

Source: Public Works

Agenda Item No: REP 122-12

To: City Council
From: City Manager and Staff

Council Meeting Date: Aug 6, 2012

Re: Murfreesboro Drive - Reduce Speed or Traffic Calming (CM 3003)

EXECUTIVE SUMMARY:

Staff has prepared for Council consideration a report concerning the reduction of speed and the installation of traffic calming devices on Murfreesboro Drive.

DISCUSSION:

At the July 6, 2010 Council meeting, staff was directed to prepare a report concerning speed reduction and traffic calming on Murfreesboro Drive. In 2009, Council approved Ordinance 20376 lowering the speed limit on residential streets, like Murfreesboro, to 25 mph. At Council direction, the City was able to adjust speed limits in residential areas with little budget impact by not studying or installing traffic calming, and by spreading out the speed limit sign changes using traffic safety funds in FY 2010 and FY 2011. Speed limit sign changes were completed in the spring of 2012.

Before schools dismissed for summer break, speed studies on Murfreesboro were completed on May 2, 2012. The attached exhibit shows the 85th percentile speed on Murfreesboro is 34 mph mid-block between Grace Lane and Younger Drive, and 29 mph east of Younger Drive. The 50th percentile (average) speed ranges from 23 mph to 29 mph. Columbia's Traffic Calming Policy states that traffic calming is warranted if the 85th percentile speed is 10 mph higher than the speed limit. Staff does not recommend traffic calming on Murfreesboro as the speed warrant is not met.

Staff also considered the installation of speed limit signs. Policy Resolution 182-09, attached to this report, indicates that standard speed limit signs are posted on residential streets with more than 500 vehicles per day, and enlarged speed limit signs, with a yellow border, are posted on residential streets with more than 1,000 vehicles per day. The average daily traffic count on Murfreesboro is 418 vehicles per day; therefore, staff does not recommend publicly funded speed limit signs on Murfreesboro. Policy Resolution 182-09 does allow for residents or neighborhood associations to pay for signs at a cost of \$77.50 for standard speed limit signs or \$262 for enlarged speed limit signs (kid friendly), which includes installation and maintenance.

FISCAL IMPACT:

No fiscal impact with this report.

VISION IMPACT:

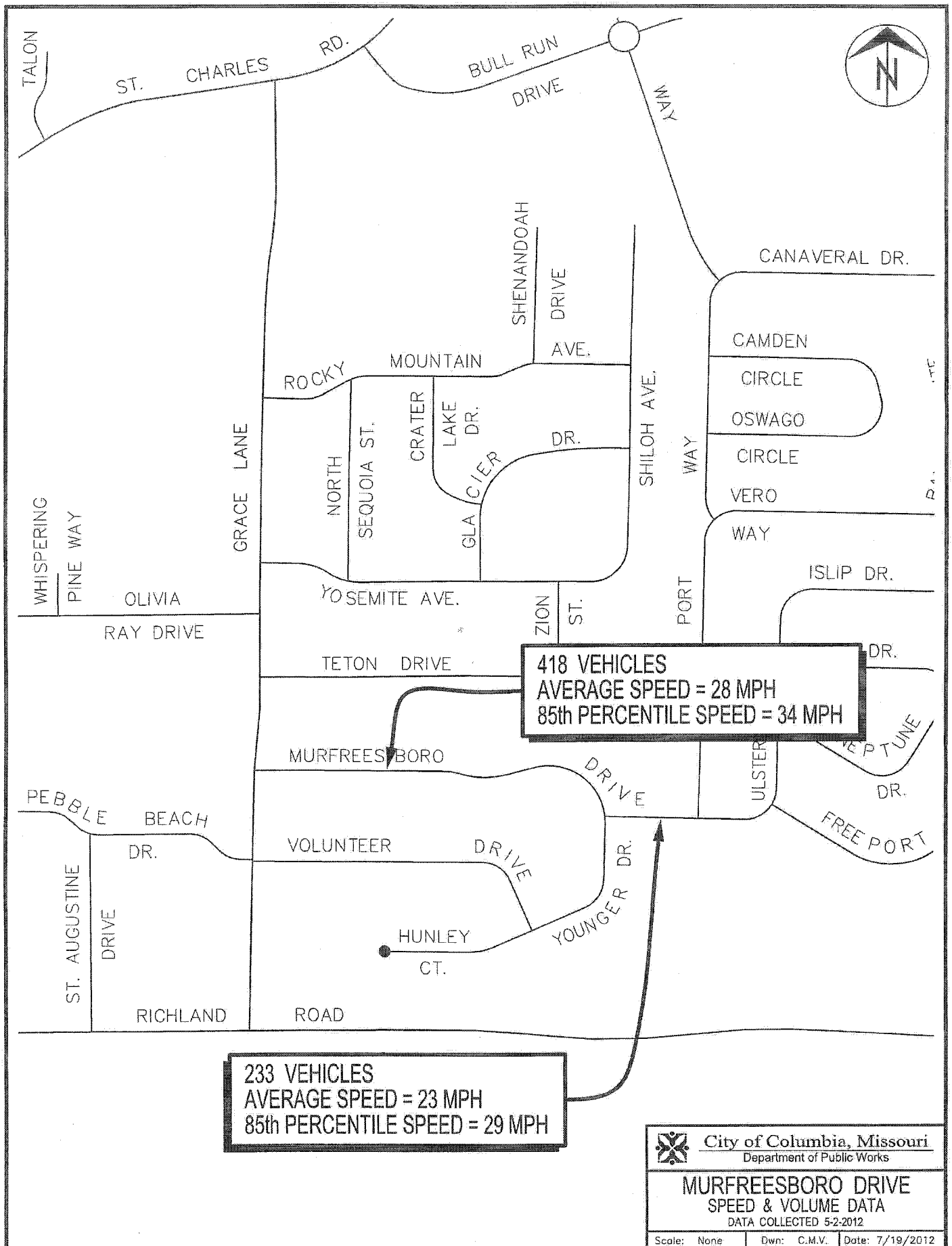
<http://www.gocolumbiamo.com/Council/Meetings/visionimpact.php>

A network of safe roadways in and around the City will provide sustainable, efficient mobility to vehicular travel and other modes in a complimentary manner.

SUGGESTED COUNCIL ACTIONS:

Staff recommends no additional action on Murfreesboro Drive.

FISCAL and VISION NOTES:					
City Fiscal Impact Enter all that apply		Program Impact		Mandates	
City's current net FY cost	\$0.00	New Program/ Agency?	No	Federal or State mandated?	No
Amount of funds already appropriated	\$0.00	Duplicates/Epands an existing program?	No	Vision Implementation impact	
Amount of budget amendment needed	\$0.00	Fiscal Impact on any local political subdivision?	No	Enter all that apply: Refer to Web site	
Estimated 2 year net costs:		Resources Required		Vision Impact?	Yes
One Time	\$0.00	Requires add'l FTE Personnel?	No	Primary Vision, Strategy and/or Goal Item #	13.3
Operating/ Ongoing	\$0.00	Requires add'l facilities?	No	Secondary Vision, Strategy and/or Goal Item #	13.2
		Requires add'l capital equipment?	No	Fiscal year implementation Task #	



Section 110-434; Policy Res. 182-09; Establishing a policy on setting speed limits on residential streets in the City of Columbia

Council Bill No. PR 182-09

A POLICY RESOLUTION

establishing a policy on setting speed limits on residential streets in the City of Columbia.

WHEREAS, the Public Works Department studies speed limits and recommends speed limit ordinance changes to City Council on streets in the City of Columbia; and

WHEREAS, speed limits are set in Section 14-223 of the City Code and signed accordingly; and

WHEREAS, a consistent method of setting speed limits and placing signs will minimize speed and traffic on low volume residential streets and facilitate the safest possible traffic movement on collector and arterial streets; and

WHEREAS, inconsistent and artificially low speed limits on collector and arterial streets encourage high speed and cut-through traffic on residential streets.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. For the purpose of establishing speed limits, residential streets are defined as:

1. Streets with only residential dwellings accessing the road;
2. Streets with average daily traffic volumes less than 2,000; and
3. Streets that are not included as collectors or arterials in the Columbia Area Transportation Study Organization (CATSO) Roadway Plan.

SECTION 2. Speed limits on residential streets should be 25 miles per hour. If fifty percent (50%) of the residents on a street petition the City for a speed limit higher than 25 miles per hour, the City Council will consider raising the speed limit as high as the 85th percentile.

SECTION 3. All streets that have a speed limit higher than 25 miles per hour should have publicly funded speed limit signs.

SECTION 4. Residential streets with more than 1,000 vehicles per day should have at least one publicly funded enlarged speed limit sign with a yellow border. The sign will be placed to allow motorists to view the sign while entering a neighborhood. The border may have a message such as, "KID FRIENDLY" or, "SET THE PACE".

SECTION 5. Residential streets with more than 500 vehicles per day, but less than 1,000 vehicles per day, should have at least one publicly funded speed limit sign. Additional speed limit signs or enlarged speed limit signs with a yellow border may be installed by the Public Works Department if residents on the street are willing to reimburse the City for the cost of additional or upgraded signs.

SECTION 6. Residential streets with less than 500 vehicles will not have publicly funded speed limit signs (the speed limit on all residential streets is 25 miles per hour unless posted otherwise). Speed limit signs or enlarged speed limit signs with a yellow border may be installed by the Public Works Department if residents on the street are willing to reimburse the City for the cost of the signs.

SECTION 7. Streets with more than 2,000 vehicles per day should have speed limits based on an engineering study. A main component of an engineering speed study is the 85th percentile speed. Studies have documented that on major roadways, collisions are minimized when speed limits are set at the 85th percentile speed. Studies have also shown that artificially low speed limits cause motorists to leave major roadways and cut-through on residential streets. The posted speed limit should be in increments of 5 miles per hour. The speed limit may be 25 percent (25%) lower than the 85th percentile speed if residential driveways require motorists to back into the roadway.

ADOPTED this 17th day of August, 2009.