



WHAT IS TRAFFIC CALMING?

If passive engineering techniques and increased police enforcement efforts prove ineffective over a reasonable period of time (usually twelve months) the City and the neighborhood may choose to investigate the use of traffic calming to address the traffic concerns.

Traffic Calming is a concept that involves changing the look and feel of residential streets using attractive design features to narrow travel lanes and regulate traffic at intersections. The features are placed to slow traffic to a speed more in keeping with a residential neighborhood and are not designed to divert traffic.

Traffic Calming involves the use of devices such as speed humps, speed tables, raised pedestrian crosswalks, traffic circles, traffic medians, chokers, chicanes and neighborhood entryway treatments, to name a few. Not all traffic calming devices are appropriate for all streets and any proposals will be carefully considered. When determining which traffic calming devices will work best for a particular street, there are a number of engineering considerations:

- All devices have both benefits and disadvantages. For example, a device that effectively slows traffic may also have a negative impact on emergency vehicle response time, or on public service vehicles such as sanitation trucks, street sweeping equipment or school buses.
- Traffic calming devices occasionally (and unintentionally) divert traffic away from the project street onto an adjacent neighborhood street, moving rather than solving the problem. The impact of any device must be carefully studied to ensure that an unacceptable traffic burden is not placed on an adjacent street.
- Some devices simply can not be used on particular streets because of the physical geometrics, or conditions of the roadway and the surrounding area.
- Specific neighborhood characteristics must be taken into account. Residents might want to consider how traffic calming devices might affect visual aesthetics, driveway access, parking needs, or other issues important to the neighborhood.

"...an effective traffic calming plan requires a complex engineering process..."

Designing an effective traffic calming plan requires a complex engineering process that takes time, effort and funding. The City can undertake a limited number of traffic calming projects at any given time. The City Transportation Engineering Division Manager determines the priority of each requested project on a case by case basis.

Additional informational brochures about the City's Neighborhood Management Program and other Transportation Engineering topics are available upon request.

FOR MORE TRAFFIC ENGINEERING INFORMATION

PLEASE VISIT OUR WEBPAGE AT:

http://www.cityoforlando.net/public_works/traffic

FOR MORE INFORMATION



To discuss Neighborhood Traffic Management & Traffic Calming issues please call:

(407) 246-3251 or (407) 246-3262



To discuss a traffic problem involving signs, pavement markings, parking, sight restrictions, etc... please call and ask to speak with a Traffic Analyst at:

(407) 246-2281

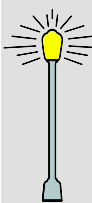


To discuss a traffic problem involving traffic signals please call: the Traffic Management Center at (407) 246-2020



To discuss police enforcement efforts please write to:

OPD Special Enforcement
100 S. Hughey Avenue
Orlando, FL 32801
or please call:
(407) 246-2906



To report a malfunctioning street light please call:

Orlando Utilities Commission
Maintenance Line
(407) 737-4222

To request additional street lighting on the City right-of-way please call:
(407) 246-3262



City of Orlando Neighborhood Traffic Management

Dedicated to Keeping Orlando's Neighborhoods Safe and Livable

THE PROCESS

The City of Orlando is committed to preserving livable neighborhoods. As we all know, traffic on residential streets can greatly affect neighborhood livability. The Neighborhood Traffic Management process is one part of the City's commitment to the safety and livability of its residential neighborhoods. The Neighborhood Traffic Management process is a partnership between the City and our residents to identify traffic problems in our neighborhoods and find appropriate solutions.

People who live and work in any proposed study area have the opportunity to become involved in the Neighborhood Traffic Management decision-making process by helping the City evaluate the benefits and trade-offs of using "traffic-calming" techniques in our neighborhoods. We hope you will join us in this important work.

QUESTIONS AND ANSWERS



What problems does the Neighborhood Traffic Management process address?

The most common concerns expressed are speeding vehicles and heavy traffic. These in turn can lead to excessive traffic noise, difficulties for pedestrians and bicyclists and an overall perception that the streets are not as safe as they used to be.



How does the process begin?

The Neighborhood Traffic Management process begins with a combination of EDUCATION, ENFORCEMENT and "passive" ENGINEERING techniques. When citizens or neighborhood associations ask for help with traffic problems on their street the Transportation Engineering Division will conduct a field study and collect traffic speed and volume data in order to assess the severity of the problem. If any obvious safety problems are discovered the City will take immediate corrective action.

If traffic data shows that a speeding problem exists (or any other problem that is correctable by enforcement) the Orlando Police Department is called upon to increase the enforcement effort. A documented history of police presence on the target streets helps to assess the effectiveness of the increased enforcement.



SPEEDING CONCERNS EVERYONE...

The City of Orlando's Traffic Studies Section responds to about 100 individual traffic complaints per month. The most common complaint is speeding.

These days speeding occurs everywhere: in residential areas, near schools and near businesses.

Speeding vehicles make everyone feel unsafe.

The City of Orlando is working hard to provide services that will deter speeders. The Orlando Police Department and the Transportation Engineering Division work together to provide services and make sure that problems are treated with the most effective solutions.

TRANSPORTATION ENGINEERING DIVISION

CITY HALL · PO BOX 4990 · ORLANDO, FLORIDA 32802-4990
PHONE (407) 246-2281 · FAX (407) 246-2892 · <http://www.cityoforlando.net>



Examples of Neighborhood Traffic Management Projects



Landscaped Median with brick-colored concrete pavers



Landscaped Roundabout



Speed hump with brick-colored textured asphalt



Pavement marking legend "BUMP"

THE THREE E'S

Education – alerts citizens to the various ways they can help ease traffic problems. For example, neighbors may help by reducing their own driving speed, encouraging family, friends and visitors to their neighborhood to do the same, and by using alternative modes of transportation like bicycles and buses.

Enforcement – enlists the help of the Orlando Police Department to focus on enforcement efforts on the target streets or throughout the project area and to help increase community awareness of the speeding problems.

Engineering – passive techniques include traffic signs, pavement markings, speed display trailers and other creative tools that try to keep the drivers attention directed on the task of driving. Special emphasis signs such as "Residential Area Drive with Care" or special pavement marking legends such as "SLOW" are options that the Transportation Engineering Division will consider using if there is neighborhood consensus.

When Education, Enforcement and Engineering techniques are used together their effectiveness is considerably higher. The TRAFFIC SAFETY AWARENESS PROGRAM is a good example of this type of concerted effort.

THE SAFETY AWARENESS PROGRAM

In 1994, the City of Orlando was the recipient of a Florida Dept. of Transportation Safety Grant which was used to purchase one of the most effective tools available today, the radar driven digital display board (also known as the "radar trailer"). This device has proven to be an excellent educational tool to augment existing police enforcement methods.

The board, mounted on a portable trailer, is equipped with a special solar powered, radar driven, numerical display which shows each approaching driver his or her current traveling speed. Above this display is affixed a large speed limit sign showing the legal posted speed limit for the roadway. By showing the driver his or her actual driving speed in comparison with the posted speed limit, voluntary compliance with the law is encouraged.



With the hustle and bustle of daily life, drivers often have more on their minds than their driving speed. The radar trailer quickly redirects the driver's attention to the task of driving, hopefully eliciting a voluntary correction in speed if necessary.

Finding an appropriate location to physically set up the trailer is not always easy. In order to be effective the trailers must be set up in a location that allows the radar unit to have a clear path to approaching vehicles. Often times the trailer can not be set in the best place to deter speeders due to limited parkway space, existing trees, shrubs, utility poles, driveways, intersecting streets, sprinkler systems, manicured lawns, etc...

Since the "radar trailers" are needed throughout the City, a list of candidate locations must be maintained. The list of locations is compiled one month in advance and can be found on our website.

Although these trailers are not a complete solution in themselves, the effectiveness of education, enforcement and engineering have proven to be a winning combination.

For more information about this program contact:
The Traffic Studies & Neighborhood Traffic Management Section at: (407) 246-2281

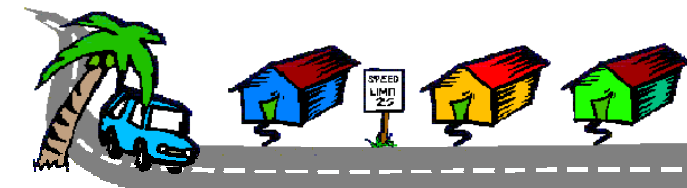


GOALS AND STRATEGIES OF THE NEIGHBORHOOD TRAFFIC MANAGEMENT PROCESS

The overall objectives of the City of Orlando's Neighborhood Traffic Management process are derived from existing City policy and the mission of the Transportation Engineering Division.

- Protect and improve livable neighborhoods by reducing the negative effect of motor vehicles on residential neighborhoods.
- Promote safe and pleasant conditions for residents, motorists, pedestrians and cyclists.
- Achieve safe and efficient movement of all forms of transportation within residential neighborhoods (including emergency and City services vehicles) consistent with the intended function of the neighborhood street.
- Provide accessibility for local traffic, discourage unsafe speeds and encourage opportunities for alternative modes of transportation (i.e. bicycles), all in recognition of quality of life issues and the specific objectives of the *City's Growth Management Plan*.
- Maintain acceptable levels of service on arterial streets to reduce incentives for motorists to intrude onto local residential streets.
- Encourage citizen involvement in all aspects of "The 3 E's": EDUCATION, ENFORCEMENT AND ENGINEERING activities in their neighborhood.
- Support the policies contained in the *Transportation Element of the City's Growth Management Plan*

- WHAT ARE THE BASIC STEPS IN THE PROCESS?**
- DEVELOP CITIZEN INVOLVEMENT
 - DEFINE THE PROBLEM
 - GATHER RELEVANT FACTS AND DATA
 - EDUCATION, ENFORCEMENT & ENGINEERING
 - BRAINSTORM IDEAS AND OPPORTUNITIES
 - DEVELOP A TRAFFIC CALMING PLAN
 - GAIN NEIGHBORHOOD SUPPORT FOR THE PLAN
 - TEST THE PLAN (AS APPLICABLE)
 - EVALUATE THE RESULTS (AS APPLICABLE)
 - ATTAIN PROPERTY OWNER CONSENSUS FOR ANY PROPOSED IMPROVEMENTS
 - PREPARE FINAL DESIGN PLANS
 - OBTAIN AND ALLOCATE FUNDING
 - CONSTRUCTION



POLICY GUIDELINES

Here are our Neighborhood Traffic Management guidelines:

- Through traffic shall be encouraged to use arterial streets as designated by the City's Growth Management Plan.
- Reasonable emergency and City service vehicle access must be preserved (i.e. Police, Fire, EMS, Sanitation, etc).
- Reasonable automobile access shall be maintained. Neighborhood Traffic Management projects shall encourage and enhance the appropriate behaviors of motorists, pedestrians, cyclists, transit and other users of public right-of-way without unduly restricting appropriate access to neighborhood destinations.
- The City shall employ the appropriate use of traffic calming measures and speed enforcement. Measures such as the use of speed humps, mini-roundabouts, medians, curb extensions, chicanes, trees and landscaping treatments, textured pavements and other measures shall be planned and designed in keeping with sound engineering practices. The Transportation Engineering Division Manager shall direct the installation of all traffic control devices (signs, markings and signals) as appropriate to accomplish the project according to City & national policies & standards.
- The Neighborhood Traffic Management process shall follow specific procedures as set forth in the Neighborhood Traffic Management Policy including the submittal of traffic study requests; traffic engineering investigations; enhanced police enforcement of traffic laws on residential streets with documentable problems; and citizen participation in the process.
- Street closures, cul-de-sacs & gated communities are not considered to be traffic calming options as is stated in the *Transportation Element of the City's Growth Management Plan*.
- Traffic calming projects shall not intentionally divert traffic off the project street to other adjacent neighborhood streets through the use of traffic diversion devices.
- The acceptable level of increased traffic volume that unintentionally occurs on adjacent neighborhood streets as a result of any traffic calming project, shall be defined on a project by project basis by the Transportation Engineering Division Manager.