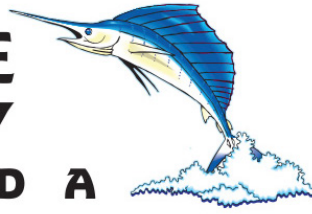


# ST. LUCIE COUNTY FLORIDA



## St. Lucie County Traffic Calming Policy

*Adopted March 18, 2025*

### I. INTRODUCTION

As Florida continues to grow, more and more of the major highways in its communities are becoming congested. This has caused many drivers to seek less crowded local roads as alternatives to getting to their destinations. In many cases, this has meant the use of local roads as bypasses. The increase in traffic intrusion, volume, and speeds on local roads impacts the livability standards of various neighborhoods in Florida. As a result, many residents complain about their environment (noise, air pollution), livability (quality of life, traffic intrusion, excessive volume, and speed of traffic), safety (as well as safety of their children, pets, and property), and physical characteristics (absence of sidewalks, etc.). A traffic calming policy provides guidance on how to address concerns about maintaining or enhancing the quality of life in residential neighborhoods by balancing the need for safety for all roadway users and adjacent property owners of the street network and maintaining the integrity of the highway network.

### II. PURPOSE, GOALS AND OBJECTIVES

Traffic calming is the combination of mainly physical measures that reduce the negative effects of excessive motor vehicle speed and volume, alters driver behavior, and improves conditions for non-motorized street users. Traffic calming consists of physical devices and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. Traffic calming needs to consider many roadway factors including geometry, sight distance, lighting, drainage, accident history, cut-through traffic, and all uses, including emergency response vehicles, buses, trucks, motorcycles, bicycles and pedestrians.

This policy establishes procedures for requesting, evaluating, and implementing traffic calming measures along County-managed roadways, ensuring consistency and fairness while balancing the needs of residents, emergency responders, and other stakeholders, including:

**Safety:** Reduce traffic speeds and improve safety for motorists, pedestrians, and cyclists. Reduce the frequency and severity of traffic accidents, particularly in residential and pedestrian-heavy areas.

**Livability:** Maintain neighborhood quality of life by controlling noise, air pollution, and road safety.

**Community Involvement:** Promote public engagement in traffic calming efforts.

**Efficiency:** Implement cost-effective measures that effectively manage traffic issues while ensuring emergency access.

### III. DEFINITIONS

**85th Percentile Speed:** The speed at which 85% of the vehicles are traveling at or below. The 85th Percentile Speed will be considered as the average 85th Percentile Speed in both directions.

**Arterial Road:** Roads with four or more travel lanes, or roads that prioritize the movement of people and goods over access to properties (designated freight routes, secondary evacuation routes, etc.). Arterial roads typically provide a route that is relatively continuous and of a relatively high traffic volume, long average trip length, and high operating speed.

**Average Annual Daily Traffic (AADT):** Terminology used by traffic engineers to define a metric that estimates the average number of vehicles that pass a given point on a road in both directions over the course of a year, usually expressed in vehicles per day (vpd).

**Collector Road:** Roads providing a balance of access and traffic movement between local and arterial roads.

**Impact Area Boundary:** The defined area or neighborhood where residents and property owners are affected by proposed traffic calming measures. This area and the physical location proposed for traffic calming devices may deviate or expand from the original location of the application and petition as determined by the County Engineer and Public Works Staff.

**Local Road:** A route providing service to relatively low average traffic volume, short average trip length or minimal through-traffic involvement. These roads are not classified as collectors or arterials. Examples are roadways that primarily serve residential neighborhoods with lower traffic volumes and speeds.

**Neighborhood Contact Person:** A property owner along the requested road who has submitted a request for traffic calming. If the neighborhood has a homeowner's association, evidence must be provided indicating the homeowner's association has approved the contact person to serve as the liaison between the County and the neighborhood. This shall also apply to neighborhoods with voluntary homeowner's associations.

**Speed Study:** A study using equipment to measure, collect, and statistically analyze the speeds of vehicles.

**Traffic Calming Measures:** Physical or operational changes designed to reduce vehicle speeds and traffic volumes, enhancing safety for all road users.

**Traffic Count:** A manual or automated count of the number of vehicles traversing a street.

### IV. ELIGIBILITY GUIDELINES

All governing documents will be considered including, but not limited to, the St. Lucie County Comprehensive Plan and the Land Development Code, FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (aka, The Florida Greenbook), the Manual of Uniform Traffic Control Devices (MUTCD), and the Institute of Traffic Engineers (ITE) guidelines. The St. Lucie County Traffic Calming Policy will be guided by the following principles, ensuring a balance between transportation mobility, safety, and neighborhood livability:

**Encourage Through-Traffic on Appropriate Roads:** Through-traffic should be encouraged to use higher classification roads, such as collector roads and arterial roads, while minimizing

through-traffic on local roads.

**Avoid Shifting Traffic Problems:** Traffic calming measures should not merely shift traffic problems from one road to another. The goal is to achieve a more balanced distribution of traffic without creating new issues in adjacent areas.

**Reduce Vehicle Speeds:** Measures should be designed to reduce the average speed of vehicles.

**Cost-Effective Solutions:** Implement traffic calming solutions that are effective and cost-efficient. Solutions should be appropriate to the severity of the traffic problems and the characteristics of the roadway.

**Improve Safety for Non-Motorists:** Traffic calming measures should enhance safety for pedestrians, cyclists, and other non-motorized street users by reducing speeds and improving visibility.

**Preserve Emergency Vehicle Access:** Traffic calming measures must maintain reasonable access for emergency vehicles, and their impact on emergency response times must be considered during the planning and design phases.

**Maintain Vehicular Access:** While reducing traffic speeds and volumes, measures should still allow for reasonable vehicular access to neighborhoods and properties.

**Promote Pedestrian and Bicycle Access:** Measures should encourage and enhance access for pedestrians and cyclists within neighborhoods, promoting active transportation modes.

**Eligibility for Traffic Calming:** Only roads classified as local or minor collector are eligible for traffic calming measures. Major collector roads will only be considered for traffic calming on a case-by-case basis and must be nominated by a County Commissioner, the County Administrator, or the County Engineer.

**Consistency in Application:** Traffic calming measures will be implemented in a consistent manner throughout the County to ensure fairness and efficiency. Input from affected property owners and stakeholders will be sought during the planning process.

**Board of County Commissioner Approval:** All traffic calming projects will require approval from the Board of County Commissioners. An application that has been rejected for any reason may not be resubmitted for a period of three years following the date of denial.

To be eligible for traffic calming, roads must meet the following eligibility criteria:

**Road Classification:** Only local and collector roads in residential areas that meet speed and volume thresholds as outlined under Traffic Conditions Classification below are eligible. Roads with high traffic volumes, varying geometry, access to critical facilities or those that serve as major truck routes will generally not be considered for physical traffic calming measures.

**Road Characteristics:** The road should not exceed two lanes, must be paved, and be at least 1,000 feet in length between two intersecting streets.

**Visibility and Sightlines:** All traffic calming features must be visible from a safe distance for drivers, pedestrians, and cyclists.

**Accident History:** Roads with a documented history of accidents will receive priority.

**Emergency Evacuation, Bus and Sanitation Routes:** Roads designated as emergency or evacuation routes are ineligible. Emergency services, school bus and transit, and solid waste collection authorities will be consulted during the planning stage to ensure that access is not compromised.

**Support from Property Owners:** A minimum of 75% support from property owners within the impact area boundary is required before implementing physical traffic calming devices.

**Americans with Disabilities Act:** The County will consider the needs of people with disabilities and ensure that all traffic calming measures comply with the Americans with Disabilities Act (ADA).

## V. TRAFFIC CALMING MEASURES

The following traffic calming measures will be considered for implementation in St. Lucie County:

### Physical Devices:

**Speed Humps:** Typically, 12-14 feet long, designed to reduce speeds to 15–20 mph.

**Speed Tables:** Long, flat-topped humps that allow for smoother crossings by larger vehicles.

### Non-Physical Measures:

**Speed Limit Reduction:** Posting lower speed limits in residential neighborhoods and school zones.

**Signage and Pavement Markings:** Installing clear and consistent signage and pavement markings to inform drivers of the speed limits and traffic calming measures.

**Radar Speed Signs:** Installing electronic signs that display vehicle speeds to encourage drivers to slow down.

### Enforcement and Education:

**Increased Law Enforcement:** Targeted enforcement in areas identified as high-risk for speeding or cut-through traffic.

**Public Awareness Campaigns:** Educating residents and motorists about traffic safety and traffic calming measures.

## VI. TRAFFIC CONDITIONS CLASSIFICATION

The traffic conditions on a roadway will be classified based on the data collected, which determines the appropriate level of traffic calming response measures as follows:

### Type I – Minor Excessive Speed and Volume:

#### Criteria:

- The measured 85th percentile speed is between 5 and 8 miles per hour (mph) above the posted speed limit, and
- The Average Annual Daily Traffic (AADT) is between 300 and 800 vehicles per day (vpd).

**Response:**

- Roadways with minor excessive speed and volume issues will be addressed through enforcement and education.
- Law Enforcement will be notified and requested to increase random enforcement during peak speeding times.
- Additionally, neighborhood flyers, variable message signs or other community-driven campaigns may be utilized to inform residents and drivers about the traffic concerns.

**Type II – Excessive Speed and Volume:**

**Criteria:**

- Roadways with traffic volumes greater than 800 AADT and one of the following:
- The measured 85th percentile speed is 9 mph or greater than the posted speed limit, or
- The peak hourly volume exceeds 12% of the AADT, or the preponderance of traffic can be attributed to cut-through trips.

**Response:**

- Law Enforcement will be notified and requested to increase random enforcement during peak speeding times.
- Additionally, neighborhood flyers, variable message signs or other community-driven campaigns may be utilized to inform residents and drivers about the traffic concerns.
- Streets classified as having excessive speed or volume will advance to the conceptual traffic calming plan phase which may include physical and/or non-physical measures, provided there is minimum of 75% support from property owners within the impact area boundary.

**Type III – Other Traffic Issues:**

**Criteria:**

Streets that do not meet the Type II minimum criteria but where the speed and volume are both within 20% of the threshold (i.e., within 2 mph and 160 vpd) may be further considered if one or more of the following extenuating circumstances apply:

- A high frequency or severity of accidents.
- Numerous bus stops along the road.
- Quantity of residential driveways.
- Roadway geometry issues.
- Lack of sidewalks.

**Response:**

- Streets classified as Type III may move forward to the conceptual traffic calming plan phase with the approval of the Board of County Commissioners which may include physical and/or non-physical measures, provided there is minimum of 75% support from property owners within the impact area boundary.

**Type IV – Ineligible for Traffic Calming:**

Streets that do not meet any of the above conditions (Type I, II, or III) are not eligible for traffic calming measures under this policy.

## VII. TRAFFIC CALMING PROCESS

The traffic calming process includes five steps:

### Step 1: Request Submission

A request for a traffic calming study must be initiated by a Neighborhood Contact Person. The request form must include a petition signed by at least 75% of property owners fronting the street on which the traffic calming is requested. Only one property owner listed with the Property Appraiser may sign the petition for each property. All properties fronting the street on which traffic calming is requested not listed or included in the petition will be counted as a “no” vote.

### Step 2: Review and Study

County staff will review the request form and petition to ensure all requirements have been satisfied prior to initiating any studies. Upon completion of review, staff will conduct traffic counts, including speed and volume measurements, review accident history and review the findings along with the Eligibility Guidelines. If the criteria are met, a conceptual traffic calming plan will be developed. The Neighborhood Contact Person will be notified of the findings of the study and Staff determination in writing.

### Data Collection and Studies

To assess eligibility County staff will collect the following information:

**Site Conditions:** A visual survey will confirm that the roadway has proper signage and pavement markings. Sight distances, street design, lighting, drainage and any potential safety concerns will be evaluated. Any irregularities or deficiencies will be corrected before proceeding with further analysis.

**Traffic Volumes and Speeds:** Conduct traffic counts and speed studies, with particular attention to peak travel times and neighborhood-specific patterns.

**Accident History:** Review records of traffic accidents from the previous five-year period to identify any safety concerns.

### Step 3: Public Meeting

If determined to be an eligible corridor, a conceptual traffic calming plan will be developed and presented at a public meeting. Following the public meeting, staff or an engineering consultant will prepare a preliminary traffic calming plan.

### Step 4: Approval Process

Once a preliminary traffic calming plan has been developed, the County will provide the Neighborhood Contact Person with a petition form detailing the recommended measures and their proposed locations. If 75% of property owners within the Impact Area Boundary approve the preliminary traffic calming plan the project will move forward to the Board of County Commissioners for consideration for approval and funding. Roads meeting the eligibility criteria will be evaluated and prioritized based on safety concerns and traffic conditions. All petitions submitted will be counted as “yes” votes. All properties within the Impact Area Boundary not included in the petition are counted as a “no” vote. If formal balloting is performed, every ballot returned counts whether “yes” or “no” is marked. Unreturned ballots will not be counted.

### Step 5: Implementation

After receiving the necessary approvals and funding, the County will develop a final traffic calming plan and install the traffic calming measures. Property owners within the Impact Area Boundary will be notified of the timeline for design and construction. The project will be evaluated approximately one year after completion to determine its effectiveness and whether further modifications are necessary.

## **VIII. FUNDING**

The design and construction of traffic calming measures will not begin until a funding source is identified and secured. In some cases, developers, neighborhood associations or property owners may be asked to contribute to the cost of implementing traffic calming measures through a special assessment, particularly if non-standard or decorative elements are requested.

## **IX. ALTERATION AND REMOVAL OF TRAFFIC CALMING MEASURES**

### **County-Initiated**

If the roadway changes in functional classification, or if the AADT increases significantly, or the traffic calming measures are deemed ineffective, the Board of County Commissioners, at its discretion, may alter or remove traffic calming improvements. Nothing in this policy shall be interpreted to restrict or prohibit St. Lucie County from implementing, altering or removing measures to improve traffic safety, correct accident-causing situations, or mitigate traffic operational problems.

### **Property Owner-Initiated**

Property owners within the Impact Area Boundary may petition for the removal of traffic calming measures that have been in place for at least two (2) years. The procedure for petitioning and removal requires the same level of public input (75% support) and Board approval as required for installation. The requested removal of traffic calming and any required road restoration shall require a special assessment of the property owners within the Impact Area Boundary. Once removed, no petition for re-installation of traffic calming shall be permitted for a period of five (5) years.

## **X. CONCLUSION**

This policy aims to ensure that traffic calming measures in St. Lucie County are implemented in a manner that enhances neighborhood safety and quality of life while balancing the needs of multimodal uses, emergency services, and residents. Furthermore, this policy ensures a framework adhering to standards following a structured, data-driven approach for a clear, consistent and replicable application of traffic calming measures in St. Lucie County.

## **XI. CONTACT INFORMATION**

Property owners with questions about the Traffic Calming Policy or who wish to submit a request can contact the St. Lucie County Public Works Department at:

Phone: (772) 462-2178

Email: [publicworks@stlucieco.gov](mailto:publicworks@stlucieco.gov)

# Appendix A

## Traffic Calming Request Form and Petition Form

ST. LUCIE COUNTY PUBLIC WORKS DEPARTMENT



TRAFFIC CALMING REQUEST FORM

Please send your completed request form AND petition sheet(s) to:  
St. Lucie County Public Works Department  
2300 Virginia Avenue, Fort Pierce, FL 34982

**Identify the Neighborhood Contact Person for this request.** This person will serve as the liaison between the County and the neighborhood and must be a property owner along the requested road. If the neighborhood has a homeowner's association, evidence must be provided indicating the homeowner's association has approved the contact person to serve as the liaison between the County and the neighborhood. This shall also apply for neighborhoods with voluntary homeowner's associations.

(Please print or type)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Mailing Address (if different from above) \_\_\_\_\_

Daytime Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Applicant is:  Homeowner  Developer  County Staff

If a homeowner, do you belong to a neighborhood association?  Yes  No

If yes, which one? \_\_\_\_\_

**Specify the location:**

Street: \_\_\_\_\_

Between: \_\_\_\_\_ and: \_\_\_\_\_

**Describe your concerns and the time of day they are most notable:**

Please check any concerns that apply to your street:

- Speed of automobile traffic  Cut-through traffic  Volume of traffic  High pedestrian volume  
 Number of accidents  Lack of amenities (sidewalks, crosswalks, etc.)  Other (please explain:

\_\_\_\_\_  
\_\_\_\_\_

Please elaborate on the specific problem(s) on your street or in your neighborhood:

\_\_\_\_\_  
\_\_\_\_\_

Time of day of your concerns: \_\_\_\_\_

Neighborhood Contact Person's signature: \_\_\_\_\_



**TRAFFIC CALMING REQUEST PETITION FORM**

I, the undersigned, as a property owner on the road: \_\_\_\_\_, which is located outside of \_\_\_\_\_, which is located outside of the corporate limits of any city, town or municipality within St. Lucie County, Florida, do hereby respectfully petition the Board of County Commissioners to add/remove (circle one) traffic calming improvements.

determination of whether to construct traffic calming measures will be made by the Board of County Commissioners at a public hearing. I understand that the individual designated as the Neighborhood Contact Person will act as a liaison between the neighborhood and County Public Works staff.

All improvements shall be constructed to County standards.

A property owner may rescind their petition by providing the Public Works Department with written notice of such withdrawal at any time prior to the initial public hearing.

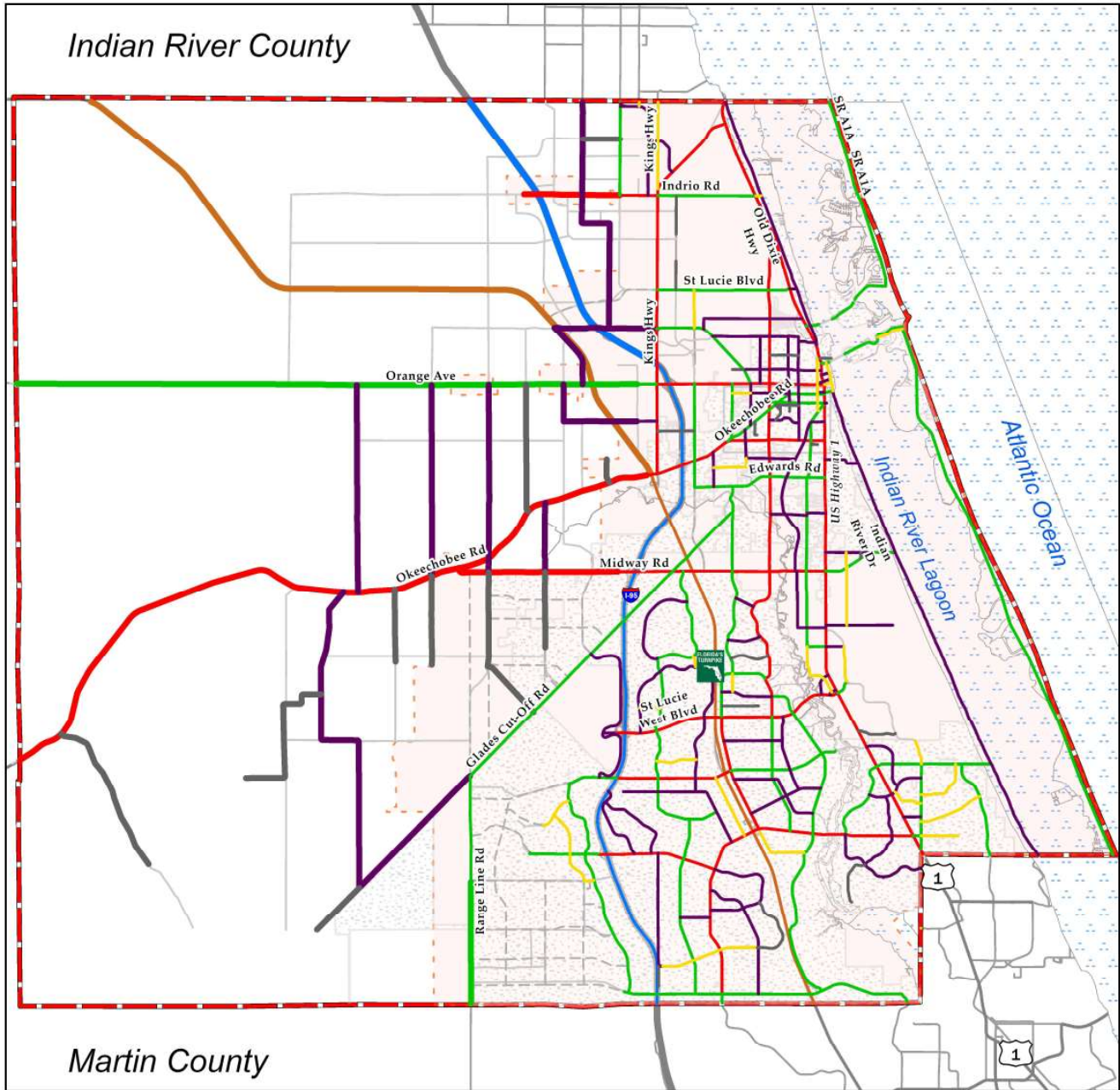
I understand that the County Engineer and/or Public Works staff will assess the merits of this request and modify it as necessary. I understand that the

Name (Print)	Address	Phone Number	Signature

\*Only one property owner listed with the Property Appraiser may sign the petition for each property.\*  
 \*\*By signing this petition, you acknowledge that the physical location for traffic calming measures will be determined solely by the County Engineer and/or Public Works staff.\*\*

# Appendix B

## Roadway Classifications – St. Lucie County Comprehensive Plan Existing & Future Functional Classification Map (2045)



St. Lucie County  
Comprehensive Plan  
Existing & Future  
Functional Classification Map (2025)

Map: TRN-3



Print Date: 2/7/2024  
Source: St. Lucie County & FDOT

Legend

- 01 - Principal Arterial-Interstate RURAL
- 02 - Principal Arterial Expressway RURAL
- 04 - Principal Arterial-Other RURAL
- 06 - Minor Arterial RURAL
- 07 - Major Collector RURAL
- 09 - Local RURAL
- 11 - Principal Arterial-Interstate URBAN
- 12 - Principal Arterial-Freeway and Expressway URBAN
- 14 - Principal Arterial-Other URBAN
- 16 - Minor Arterial URBAN
- 17 - Major Collector URBAN
- 18 - Minor Collector (Fed Aid) URBAN
- 19 - Local URBAN
- County Boundary
- Municipalities
- Urban Service Boundary
- TPO LRTP Roads
- Undefined Roads

