

CITY OF TALLAHASSEE

CITY COMMISSION AGENDA ITEM

ACTION REQUESTED ON: 7/9/97

SUBJECT/TITLE: Residential Traffic Management Policy

TARGET ISSUE: Neighborhood Planning: Direction and Process

STATEMENT OF ISSUE

On July 15, 1992, the City Commission approved the Minor Collector Street Policy. The sunset review section of the policy requires the policy be reviewed no later than five years from the effective date. The Traffic Engineering Division and the Residential Area Transportation Committee (RATC) have reviewed and revised the existing Minor Collector Street Policy.

The recommended changes include minor text revisions and increase responsibility for the RATC. In the previous policy the RATC was only used as a mediation board when neighborhoods and staff could not resolve an issue. The recommended policy allows the RATC to assist in determining priority ranking criteria of projects and review all final plans. The revisions also include emphasis on motorist awareness tools (e.g. brochures, radar trailer. Staff recommends that the City Commission replace the existing Minor Collector Street Policy #602CP with the attached Residential Traffic Management Policy and amend the RATC bylaws to reflect the name change (Minor Collector Street Policy to Residential Traffic Management Policy) of policy #602CP.

RECOMMENDED ACTION

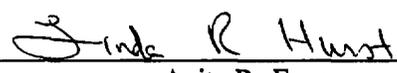
Approve the attached Residential Traffic Management Policy #602CP and amend the RATC bylaws to reflect the name change of policy #602CP.

FISCAL IMPACT

There is no additional fiscal impact to the City.



Edgar Grant, Director
Public Works Department



for Anita R. Favors
City Manager

For information, please contact:	<u>Debbie M. Dantin</u>	<u>Traffic Engineering</u>	<u>8264</u>
	Name	Department/Office	Extension

ITEM TITLE: Residential Transportation Management Policy

HISTORY/FACTS & ISSUES

Due to citizen concerns raised to the City Commission of increased cut-through traffic and speeding within their surrounding residential areas, anticipated as a result of the approval of the Florida Department of Law Enforcement (FDLE) complex; the Commission directed staff to develop a Minor Collector Street Policy. The Minor Collector Street Policy was approved by the City Commission on July 15, 1992. The Residential Area Transportation Committee (RATC) was formed as part of this policy. The RATC bylaws were adopted by the City Commission on October 28, 1992. These bylaws outline the purpose and function, operations and membership of the RATC. The RATC is comprised of seven (7) regular members and four (4) Ex-officio members, with the regular members being appointed by the Mayor.

Until FY '1995, a citizen Committee reviewed existing traffic operations within residential areas and the impacts created by new projects. Recommendations to mitigate traffic were typically addressed through the installation and design of traditional engineering devices and enforcement.

Beginning in FY '95, a new Residential Area Traffic Control Program was implemented and received funding appropriations for construction of minor traffic calming techniques. The Program has since developed in similar format to the Street Paving and Sidewalk Programs, requiring petitions and project priority criteria. Staff develops and implements devices to reduce travel speeds along residential minor collector and local roadways, with input from the citizen Residential Area Traffic Committee (RATC). effected residents and emergency service providers.

OPTIONS

1. Approve the attached Residential Traffic Management Policy #602CP and amend the RATC bylaws to reflect the name change of policy #602CP.
2. Do not approve the attached Residential Traffic Management Policy #602CP.
3. Provide alternative direction to staff.

ATTACHMENTS/REFERENCES

Residential Traffic Management Policy
Bylaws of the City of Tallahassee Residential Area Transportation Committee



<p>CITY COMMISSION POLICY POLICY TITLE:</p> <p><u>RESIDENTIAL TRAFFIC</u> <u>MANAGEMENT MINOR-COLLECTOR</u> <u>STREET POLICY</u></p>	<p>CITY COMMISSION POLICY NUMBER: 602CP</p> <p>DATE ADOPTED: July 15, 1992</p> <p>DATE OF LAST REVISION: July 9, 1997</p>																																
<p><u>.01</u></p>	<p><u>TABLE OF CONTENTS</u></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;"><u>SUBJECT</u></th> <th style="text-align: right; border-bottom: 1px solid black;"><u>PAGE NUMBER</u></th> </tr> </thead> <tbody> <tr> <td style="border-bottom: 1px solid black;"><u>.02 AUTHORITY</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>2</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"><u>.03 PURPOSE</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>2</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"><u>.04 SCOPE AND APPLICABILITY</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>2</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"><u>.05 POLICY STATEMENT</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>2</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"><u>.06 DEFINITIONS</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>2</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"><u>.07 HISTORICAL PERSPECTIVE</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>3</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"> <u>A. Problem Statement</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>3</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"> <u>B. Solution Statement</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>4</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"><u>.08 RESIDENTIAL AREA TRANSPORTATION COMMITTEE</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>4</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"> <u>A. Procedures</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>4</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"> <u>B. Goals</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>4</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"> <u>C. Policies</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>5</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"><u>.09 ADMINISTRATION</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>6</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"><u>.10 SUNSET REVIEW</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>6</u></td> </tr> <tr> <td style="border-bottom: 1px solid black;"><u>.11 EFFECTIVE DATE</u></td> <td style="text-align: right; border-bottom: 1px solid black;"><u>6</u></td> </tr> </tbody> </table>	<u>SUBJECT</u>	<u>PAGE NUMBER</u>	<u>.02 AUTHORITY</u>	<u>2</u>	<u>.03 PURPOSE</u>	<u>2</u>	<u>.04 SCOPE AND APPLICABILITY</u>	<u>2</u>	<u>.05 POLICY STATEMENT</u>	<u>2</u>	<u>.06 DEFINITIONS</u>	<u>2</u>	<u>.07 HISTORICAL PERSPECTIVE</u>	<u>3</u>	<u>A. Problem Statement</u>	<u>3</u>	<u>B. Solution Statement</u>	<u>4</u>	<u>.08 RESIDENTIAL AREA TRANSPORTATION COMMITTEE</u>	<u>4</u>	<u>A. Procedures</u>	<u>4</u>	<u>B. Goals</u>	<u>4</u>	<u>C. Policies</u>	<u>5</u>	<u>.09 ADMINISTRATION</u>	<u>6</u>	<u>.10 SUNSET REVIEW</u>	<u>6</u>	<u>.11 EFFECTIVE DATE</u>	<u>6</u>
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<p>DEPARTMENT</p> <p>Public Works</p>	<p>DEPARTMENT HEAD SIGNATURE</p>																																

Attachment 1
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CITY COMMISSION POLICY

POLICY TITLE: <u>Residential Traffic Management</u> Minor Collector Street Policy	DEPARTMENT Public Works	PAGE: 2
<u>.02602.01</u>	<u>AUTHORITY</u> City Manager	
<u>.03602.02</u>	<u>PURPOSE</u> The purpose of this administrative regulation is to establish a traffic control and safety policy for residential minor collector and local streets which interfaces with established neighborhoods, as adopted by the City Commission in their meeting of July 15, 1992 and revised on July 9, 1997.	
<u>.04602.03</u>	<u>SCOPE AND APPLICABILITY</u> This directive was originally to mMitigate for the through traffic that is anticipated on residential minor collector and local type streets and to address measures to reduce the speed and volume of through-traffic on these streets. This has been expanded to include all local and minor collector streets used by through traffic.	
<u>.05602.04</u>	<u>POLICY STATEMENT</u> The Committee's main intention of this policy is to review options available for reducing or eliminating through traffic and/or obtaining lower travel speeds on local and minor collector streets in residential neighborhoods. This is in accordance with the definitions, objectives, and policies of the Comprehensive Plan with respect to local streets and minor collector streets, and enhancing livability of neighborhoods.	
<u>.06602.05</u>	<u>DEFINITION</u> Local Street: means a streets that collects traffic from adjacent land uses and possibly several other minor <u>local</u> streets (cul-de-sacs, loops, lanes) and channels it to the collector/arterial street system. Local streets are intended to carry the lowest traffic volumes, discourage through traffic (usually <u>does not</u> carry traffic between two streets of a higher classification), and provide access to abutting land. Minor Collector: means a streets that collect conducts traffic from a number of <u>local</u> minor streets to the major collector/arterial system, between other collectors and from activity centers to a street of higher classification. Minor <u>c</u> ollectors are predominately residential in nature, generally with lower volumes, shorter trip lengths, and fewer through trips than major collectors.	

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CITY COMMISSION POLICY

POLICY TITLE: <u>Residential Traffic Management</u> Minor Collector Street Policy	DEPARTMENT Public Works	PAGE: 3
.07 602.06	<p>Through Traffic: vehicles traveling through residential areas but which do not have its originations nor its destinations in that residential area.</p> <p><u>HISTORICAL PERSPECTIVE</u></p> <p><u>A. Problem Statement:</u> The recommendations listed below were predicated upon a number of assumptions. These have been listed in order to understand the policies which are recommended:</p> <ol style="list-style-type: none"> 1. The City currently has peak period traffic problems and it is expected that with growth, the problems are apt to become more acute. 2. Due to serious congestion problems at major intersections during the peak periods, drivers use alternative routes, often exceeding the speed limit, through residential neighborhoods in order to keep moving and, at least perceptively, minimize the overall delay. 3. Where major <u>Due to the inability to satisfy the continuous demand for arterial and major collector roadways or intersection improvements, or where have not been constructed in a timely fashion, or</u> Transportation System Management and Transportation Demand Management techniques <u>strategies</u> have not been implemented, commuters have resorted to use of neighborhood streets to avoid the congested arterial or intersections. 4. A conflict within neighborhoods exists between the volume and speed of through traffic (in a hurry to get to their destinations) and the residential character of the neighborhood which is intended to provide safety and tranquillity to the residents. 5. Temporary solutions alone (e.g. Police Enforcement) cannot be expected to solve the long term problems of speeding and through traffic. 6. Study results show that traffic (particularly excessive speeding) cannot be controlled by the installation of traffic signs alone. 7. Literature has indicated that crime, noise and trash increase within neighborhoods by an increase in through traffic. 8. In general, motorists drive based on the comfort level and perceived safety threshold rather than the posted speed limit. 	

*Attachment 1
 Dec 2 2006*

CITY COMMISSION POLICY

POLICY TITLE: <u>Residential Traffic Management</u> Minor Collector Street Policy	DEPARTMENT Public Works	PAGE: 4
<p>.08602.07</p> <p>602.07.01</p> <p>602.07.02</p>	<p><u>B. Solution Statement:</u> Solutions should address the problem of speeding on residential type streets and address the conflict between the excessive number of through vehicles and the residential character of the street <u>through the use of physical design features devices installed within the roadway, increased enforcement or through the use of other motorist awareness tools.</u> It is not expected that all through traffic can be eliminated from local and minor collector residential streets.</p> <p><u>RESIDENTIAL AREA TRANSPORTATION COMMITTEE</u></p> <p><u>A. Procedures</u> In order to accomplish the reduction of through traffic volumes and travel speeds of through traffic, a Residential Area Transportation Committee (RATC) is established. <u>This Committee will be involved in determining the priority ranking of eligible projects. Ranking criteria include items such as: volumes, speed, accidents, pedestrian generators and density.</u></p> <p><u>Once the priority of the projects has been determined, staff will meet with the neighborhood to develop a plan. The RATC will review final plans prior to construction. This Committee will also</u>ould be involved in solving residential area traffic control problems if after neighborhood groups/associations and the City's Traffic Engineering staff cannot arrive at a solution for the neighborhood's traffic problem. The process would consist of the neighborhood contacting staff with a request to address a traffic problem. If the problem could not be solved satisfactorily nor a compromise could be worked out, the neighborhood groups would be advised to bring their problem to the attention of the RATC. The RATC will<u>ould</u> review the request and work with the neighborhood and staff to work out a solution. If a satisfactory solution cannot be worked out, the decision can be appealed to the City Commission, who will<u>ould</u> make the final determination on how to address the problem.</p> <p><u>B. Goals</u> The goal of this Committee is to <u>review staff recommendations and implementation</u>recommen<u>ed</u> measures to reduce the travel speeds; <u>reduce volume of through traffic;</u> <u>promote safe, pleasant conditions for residents, pedestrians, bicyclists and motorists;</u> <u>preserve and enhance pedestrian and bicycle access; and encourage citizen involvement in neighborhood traffic management activities on local</u>streets and minor collector residential streets.</p>	

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CITY COMMISSION POLICY

POLICY TITLE: <u>Residential Traffic Management</u> Minor Collector Street Policy	DEPARTMENT Public Works	PAGE: 5
602.07.03	<p><u>C. Policies</u> The policies of this Committee are:</p> <ol style="list-style-type: none"> 1. Encourage Transportation System Management (TSM) and Transportation Demand Management (TDM) area approaches to reduce traffic peaking problems within residential neighborhoods. 2. Apply appropriate <u>traffic calming</u> Local Area Traffic Management (LATM) techniques to residential local and minor collector streets which have a significant through traffic volume and/or speed problem, <u>consistent with sound engineering and planning practices.</u> 3. Provide additional roadway capacity (<u>i.e., turn lanes</u>) where policy one and two are inadequate, <u>and route traffic to major roadways.</u> 4. <u>Educate and make the public aware of the speeds they are traveling and the areas they are traveling through.</u> New Subdivision Design with LATM techniques. 5. <u>Consider traffic calming techniques in the design of new subdivisions.</u> 6. <u>This policy only applies to local and minor collector residential streets/roadways.</u> The consensus of this Committee is that a speed of 25 mph or less on local residential streets is reasonable, as such streets exist mainly to serve the neighborhood in which they are located (see definition of local streets above). 7. It is recommended that <u>The City Traffic Engineering Division will</u> continue to evaluate the streets for 25 mph speed limits on a case by case basis taking into consideration the recommendations of the residents of the street in addition to the physical setting of the street. 8. <u>Preserve emergency vehicle access.</u> 	
602.08	SOLUTION MEASURES	
602.08.01	Primary Measures	
602.08.02	Secondary Measures	
602.08.03	Tertiary Measures	

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CITY COMMISSION POLICY

POLICY TITLE: <u>Residential Traffic Management</u> Minor Collector Street Policy	DEPARTMENT Public Works	PAGE: 6
<p>602.09</p> <p>602.09.01</p> <p>602.09.02</p> <p>.09602.10</p> <p>.10602.11</p> <p>.11601.12</p>	<p>MEASURES WHICH SHOULD NOT BE IMPLEMENTED</p> <p>Children At Play Signs</p> <p>Four Way Stop (All Directions)</p> <p><u>ADMINISTRATION</u></p> <p>The Public Works Department shall have primary responsibility for the administration of this policy and will recommend amendments to the City Commission, as required, for the purpose of keeping this policy complete and up-to-date. <u>This Residential Traffic Calming Program will be advertised annually in the Tallahassee Democrat.</u></p> <p><u>SUNSET REVIEW</u></p> <p>The <u>Residential Traffic Management</u>Minor Collector Street Policy shall be reviewed no later than five (5) years from the effective date. The Public Works Department shall submit the policy to the City Commission for review at least 90 days prior to the sunset review date. If no action is taken on the policy prior to the sunset review date, the policy will automatically extend for another five-year period or until the City Commission revises or terminates the policy.</p> <p><u>EFFECTIVE DATE</u></p> <p>The <u>Residential Traffic Management</u>Minor Collector Street Policy was approved by the City Commission on July 15, 1992. Revisions to this policy and accompanying procedures will become effective immediately upon City Commission approval.</p>	

*Attachment 1
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**BYLAWS OF THE CITY OF TALLAHASSEE
RESIDENTIAL AREA TRANSPORTATION COMMITTEE**

Article I - Name and Authorization

A. Name

The name of the Committee shall be the Residential Area Transportation Committee herein referred to as the "Committee".

B. Authorization

The Committee exists by the authority of the Tallahassee City Commission and may be modified or abolished by action of the City Commission.

Article II - Purpose and Function

A. Purpose

The Committee is to act as an adviser to the City Traffic Engineer in seeking resolution of neighborhood traffic problems as effectively and harmoniously as possible, while preserving the residential ambiance that is important to the people who live in a neighborhood. Special emphasis shall be placed on the safe and efficient movement of pedestrian and vehicular traffic in or near residential (neighborhood) areas.

B. Function

1. To achieve the stated purpose, the Committee may address such issues as may be referred to it by City staff, by individuals or by appropriate organizations or associations. The Committee may, on its own motion, address any issue deemed by the Committee to further the above stated purposes.
2. The duties of the Committee may include seeking additional facts and technical expertise in the resolution of issues which may come within the parameters of its purview.
3. The Minor Collector Street Policy should be used as a guideline by the Committee

Article III - Operations

A. Authority

1. The Committee shall have no authority other than to serve in an advisory capacity to the City Traffic Engineer and the City Commission. The Committee shall make such recommendations as it may consider appropriate, present and discuss policies or projects, provide input on the values, goals and objectives of projects and contribute to continuous feedback on traffic engineering issues.

RATC Bylaws (Cont.)

2. Recommendations (including any minority report) shall be furnished to the City Traffic Engineer. If the issue is not resolved within a reasonable time, the matter may be referred to the City Manager or his designee, for review and consideration, with ultimate resolution by the City Commission.
3. The Committee will act in accordance to these established, standardized bylaws that are to be reviewed and approved by the City Commission.
4. The City Commission Policy named "Citizen Advisory Guidelines" is hereby adopted as complementary Committee Bylaws, unless superseded by these Bylaws.
5. A formal training program will be provided to all new members. The program will address the bylaws, stress the legal obligations and responsibilities and will provide responses to any concerns the new members may have with respect to the responsibilities of the Committee.
6. The Bylaws may be amended by the City Commission at any time, subject to the Committee having been privileged to review and comment on the proposed changes.
7. The Committee's decision shall adhere to the Manual on Uniform Traffic Control Devices, (MUTCD), Florida Statutes or City Commission actions.

B. Meetings

1. The Committee will meet routinely based upon an adopted meeting schedule.
2. The Committee will have all meetings publicized, open to the public, and ensure agendas and minutes are available to the public according to State sunshine laws.
3. A majority of the Committee members shall constitute a quorum to hold a meeting or take any action. All actions taken will require an affirming vote equal to a majority of the full committee.
4. The meetings of the Committee will be chaired by a voting member, assisted by a staff representative who will be responsible for all necessary preparation and support materials. Meetings will generally consist of organized presentations of information in oral or written format pertinent to residential area traffic followed by an open forum style discussion of issues and concerns. The agendas and summarized minutes will be provided in a written format.
5. Robert's Rules of Order, latest edition, shall be the authority on parliamentary procedure at all meetings of the Committee.

RATC ByLaws (Cont)

Article IV - Membership

A. Eligibility

1. The majority of the membership shall be City residents or City property owners, who do not have direct financial interest in the Committee's proceedings. Members who are not City residents may be appointed to provide appropriate expertise to the Committee.
2. The Committee shall be comprised of seven (7) regular members and four (4) Ex-officio members with each member having equal participation in the activities of the Committee. The Ex-officio members can fully participate in the discussion, but are non-voting members. The representatives to the Committee shall be selected from the following groups:
 - Five (5) residents, one (1) representing the area north of Interstate 10 and four (4) representing the northeast, northwest, southeast and the southwest quadrant south of Interstate 10 within the City Limits of Tallahassee. (See attached map)
 - A representative of the Council of Neighborhood Associations (CONA).
 - A person of general technical background with an understanding of traffic engineering matters.
 - A representative of the Florida Department of Transportation (Ex-officio).
 - A representative of the City of Tallahassee Traffic Engineering Division (Ex-officio).
 - A representative of the City of Tallahassee Police Department (Ex-officio).
 - A representative of the Leon County Public Works Department (Ex-officio).

B. Officers

1. The Committee shall elect from its members a Chairperson and Vice-Chairperson subsequent to the inception of the Committee and notify the City Commission of the elected officers.
2. The Chairperson shall preside at all meetings of the Committee and sign all official correspondence for the Committee. The Vice-Chairperson shall preside in the absence of the Chairperson.
3. The Chairperson will be responsible for compliance with the bylaws. The Chairperson will notify members of removal from the Committee for noncompliance. Specific questions of conflict of interest will be addressed by the City Attorney, or his designee.

C. Term of Office

1. The length of the term for appointments to the Committee shall initially be for a three year staggered term, with permanent three year terms thereafter. For example: a seven-member

RATC Bylaws (Cont)

committee could, initially, have two persons serving a one-year term, three people serving a two-year term, and two people serving a full three-year term. The staggered term arrangement for appointees shall be established by the City Commission.

2. An appointee to an advisory committee shall not serve more than two full consecutive terms.

D. Vacancies

1. A member's position shall become vacant under any of the following conditions:

- a. a member is absent from 33% of the regularly scheduled meetings in a given calendar year, regardless if such absence is excused or unexcused. All absences will be duly recorded in the meeting summary. Absences from emergency or special called meetings will not be recorded against a member in calculating the percent of absences; or
- b. the Committee Chairperson is notified by staff that a member no longer meets the membership requirements; or
- c. a member's term expires; or
- d. a member resigns.

Note: Special exceptions on the removal of members for absences may be made by the Chairperson of the Committee when the absences are due to health or time-limited extenuating circumstances and the absences do not affect the ability of the Committee to maintain a quorum.

2. The Committee Chairperson shall immediately, upon receipt of a resignation or when advised of a vacancy, notify the Mayor and the Community Relations Officer. It will be the responsibility of the Mayor to ensure an appointment will occur within thirty (30) days of notification. If an appointment is not made within thirty (30) days by the Mayor or City Commission, the Committee shall have the authority to request an appointment be agendaed for the next available City Commission meeting.

Article V. - General Provisions

A. Staff Support

1. The City Traffic Engineer, or his designee, shall provide staffing services for the Committee.

RATC ByLaws (Cont)

2. Staff will be responsible for informing the Committee of requests for assistance occurring within the scope of its function, make Committee members aware of all City Commission requests for information from the Committee, ensure that the Community Relations Officer is kept informed of all vacancies, expiration of terms, change in officers, and any other changes to the Committee.
3. Staff will also be responsible for the continuous flow of information to the appropriate appointed official and the Community Relations Officer. Such information shall include a provision of bylaws, minutes of the Committee's meetings, membership, reports, actions, and recommendations of the Committee.
4. The City Traffic Engineer shall be responsible for insuring that all actions recommended for implementation by the Committee are in accordance with the MUTCD and Florida Statutes.
5. The City Traffic Engineer will inform the City Attorney, or his designee, of noncompliance of the statutes or bylaws by the Chairperson. The City Attorney, or his designee, will be responsible for resolution of these noncompliance issues.

B. Sunset Provisions

The City Commission will review the activities and accomplishments of this Committee, based on a formal review by the Community Relations Officer, to decide if the Committee has completed the original objectives and to determine if the Committee should continue, modify its activities or terminate activities.

Article VI - Effective Date

These Bylaws shall become effective after review and approval by the City Commission and upon adoption by the City Commission at the October 28, 1992 regular City Commission meeting.

37

Seitel, Judy

From: Cook, Paula
Sent: Monday, July 07, 1997 1:45 PM
To: Seitel, Judy; Smith, Johnny
Subject: FW: 7/9 Agenda Item #37 -- Neighborhood Planning - RATC
Importance: High

From: Hurst, Linda
Sent: Monday, July 07, 1997 1:07 PM
To: C/C Questions
Subject: FW: 7/9 Agenda Item #37 -- Neighborhood Planning - RATC
Importance: High

From: Dantin, Debbie
Sent: Monday, July 07, 1997 12:39 PM
To: Recla, Ruth Ann
Cc: Grant, Edgar; Hurst, Linda; Dorcz, Phyllis; Favors, Anita; Wiggins, Angie; Whitaker, Angie; Carey, Lisa; Ash, Bridgette
Subject: RE: 7/9 Agenda Item #37 -- Neighborhood Planning - RATC
Importance: High

C/C Question #1 (Co. Lightsey): Has this effort been combined with our traffic calming effort? Is this the committee to which neighborhoods direct their requests for traffic calming devices and roadway changes?

Response: Yes, the Residential Traffic Management Policy includes the installation of Traffic Calming features. Residents are asked to submit a petition to City staff (with 75% or more of the residents requesting installation of these physical design features). The detailed procedures and project ranking criteria have not been included in the Policy to allow staff and the Committee to review, enhance and fine tune without needing to return to the Commission.

In this Policy you will note that we are also beginning to place increased emphasis on education and awareness type measures. I do not envision or want to see the City needing to construct physical type traffic calming features such as speed humps, speed tables, raised intersections, traffic circles, bulb-outs, islands, pinch points, off-set intersections, narrow pavement widths, or decreased corner radii along all residential minor collector or local roadways.

From: Recla, Ruth Ann
Sent: Monday, July 07, 1997 11:17 AM
To: Dantin, Debbie
Cc: Grant, Edgar; Hurst, Linda; Dorcz, Phyllis; Favors, Anita; Wiggins, Angie; Whitaker, Angie; Carey, Lisa; Ash, Bridgette
Subject: 7/9 Agenda Item #37 -- Neighborhood Planning - RATC
Importance: High

FROM COMMISSIONER LIGHTSEY:

1. Has this effort been combined with our traffic calming effort? Is this the committee to which neighborhoods direct their requests for traffic calming devices and roadway changes?

Thanks.