

ADMINISTRATIVE CODE
BOARD OF COUNTY COMMISSIONERS

CATEGORY: Transportation and Traffic Management	CODENUMBER: AC-11-14
TITLE: Traffic Calming in Residential Areas	ADOPTED 5/26/93
	AMENDED: 5/26/98
	ORIGINATING DEPARTMENT: Division of Transportation

PURPOSE/SCOPE:

Traffic calming is defined as measures taken to reduce excessive speeding, neighborhood cut-through traffic, and commercial traffic infiltration into residential districts.

Neighborhood cut-through traffic is defined as traffic leaving an arterial street and using local streets to reach or return to an arterial street. Nothing in this policy is to be construed as an effort to prevent traffic from one residential development from using local streets in an adjacent development to reach arterial streets.

The following guidelines and procedures set forth the circumstances and conditions under which traffic calming measures will be considered, installed and maintained on County roads in Lee County residential districts.

This Administrative Code repeals and replaces former Lee County Administrative Code 11-8, Pilot Program Establishing Policies and Procedures for the Installation of Speed Humps.

This Administrative Code is not to be interpreted to revise or negate any requirements of the Development Standards Ordinance. It is to be applied only to existing roads with discernible problems.

POLICY/PROCEDURE:

A. POLICY

1. Arterial Roads:

Roads which are functionally classified as arterial roads have the primary purpose of serving through traffic. Use of these roads by the general public is encouraged; and, therefore, no traffic calming measures intended to decrease such usage will be adopted.

2. Collector Roads:

Roads which are functionally classified as collector roads have a primary purpose of gathering traffic from local roads and delivering it to other collector roads or to arterial roads. No traffic calming measures which would prevent such roads from being used for this purpose will be adopted.

3. Local Roads:

Roads which are functionally classified as local roads have the primary purpose of serving adjacent property and providing initial access to the road network. The use of these roads in residential areas for through traffic or for traffic being gathered for delivery to the arterial and collector road system is not desirable, and traffic calming measures will be considered for use on these roads.

4. Traffic Calming Measures:

Traffic calming measures may include, but are not limited to, traffic diverters, speed humps, **roundabouts**, reduced speed limits, street narrowing, c&de-sacs, one-way mazes, sidewalks, special pavement treatments, and landscaping. When applied, these measures will be organized in planned sets intended to accomplish the purposes inherent in the definitions of the road systems.

Funding a plan may require participation of private parties or groups as County funds are limited. This participation may be in the form of a special taxing district or a commitment from an organization to contribute money or in-kind services.

Other measures, which might be applied, are public awareness campaigns or educational programs. The use of local law enforcement might be an appropriate strategy.

5. Area of Application:

Traffic calming measures will be considered only along local and collector streets, which are primarily zoned for residential land use (i.e., 80% or more of the fronting land). Traffic calming measures will be installed and maintained by the County only on County maintained roads. If similar measures are specified for non-county maintained roads, they shall be installed and maintained by whatever entity has jurisdiction.

3. PROCEDURE**1. Request and Consideration:**

Upon receipt of a request, the DOT shall begin an investigation and consideration of the possibility of applying traffic calming measures to the roads in question.

2. Investigation:

The investigation shall include, but not be limited to, the following:

- (a) Check zoning map and functional classification map to verify eligibility of the roads to be considered;
- (b) Check study area to ascertain whether sufficient residences are represented in the request;
- (c) Meet with representatives of petitioners to inform them of ineligibility or to establish study areas and to discuss various traffic calming measures which might be applicable;
- (d) Undertake whatever investigations and data collection the situation requires.

3. Develop Acceptable Plan:

- (a) Prepare proposed traffic calming plan;
- (b) Meet and review proposed traffic calming plan with representatives of the petitioners;
- (c) Distribute copies of plan to all petitioners and all other affected residences with a request for affirmative or negative response. Make clear that plan will be implemented only if at least 75% of representatives of residences respond in the affirmative without comment.

- (d) Failing a sufficient affirmative response on the plan, meet once with representatives of the petitioners to determine whether to develop a revised plan or terminate the effort, and if they so indicate, prepare and process a revised plan.

D. IMPLEMENTATION OF TRAFFIC CALMING PLAN

1. Whenever a proposed traffic calming plan has received a sufficient affirmative response, the Director of DOT shall consider the plan, including estimated costs and sources of funds, and determine whether to proceed with implementation.
2. If the Director of DOT approves the traffic calming plan, DOT shall inform the original petitioners of the plan approval and of DOT's intent to install.
3. If any portion of the traffic calming plan is dependent on traffic calming measures on any non-County maintained roads, the DOT shall not implement its portion of the plan until the entities having jurisdiction commit themselves to installing and maintaining their portion of the plan.
4. After DOT receives and reviews plans for the installation of the traffic calming measures on non-County maintained roads and receives documentation that necessary Development Orders were issued and arrangements made for installation, DOT shall implement the traffic calming measures on the County roads specified in the plan.
5. If, at any time after implementation, petitions are received from persons representing not less than 67% of the affected residences requesting removal of the traffic calming measures, DOT shall reconsider the plan, following previous steps B 3(a) through B 3(d). If not less than 75% of the respondents favor removal, steps C(1) through C(2) shall be undertaken leading to a revised or negated plan and removal of specified devices shall be undertaken.

E. REMOVAL OF TRAFFIC CALMING DEVICES FOR SAFETY

Nothing in this Code shall be construed to prevent the Director of DOT from causing the removal of any traffic calming device which has proven to be unduly hazardous after installation.