

# TRAFFIC CALMING PROCEDURES

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# LAKE COUNTY

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## FLORIDA

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
ENGINEERING DIVISION  
**350 N. SINCLAIR AVENUE**  
TAVARES, FLORIDA 32778

## **Traffic Calming:**

The County encourages new development to consider traffic calming as part of the overall neighborhood street design. Traffic calming means the physical measures that reduce the negative effects of motor vehicle use, after driver behavior and improve conditions for non-motorized street users.

- ❖ **Speed Humps / Speed Bumps** - shall be prohibited as traffic calmings.
- ❖ **New residential development** – as of the effective date of this section, local streets shall provide adequate space for bicycle and pedestrian use, as well as motorized vehicles. Street lengths longer than 800 feet and/or streets with expected future volumes to exceed 1,000 vehicles per day should be considered for traffic calming. Neighborhoods with cul-de-sacs, curvilinear street network, and offsetting streets provide for a break in speed as a factor in solving neighborhood speeding problems. Curbing, median treatments and lane shifts may also be considered. An overall plan for the community shall be required, providing minimal calming devices for the purpose of maximizing land use or number of lots shall be prohibited. Any lane shifts or horizontal treatment shall be accompanied with appropriate curbing and signage. Traffic calming devices or measures that are expected to cause a maintenance problem for the County shall be prohibited. The cost of construction or installation of traffic calming devices shall be the responsibility of the developer.
- ❖ **Existing streets** – in order for an existing street to be considered for a retrofit with traffic calming devices the following must be satisfied:
  - a) The street shall have a minimum of 1,000 vehicle trips per day (AADT).
  - b) The street shall be classified as a local road.
  - c) Minor collector roads may be considered for traffic calming when no fewer than fifty percent (50%) of the road frontage has been developed as residential. Main emergency routes shall not have any vertical treatments. Additionally, twenty-five percent (25%) of the traffic must be cut-through traffic as measured by a field survey.
  - d) Speeding on the road shall be at least 12 mph over the posted speed limit as measured by the 85<sup>th</sup> percentile speed.
  - e) Roads with speed limits posted over 30 mph shall not be considered for vertical treatments.
  - f) Traffic calming measures shall not result in a transfer of traffic to other residential streets, which would then also be affected by increased traffic volumes and speeds.
  - g) Seventy percent (70%) of the current residents must sign a petition authorizing traffic calming treatments. Petitions shall be provided by the homeowner's association or applicant.

A traffic study may be required to document the need for traffic calming devices. If the street qualifies for traffic calming measures, the County may initiate design and hold public meetings to discuss available options with residents. Improvements shall be constructed on a case-by-case basis, and shall be constructed only when funding is available. Residents may be held financially responsible for such improvements through the specific assessment process. Final approval shall be with the Board of County Commissioners.

- ❖ **Traffic calming measures** – may be implemented through non-physical measures, vertical measures and horizontal measures. Non-physical measures include increased speed enforcement, radar trailer, neighborhood-public information meetings, pavement marking and signage and similar methods. Vertical measures include speed tables, raised crosswalks, and raised intersections. Horizontal measures include round-a-bouts, traffic circles, medians, land shifts, lane narrowing and similar features. The following traffic calming measures may be considered:

ROAD CLASSIFICATION						
Traffic Calming Measures	Arterial	Major Collector	Minor Collector	Urban Collector	Neighborhood Collector/Feeder Distributor	Local Street
<b>Non-Physical</b>						
Speed Enforcement	X	X	X	X	X	X
Radar Trailer	X	X	X	X	X	X
Public Meetings	X	X	X	X	X	X
Marking	X	X	X	X	X	X
Signage	X	X	X	X	X	X
Multiway Stops			X (1)	X (1)	X (1)	X
Street Parking			X	X	X	X
Entry Way Median				X	X	X
<b>Vertical</b>						
Speed Table			X		x	X
Raised Crosswalk				X	X	X
Raised Intersection				X	X	X
<b>Horizontal</b>						
Round-a-bout	X	X	X	X	X	X
Traffic Circle				X	X	X
Median	X	X	X	X	X	X
Lane Shift					X	X
Lane Narrow			X	X	X	X
Curbing	X	X	X	X	X	X
Choker/Bulbout				X	X	X

1. **Must meet MUTCD requirements for Multiway Stops.**
2. **Boxes marked X are allowable uses, but must be reviewed on a case by case basis.**

❖ **Manuals** – the following manuals shall also be considered:

- a) Florida Green Book
- b) ITE manual entitled “Traffic Calming – State of the Practice” by Reid Ewing.