five departments, including the Fire Department, Broward County Sheriff's Office, Community Development Department, City Manager's Office, and Public Services Department will assess applications for roads or streets that do not meet the Class II Qualifying Roadway criteria requirements, but have received a significant consensus of at least

80% from the affected residents.

The Traffic Calming Committee shall review these applications for further consideration and to assess the potential effectiveness of installing traffic calming measures on roads or streets that do not meet the Class II Qualifying Roadway criteria, but have a consensus of at least 80% favorable consideration of all property owners in the affected area. The following items may be considered in the Traffic Calming Committee's assessment:

- A review of accident/crash reports within the affected area for a two-year calendar period
- Location of schools, pedestrian oriented facilities (e.g., ALF's), or City Parks located on a subject street or within the affected area.
- Road or Street driveway density
- Presences/Absence of pedestrian sidewalks

Note: Due to the curvature of the roadway, and other design characteristics, some roads or streets may not be suitable for traffic calming

Through a rigorous assessment, the Traffic Calming Committee will determine the feasibility of the proposed traffic calming measures per the applicant's request. If the assessment results in the Traffic Calming Committee supporting the installation of the requested traffic calming, the traffic calming measures will be implemented in the affected area to address traffic-related concerns, in accordance with this policy. If the assessment results in the Traffic Calming Committee NOT supporting the requested traffic calming, the concerned road or street will not be reconsidered for traffic calming improvements for a period of two years from the date of the traffic study conducted for the area of concern.

F. Step 6: Neighborhood Workshop

If the area of concern meets the minimum criteria outlined in this document, City staff will schedule a neighborhood "workshop" meeting with the affected residents to review the results of the preliminary studies and to receive comments on the preliminary/conceptual design of the proposed traffic calming plan.

G. Step 7: Recommendation to City Manager

Upon receipt of a petition with the required minimum percentage of

affirmative signatures together with supporting data from traffic analysis/study and neighborhood “workshop” meeting, the staff’s recommendation will be presented to the City Manager for consideration.

H. Step 8: Project Design

Following approval and scheduling, City staff will initiate the design and implementation process for the proposed traffic calming measures. The City Engineering staff may request assistance from a private traffic engineering consultant firm in developing a design for the proposed traffic calming measures. Design will be based on best engineering practices, consistent with proven local and national standards.

I. Step 9: Installation of Traffic Calming Measures

Upon approval by the City Manager and confirmation of availability of funds, the installation of traffic calming measures will be scheduled. The contact person (as defined in step 2) will be notified with the proposed construction schedule.

VI. Removal of Traffic Calming Measures

A petition for removal of traffic calming measures may be accepted provided that all of the following conditions are met:

- Traffic calming measures must be in place for a minimum of two years.
- The owners of five separate properties in the neighborhood must sign a request for a removal petition.
- City staff recommendations must support the removal of traffic calming measures.
- The new petition must include the same affected area as the original, including any new development constructed within the affected area since the original petition was filed.
- Approval of 67 percent of the property owners in the original affected area is required for consideration by the City for removal of traffic calming measures.

If a location fails to achieve the necessary petition majority within the signature period, removal shall not be reconsidered for a period of two years from the date the signature period expires.

VII. Application Forms

Traffic calming measures can be requested by individual citizens or by neighborhood associations. The person(s) making the request are responsible for circulating the petition form, obtaining signatures of the property owners within the petition area, and completing the application form.

VIII. Initial Request

Please submit the initial request to:

**CITY OF TAMARAC
PUBLIC SERVICES DEPARTMENT
ENGINEERING DIVISION
6011 Nob Hill Road
Tamarac, Florida 33321**

Attn: Mustafa Albassam, P.E.

City Engineer