

20 is Plenty

Bringing Safety to our Neighborhoods



ATKINS

Member of the SNC-Lavalin Group

Overview of the Study

The City of Jacksonville seeks to reduce the speed limit on its residential streets. The major objective of this study is to predict the results of lowering the residential citywide speed limit from 30mph to 20mph.



Literature Review

Case studies of other municipalities



NACTO Review

Review of NACTO-City Limits and the 85th Percentile method



Policy/Guideline Review

Review of state statutes, local policies, and guidance documents



Data Analysis

Analysis of speed limits of residential streets and crash data



Next Steps

Ideas to consider moving forward



Project Timeline

Literature review of studies, campaigns, and NACTO guidelines

Review of national, state, and local statutes and policies



Analysis of lowering residential speed limits

Public Outreach

Recommendations and Cost/Benefit Analysis

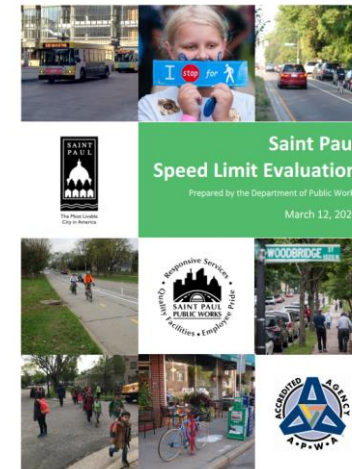
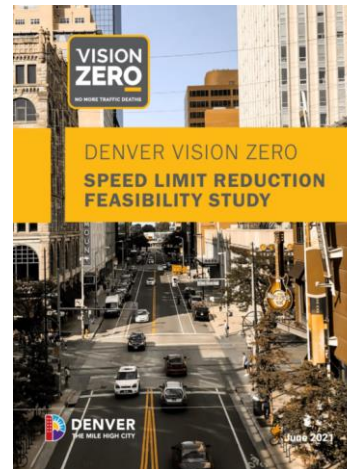




Literature Review

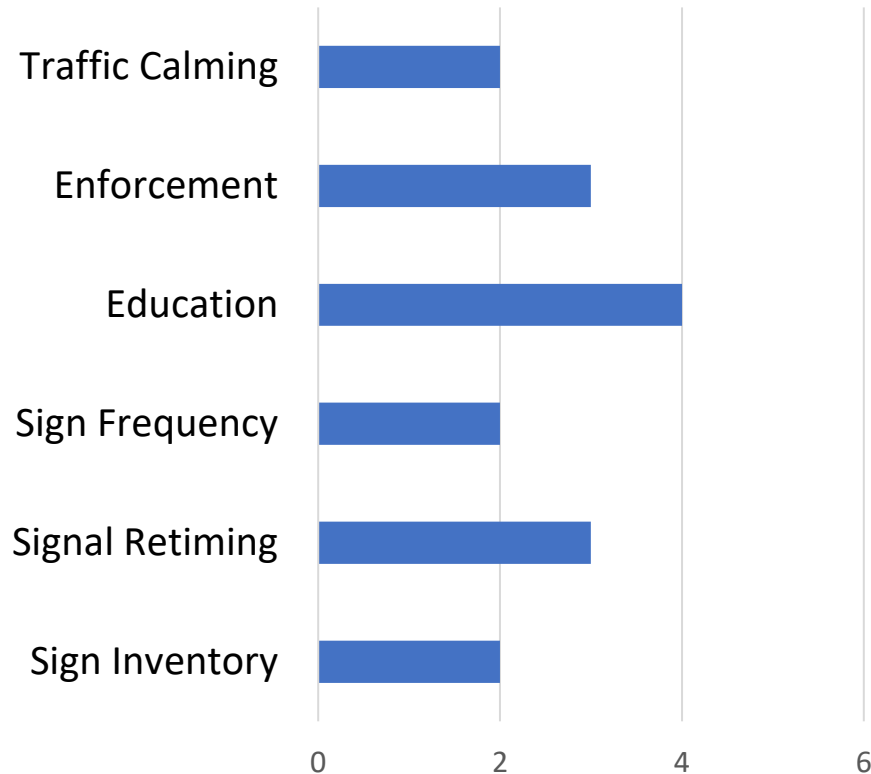
Studies and Campaigns Reviewed

- Purpose: provide a general understanding of common practices where speed reduction has been implemented on a national scale.
- Result: Analyze how other speed reduction studies and campaigns have worked on a national scale and develop an understanding of the common challenges, recommendations, and next steps.
- Four (4) studies and four (4) campaigns were reviewed.
- Studies: Denver, Colorado; Nashville, Tennessee; Seattle, Washington; and Saint Paul, Minnesota.
- Campaigns: Eugene, Oregon; Tigard, Oregon; Tacoma, Washington; and Montgomery County, Maryland.



Studies and Campaigns Overview

Study Recommendations



Campaign Key Findings

- The campaigns that were analyzed provided residents with the option to display signs encouraging the reduction in speed.
- Crash data has shown there is a significant improvement regarding pedestrian survivability during a crash when drivers are traveling at 20 MPH instead of 25 MPH.
- Traveling at higher speeds will narrow your field of vision as you drive, making it more difficult to see and react to people on or near the roadway.
- Campaigns were the result of local ordinances being passed that lowered the default residential speed limit.
- Most campaigns were associated with Vision Zero policies that cities had adopted.

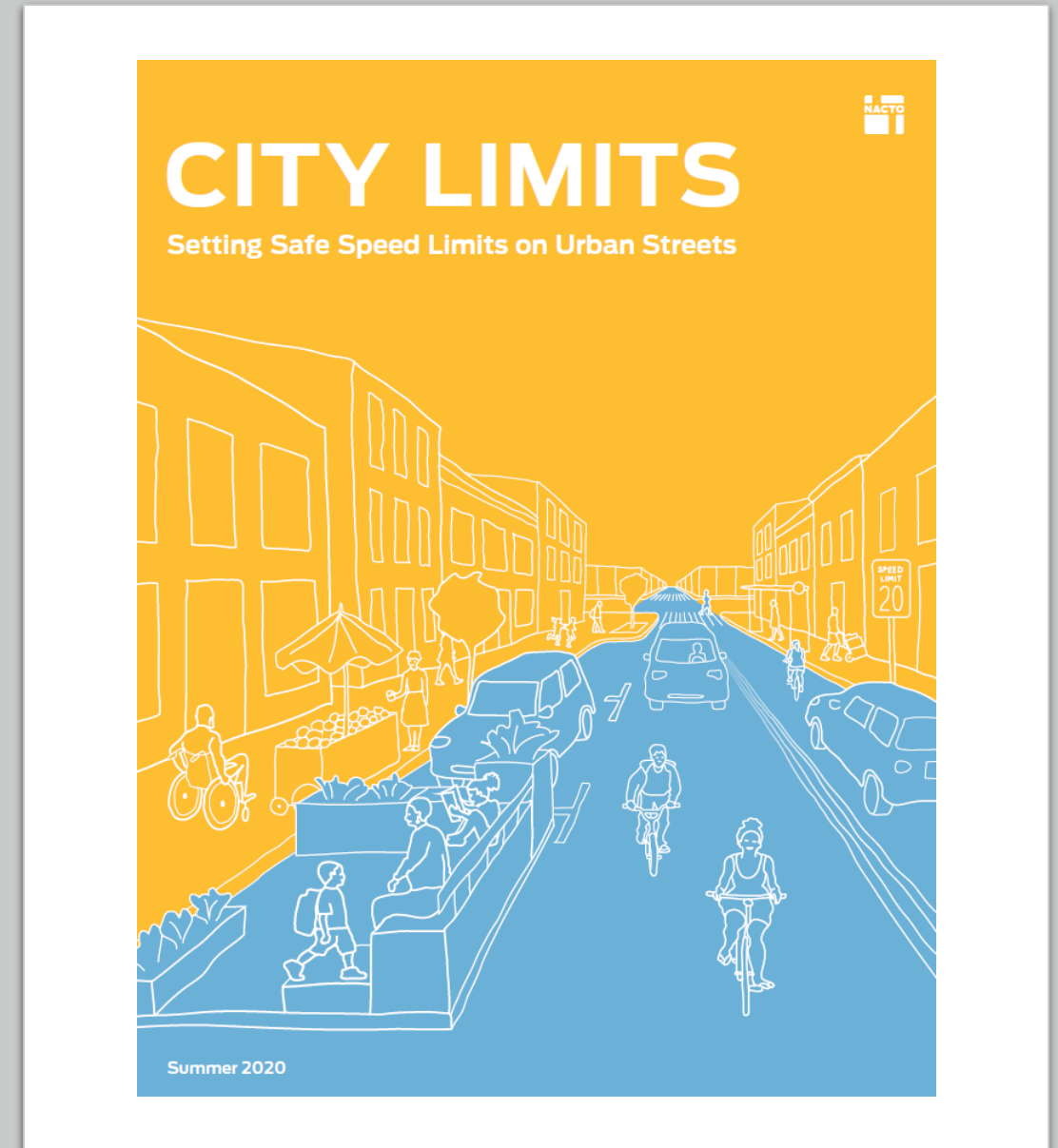


NACTO Review



NACTO- City Limits

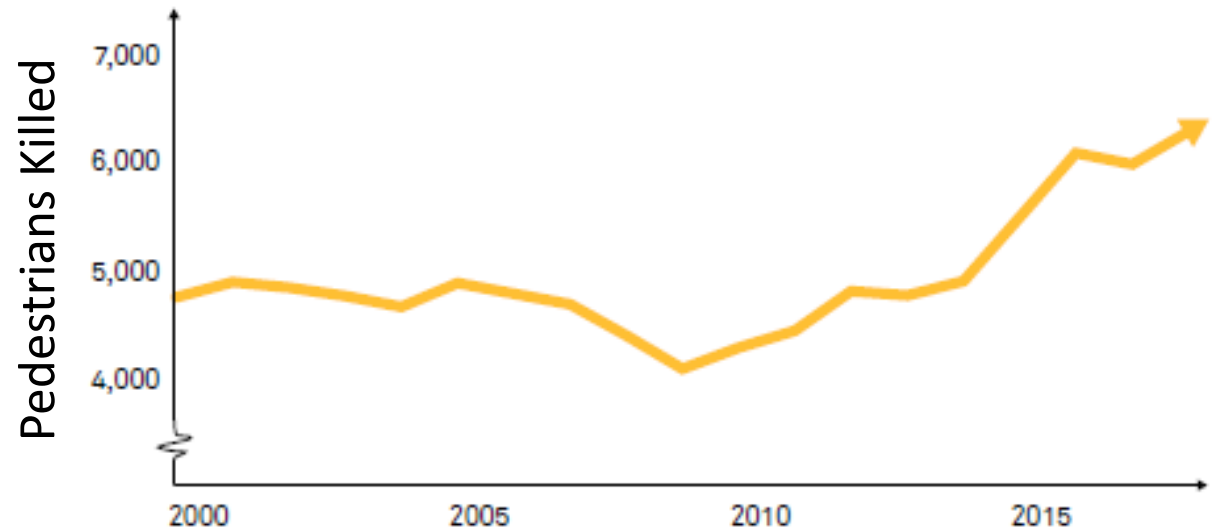
- NACTO stands for the National Association of City Transportation Officials.
- There are six (6) member cities within the state of Florida. They include Miami, Miami Beach, Fort Lauderdale, Orlando, Tampa, and St. Petersburg.
- Three main tools for setting speed limits on urban streets: setting default speed limits, slow zones, and setting corridor speed limits on major streets.



Challenge

- People decide how fast to drive based on both the street's design and cues such as the posted speed and other drivers' speeds.
- Leads to an increase of pedestrian fatalities

Pedestrian Fatalities

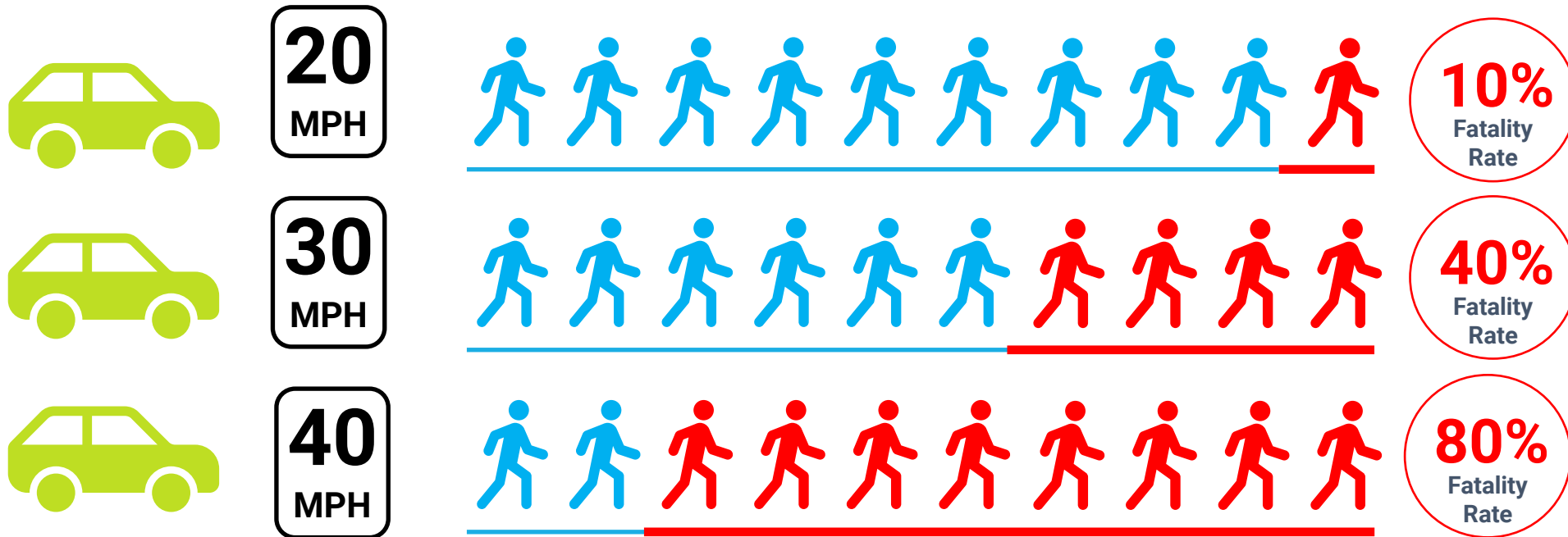


Source: NACTO: City Limits

Collision Statistics You Can't Ignore.

As shown in the infographic below, the faster a vehicle is traveling, the chance of survival for a pedestrian decreases. *Data source: US Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries. March 2000.*

20 MPH **90%** **10%**
If a person is hit at Survive the collision Result in Fatality





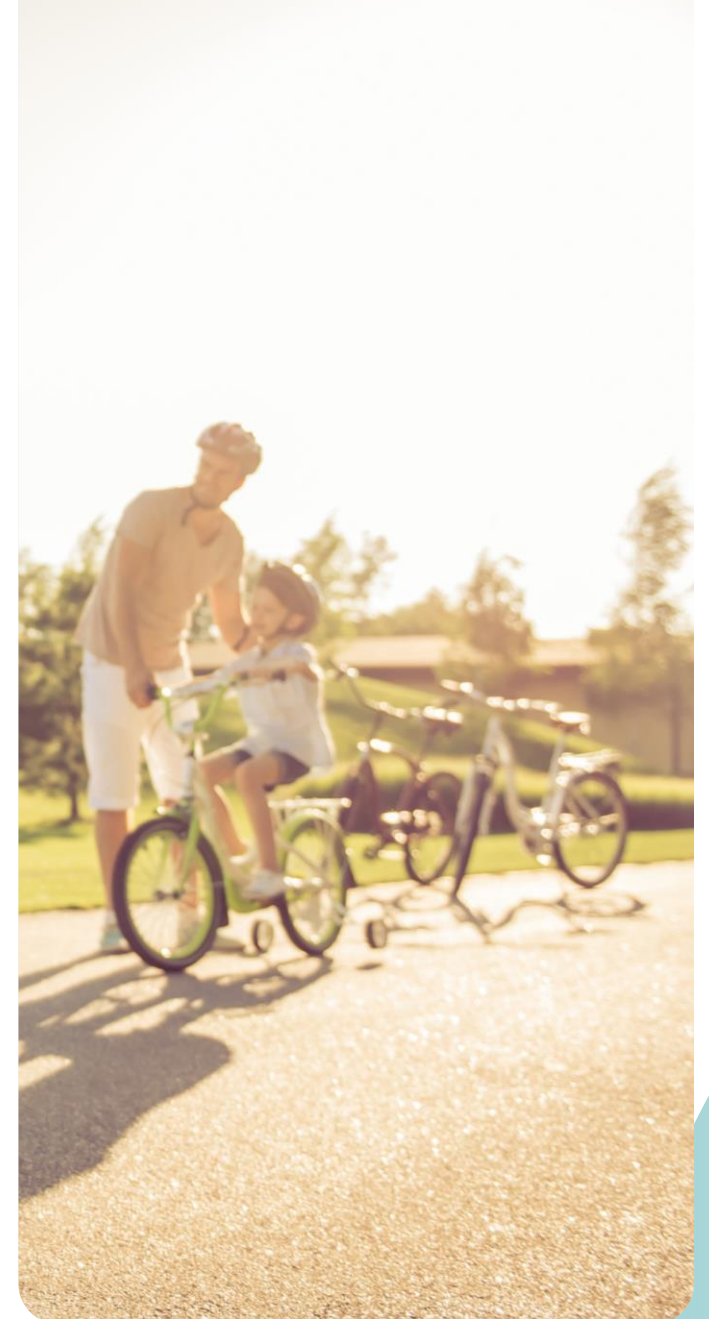
Policy/Guideline Review



State Statute

Florida Statute 316.189

Establishment of municipal and county speed zones. (1) Municipal Speed- the maximum speed within any municipality is 30 miles per hour. With respect to residence districts, a municipality may set a maximum speed limit of 20 or 25 miles per hour on local streets and highways after an investigation determines that such a limit is reasonable. It shall not be necessary to conduct a separate investigation for each residence district.



Local Ordinance and Policies

City of Jacksonville Ordinance 2014-666-E

- Section 804.406- Speed Limit Reduction on Local Roads by Petition from a HOA or group of residents.
- Section 111.930- Neighborhood Speed Limit Reduction Trust Fund. All donations and contributions are for the purpose of offsetting neighborhoods' shares of costs associated with the installation of speed limit signs.

City of Saint Augustine Policies

- Transportation and Mobility Element- Policy 3.3.4- the City shall consider a neighborhoods speed limit program that includes speed limits on residential, collector and arterial roads, depending on the context.
- Transportation and Mobility Element- Policy 3.3.5- the City shall consider a speed limit program for Historic Districts.

FDOT Speed Zoning Manual

Provides guidelines and recommended procedures for establishing uniform speeds on municipal, county, and state roads within Florida.



SPEED ZONING

For Highways, Roads and Streets In Florida



Manual on Uniform Traffic Studies (MUTS)

Establishes minimum standards for conducting traffic engineering studies on roads that are under the control of the Florida Department of Transportation (FDOT).

Local governments are recommended and encouraged to use the Manual on Uniform Traffic Studies (MUTS) as a guideline in conducting studies.

MUTS

Manual on Uniform Traffic Studies



JANUARY 2021



Data Analysis



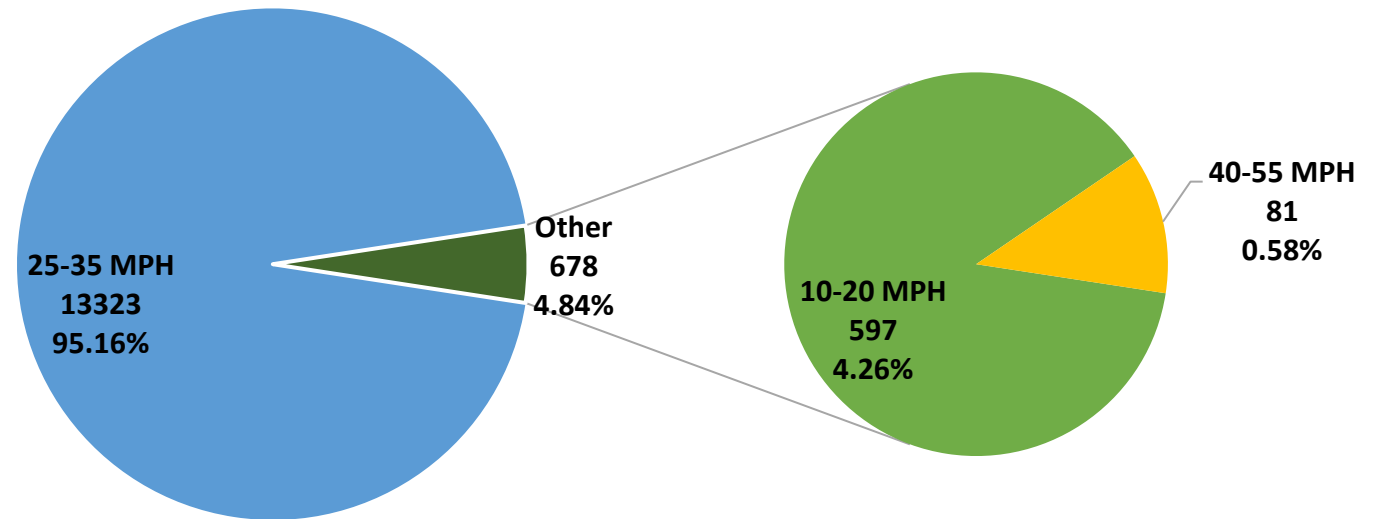
Existing Conditions

Approximately 14,001 streets are classified as “local” and are maintained by the City of Jacksonville.

- 597 local streets (4.3%) are classified between 10-20mph
- 13,323 local streets (95.2%) are between 25-35 mph
- 81 local streets (0.6%) are between 40-55 mph.

Speed Limit (MPH) of Residential Streets in Jacksonville

■ 10-20 MPH ■ 25-35 MPH ■ 40-55 MPH

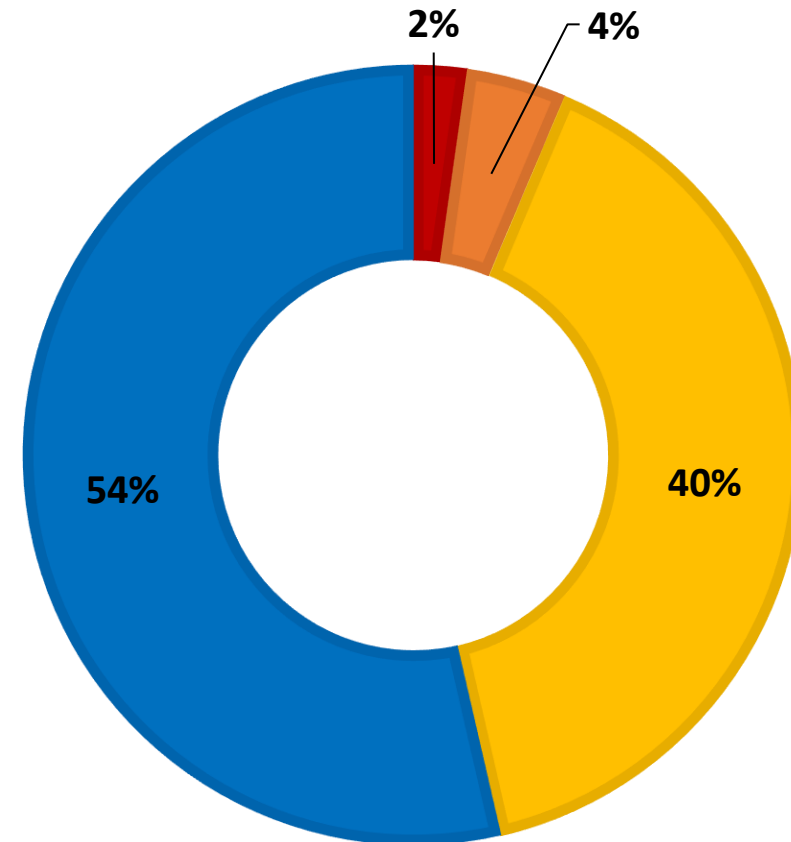


Crash Trends

- Crashes were from 2018 to 2023.
- Speeding and aggressive driving were the major factors.
- Approximately 1,211 crashes occurred on residential streets.
 - 27 fatalities (2%)
 - 50 severe injuries (4%)
 - 485 injuries (40%)
 - 649 without injuries (54%)

CRASHES ON RESIDENTIAL STREETS

■ Fatalities ■ Severe Injuries ■ Injury ■ No Injury





Next Steps



RESIDENTIAL

SPEED
LIMIT
20

UNLESS
OTHERWISE
POSTED

Ideas to Consider Moving Forward:

- Draft language for setting a city-wide residential standard speed limit.
- Coordination with local law enforcement and the creation of a residential street enforcement plan.
- Potential to install temporary treatments (tactical urbanism), such as chicanes, lane eliminations, and speed tables that reduce lane/street width to encourage slowed driving.
- Potential to implement gateway signs at the entry points of neighborhoods and highly traveled streets
- Creation of a task force/committee to monitor progress of the program.

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Thank You! Questions?

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