

# Vision Zero and Traffic Safety

General Policy Committee  
February 24, 2022



## January 20, 2022 City Commission 9 Part Motion

1. Inform the community of our intent to set the speed limit for all city roads to 30mph and all neighborhoods to 20mph (bring back a report of what city roads would be affected).  
Accompany the change with a plan for an educational campaign and increased enforcement plan.
2. Send a letter to the Board of County Commissioners and the Department of Transportation asking them to follow suit for roads that run through city limits.
3. Staff to bring back an analysis of the use of flashing yellow signals throughout the city and if we should take a different approach.
4. Include safe pedestrian access as a goal to all parks in our master plan moving forward. Parks are to be within 10 minutes of all neighbors, but “safe” pedestrian access should be added to that goal.
5. Bring all further Vision Zero recommendations to the Commission for updates moving forward. The goal is to hear regular updates on progress.
6. Bring back a report for what resources are needed to speed up the Vision Zero timeline and expand the scope of the project and bring back for discussion.
7. Bring back a memo on the Attorney General’s opinion on the city’s ability to lower speeds on county owned roads.
8. Bring back an analysis on the impact of limiting/eliminating right on red in our city.
9. Bring back an analysis on eliminating striking lanes/suicide lanes (center turn lanes).

1. Inform the community of our intent to set the speed limit for all city roads to 30mph and all neighborhoods to 20mph (bring back a report of what city roads would be affected). Accompany the change with a plan for an educational campaign and increased enforcement plan.

- 2001 Traffic Study designated all residential streets 25 mph and all other City controlled streets 30 mph.
- New traffic study required to reduce speeds to 20 mph on residential streets. Cost \$150,000 plus signage and labor to implement
- GPD awarded funding by the Florida Department of Transportation (FDOT) to conduct education in support of bicyclists and pedestrians.
- Enforcement plan to be implemented in the next 30 days.

2. Send a letter to the Board of County Commissioners and the Department of Transportation asking them to follow suit for roads that run through city limits.

The letters are attached to the agenda item as back up.

3. Staff to bring back an analysis of the use of flashing yellow signals throughout the city and if we should take a different approach.

- In 2016, a memo to City Commission was issued related to the safety benefits of flashing yellow signals (attached to agenda item). Of particular note: “numerous studies has shown reduction of crashes particularly when converting a (a) Protected/Permissive Left Turns and (b) Permissive only left turns.”
- The City of Gainesville deployed Flashing Yellow Arrow indications from 2011-2014, converting “over 150 locations of Protected/Permissive Left and/or Permissive only left turns to Flashing Yellow Arrow. The cost of this deployment was over \$1.2M” is also noted in the 2016 memo.
- Currently Transportation staff works closely with GPD to analyze data at high crash intersections and after every crash involving serious injury or fatality to identify any possible traffic safety improvements to implement.
- To conduct a signal analysis of the entire City requires:
  - Engaging a consultant to conduct the analysis of 105 signalized intersections within City Limits at \$5,000 per intersection for a total cost of \$525,000

4. Include safe pedestrian access as a goal to all parks in our master plan moving forward. Parks are to be within 10 minutes of all neighbors, but “safe” pedestrian access should be added to that goal.

- Wild Spaces Public Places (WSPP) is expanding the City’s network of multiuse trails as “Walking, jogging and nature trails” were identified as a high priority during the PRCA Master Planning process and this desire was reiterated by the community recently during the Citywide community outreach.
- Pedestrian access to parks will be included in the Parks Element of the Comprehensive Plan
- Regional Bicycle and Pedestrian Master Plan will include access to parks as part of the planning process

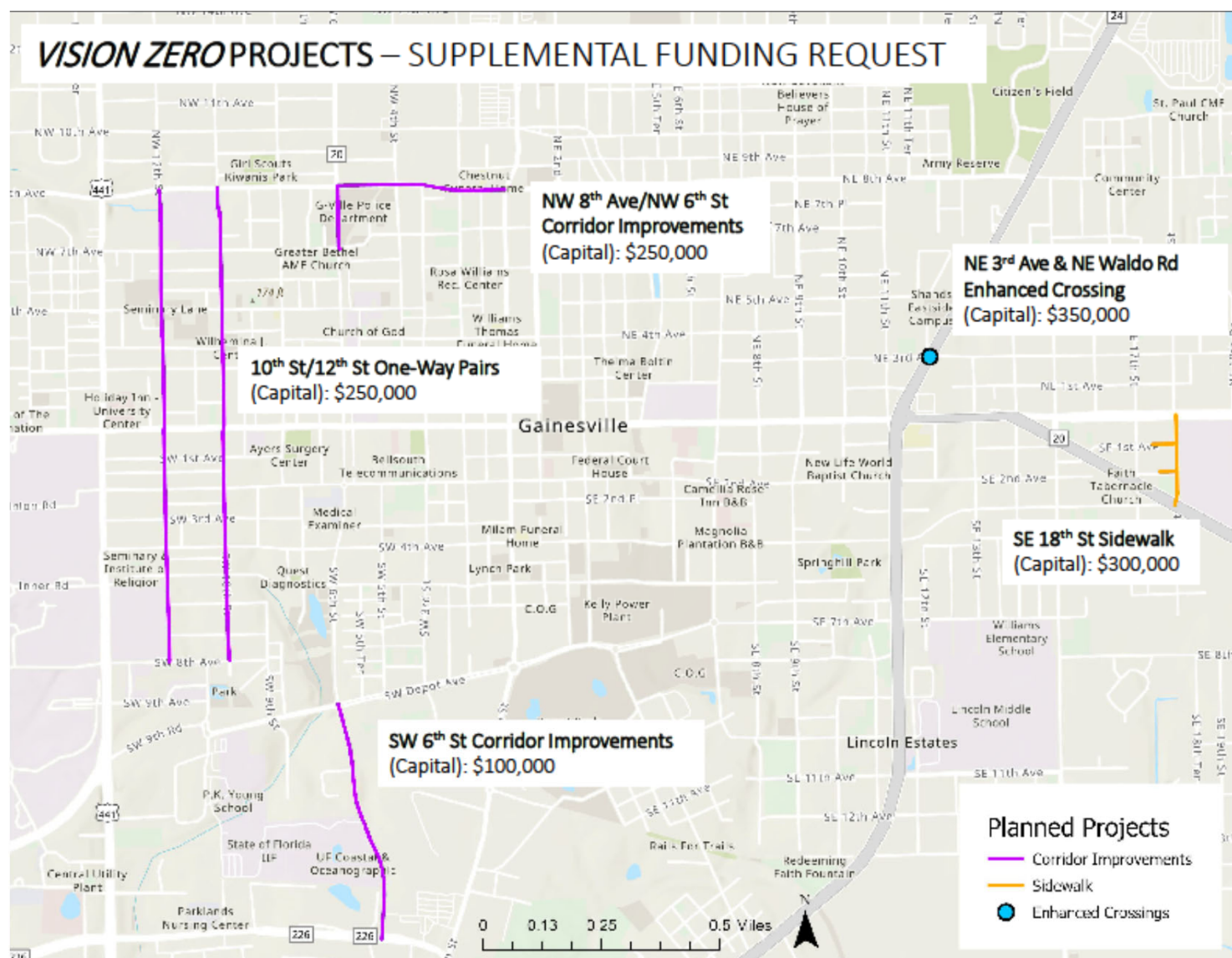
5. Bring all further Vision Zero recommendations to the Commission for updates moving forward. The goal is to hear regular updates on progress

- Transportation staff will provide bi-annual updates in January and July to City Commission with additional updates as requested.

6. Bring back a report for what resources are needed to speed up the Vision Zero timeline and expand the scope of the project and bring back for discussion.

- Five significant projects in design unfunded for capital: \$1.25 Million ARPA
    - NE 3<sup>rd</sup> Street at Waldo pedestrian/bicycle crossing      \$350,000
    - SE 18<sup>th</sup> Street Sidewalk      \$300,000
    - NW 8<sup>th</sup> Ave modifications (N Main St to NW 6<sup>th</sup> St)      \$250,000
    - NW 10<sup>th</sup> St and NW 12<sup>th</sup> St One-Way Pairs      \$250,000
    - SW 6<sup>th</sup> Street re-stripe to repurpose outside lane      \$100,000
  - 2 full time employees: \$72,792.73
    - Limited Term Project Manager      \$90,871.90\*
    - Geographic Information Systems Specialist      \$72,792.73
- \*Funds from multiple projects will be used to fund this position





7. Bring back a memo on the Attorney General's opinion on the city's ability to lower speeds on county owned roads.

The City Attorney Memo in the attached back-up notes:

- “Upon review, it is apparent that the statutory law relied upon by the Attorney General remains unchanged through to the present.”
- “Additionally, the analysis detailed in the opinion presents a straightforward, reasonable interpretation and application of the law. A city has the authority to set a 30 miles per hour speed limit on county-maintained roads located within the city limits in a business or residence district.”
- “The statutory default maximum speed limit on any non-state, non-federal road within a municipality is 30 miles per hour, and the municipality has the authority to raise or lower that default speed limit within given parameters after conducting an investigation and conforming to criteria established by the Department of Transportation.”

8. Bring back an analysis on the impact of limiting/eliminating right on red in our city.

9. Bring back an analysis on eliminating striking lanes/suicide lanes (center turn lanes).

- Currently Transportation staff works closely with GPD to analyze data at high crash intersections and after every crash involving serious injury or fatality to identify any possible traffic safety improvements to implement.
- To conduct the requested analysis requires engaging a consultant to review each corridors/leg of the signalized intersection
- Transportation staff worked with FDOT and a local consultant to develop the Scope of Services and cost estimate to complete the analysis at \$12,000 per corridor/leg or a total cost of approximately \$5.5 million.
- Costs are for corridors with signalized intersections and do not include every street in the City Limits.

## SUMMARY OF TOTAL COSTS

- Traffic Study to reduce residential streets to 20 mph: \$150,000\*  
\*Cost for signage and labor not included
- Flashing Yellow Arrow Signal Analysis \$525,000
- Speed up Vision Zero projects using ARPA funding \$1.25 Million\*  
\*2 FTE positions required with on-going funding: \$72,792.73
- Traffic Study to eliminate right on red and center turn lanes \$5.5 Million
- On-going additional annual maintenance funding for adding crosswalks, lane striping, sidewalks, and street sweeping for protected bicycle lanes \$500,000