

**From:** Ken Sides <[ksides@samschwartz.com](mailto:ksides@samschwartz.com)>

**Sent:** Wednesday, March 07, 2018 1:03 PM

**To:** Jonson, Bill <[bill.jonson@myclearwater.com](mailto:bill.jonson@myclearwater.com)>

**Cc:** Kuligowski, Patricia <[patty.kuligowski@myclearwater.com](mailto:patty.kuligowski@myclearwater.com)>; Bertels, Paul <[Paul.Bertels@myClearwater.com](mailto:Paul.Bertels@myClearwater.com)>; Martens, Cory <[Cory.Martens@myClearwater.com](mailto:Cory.Martens@myClearwater.com)>; Jeff Trim <[jtrim@samschwartz.com](mailto:jtrim@samschwartz.com)>

**Subject:** Speed Bumps and Complete Streets

Dear Commissioner Jonson,

In 1998 the idea of “traffic calming” was an entirely new concept sweeping the country so Clearwater initially started with two pilot traffic calming projects to gain experience. The first pilot project revealed that neighborhood consensus is key to a successful program and that such projects can divide, rather than unify, neighborhoods. Consequently, the second pilot project employed a different, extremely successful, process which quickly resulted in overwhelming consensus in the form of petition signatures of owners of 96% of the properties requesting the project and no one objecting.

Based on the pilot learning experience, Clearwater created two parallel traffic calming tracks:

1. The first program was for neighborhood-wide traffic calming treatments and was offered to certain neighborhoods that met two criteria:
  - a. Residents had requested traffic calming
  - b. The neighborhood had a significant history of internal crashes (excluding the crashes on the neighborhood boundaries, which are usually major streets with lots of crashes). Internal crashes are relatively rare in residential neighborhoods, but City staff was able to identify several neighborhoods with approximately 6 or more internal crashes. For example, North Greenwood had 116 crashes, of which 10 involved pedestrians. City staffer Cory Martins assisted with the process of identifying neighborhoods.

There was very strong demand for this program by residents who felt their safety, their quality of life, and, particularly, the safety of their children was a concern. Some projects include elements such as landscaped medians and roundabouts that contribute to neighborhood esthetics and quality. The Commission addressed this need with substantial funding over a period of years.

2. It also became apparent that there was strong demand for much quicker delivery of smaller-scale traffic calming at many locations. Many parents of young children didn't want to wait until their children were older, for example. To meet this demand for rapid response, Paul Bertels created a program that offers residents exclusively asphalt speed humps with quick turnaround from time of request to time of implementation. This program has proved to be highly cost-effective.

Both programs have been extremely successful in delivery, results and resident satisfaction, especially in comparison to what I know of traffic calming programs elsewhere in the United States. Other

jurisdictions spend traffic calming money on staff time and public hearings, and the convoluted processes are often painful for residents, staff and elected officials and after all that often conclude with residents being denied traffic calming. Clearwater's process is streamlined and mostly stress-free for all involved. Because there is so little overhead, almost all money for traffic calming program #2 goes into construction of the speed humps.

I don't know if any studies comparing cost-effectiveness vs. neighborhood quality. Being qualitative, quality is hard to measure quantitatively. Petition signatures provide a documented, quantitative measure of both neighborhood demand and consensus, and can constitute a solid basis for staff action or Commission consideration.

Please feel free to call or contact me further.

-Ken

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**From:** Jonson, Bill [<mailto:bill.jonson@myclearwater.com>]  
**Sent:** Wednesday, March 7, 2018 6:36 AM  
**To:** Ken Sides <[ksides@samschwartz.com](mailto:ksides@samschwartz.com)>  
**Cc:** Kuligowski, Patricia <[patty.kuligowski@myclearwater.com](mailto:patty.kuligowski@myclearwater.com)>  
**Subject:** FW: Speed Bumps and Complete Streets

Ken,

See the below message request. I wonder if you might have similar information. What I am looking for is something simple and short that could be used in a brief introductory discussion.

The Council recently approved multiple one inch raised paver crosswalks on Druid Road in Harbor Oaks, but we continue to use the asphalt speed bumps in most neighborhoods.

Best wishes,

Bill Jonson

**From:** Jonson, Bill  
**Sent:** Wednesday, March 07, 2018 6:26 AM  
**To:** '[wblanton@forwardpinellas.org](mailto:wblanton@forwardpinellas.org)' <[wblanton@forwardpinellas.org](mailto:wblanton@forwardpinellas.org)>  
**Cc:** Kuligowski, Patricia <[patty.kuligowski@myclearwater.com](mailto:patty.kuligowski@myclearwater.com)>  
**Subject:** Speed Bumps and Complete Streets

Whit,

Recently at candidate forums in Clearwater, citizens have complained about the use of asphalt speed bumps in some residential neighborhoods rather than the more advance traffic calming features the City has implemented in other neighborhoods. Are you aware of studies or informational comparisons on the cost effectiveness vs. neighborhood quality of these options.

The Clearwater Council will be discussion this issue at a Workshop on Monday.

Bill Jonson  
Councilmember City of Clearwater

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