



Traffic Calming Program

City of St. Augustine Beach, Florida

A data-driven and community-focused approach to improving safety on City-maintained neighborhood streets



Prepared for the North Florida Transportation Planning Organization
In coordination with the City of St. Augustine Beach

June 2026

City of St Augustine Beach Traffic Calming Program

(North Florida TPO UPWP 5.22)

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ETM Project No. 20330-25

June 2026

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Introduction

The City of St. Augustine Beach is committed to providing safe roads for its citizens. To support this commitment, the City follows the Safe Systems Approach and works closely with the St. Augustine Beach Police Department to provide educational programs as well as traffic enforcement to encourage safe driving behaviors.



Principles of a Safe System Approach

A Safe System Approach incorporates the following principles:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

Source: <https://www.transportation.gov/safe-system-approach>

These principles are the foundation of the City's Neighborhood Traffic Calming Program.

Program Overview

Program Purpose

The City of St. Augustine Beach Traffic Calming Program provides a **clear, consistent, and data-driven process** to evaluate and address neighborhood traffic concerns.

Residential streets may experience issues such as:

- Speeding
- Cut-through traffic
- Conflicts between vehicles, pedestrians, bicyclists, etc.

The program is intended to improve safety and neighborhood livability while maintaining access for residents, visitors, and emergency services.

Evaluation Framework

Traffic calming requests are evaluated using objective data, including:

- Traffic volume (Average Annual Daily Traffic)
- Vehicle speed (85th percentile speed)
- Crash history, including vulnerable road users
- Pedestrian activity and proximity to key destinations
- Sidewalk presence and network connectivity
- Previous traffic calming efforts

These factors are used within the City's Traffic Calming Scoring System to determine eligibility and guide the selection of appropriate measures.

While the scoring system provides a consistent framework, **final decisions are based on engineering judgment, feasibility, and site-specific conditions.**

Implementation Considerations

Traffic calming measures are intended to:

- Improve safety and comfort for all roadway users
- Reduce excessive vehicle speeds
- Enhance neighborhood quality of life
- Support walking, bicycling, and community activity

The program focuses on **speed, safety, and operational concerns** and is not intended to eliminate traffic or address regional traffic patterns.

Implementing traffic calming measures is subject to:

- Available funding and project prioritization
- Coordination with emergency services and public safety providers
- Consideration of drainage, utilities, and roadway operations

Program Applicability

The Traffic Calming Program applies to **roadways owned and maintained by the City of St. Augustine Beach.**

For roadways under county or state jurisdiction, the City will coordinate with the appropriate agency to determine roles, and responsibilities.

Speed Limit Regulations

2024 Florida Statutes – 316.183 Unlawful speed. –

(1) No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards than existing. In every event, speed shall be controlled as may be necessary to avoid colliding with any person, vehicle, or other conveyance or object on or entering the highway in compliance with legal requirements and the duty of all persons to use due care.

(2) On all streets or highways, the maximum speed limits for all vehicles must be 30 miles per hour in business or residence districts, and 55 miles per hour at any time at all other locations. However, with respect to a residence district, a county or 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 is not necessary to conduct a separate investigation for each residence district.

Tactical Urbanism

The City may use temporary or semi-permanent treatments as a strategy to test and refine traffic calming solutions prior to permanent implementation.

Application

Tactical urbanism may include:

Pop-Up Treatments (Short-Term | Days to Weeks)

Temporary installations such as removable curb extensions, paint or chalk markings (where permitted), temporary delineators, or movable planters used to highlight pedestrian areas, shorten crossings, or visually narrow travel lanes.

Semi-Permanent Treatments (Interim | Months to Years)

Modular curb extensions, bollards, delineators, or planter-based installations designed for longer-term use, potentially incorporating community-designed artwork or patterns. These treatments provide measurable traffic calming benefits while remaining adaptable.

Permanent Treatments (Long-Term)

Tactical elements that are ultimately incorporated into permanent infrastructure projects, such as constructed curb extensions, raised crossings or intersections, or other physical traffic calming features consistent with Levels 3 and 4 of this program.

These treatments allow the City to evaluate effectiveness, gather community feedback, and refine design prior to full implementation.

Tactical Urbanism Implementation Framework

- Does not replace the formal scoring or approval process
- May be used in coordination with other traffic calming measures
- The City must review and approve all measures

Pavement Art and Surface Treatments

Regulatory Considerations

When the Traffic Calming Manual was adopted, the Florida Department of Transportation (FDOT) issued Memorandum No. 25-01 restricting the use of pavement art and surface treatments on FDOT-maintained roadways and within FDOT jurisdiction.

Accordingly:

- Decorative pavement art and surface treatments are not permitted on FDOT-maintained roadways unless explicitly authorized by FDOT policy at the time of implementation.
- Tactical urbanism elements on City-maintained roadways must comply with all applicable State, Federal, and local standards.
 - 2023 Florida Greenbook, Chapter 18.D defines and explicitly prohibits the application of pavement art and surface art.
 - As stated in F.S. 316.0745, FDOT has the authority to enforce compliance and withhold State funds from any public agency that is found to be in violation of the established standards for traffic control on public roadways. This includes directing the removal of non-compliant traffic control devices and surface marking, including pavement art installations.
- If FDOT modifies or rescinds these restrictions, the City may consider such treatments only in accordance with current FDOT guidance and approvals.

This manual is intended to remain flexible and responsive to evolving regulatory requirements.

How to Request Traffic Calming

The City of St. Augustine Beach offers a **Traffic Calming Program** to address neighborhood concerns and improve safety.

1



CHECK ROAD OWNERSHIP:

- City roads are eligible for the program
- County roads → contact St. Johns County Public Works
- State roads → contact FDOT
- Check appendix or contact Public Works for help

2



SUBMIT A REQUEST:

Submit a request through the **City of St. Augustine Beach Public Works "Resident Self Service" portal**.

- Provide contact info and location
- Select issue and describe concern
- Upload photos if available

3



DATA COLLECTION & EVALUATION:

- Analyze speed, traffic volume, and crash history
- Review nearby schools, parks, beach access points

4



IDENTIFY SOLUTIONS:

- Consider signs, speed humps, raised intersections
- Education, enforcement, pilot project

5



FUNDING & SCHEDULING:

- Projects prioritized citywide
- Some scheduled for future implementation
- Installation depends on available funding

IMPORTANT NOTES

- Not all requests result in changes
- Some may begin as pilot projects
- Funding and neighborhood support are considered



Questions? Scan the QR Code to visit the St. Augustine Beach Public Works Website.



Traffic Calming Process

Traffic calming measures consist of proven strategies designed to influence driver behavior and improve roadway safety. Measures are organized into levels based on complexity, cost, permanence, and degree of physical impact.

Selection of appropriate measures is based on roadway conditions, the nature of the concern, and surrounding land uses. While the scoring system establishes eligibility, **final selection is guided by engineering judgment, feasibility, and site-specific conditions.**

Selection Factors

Traffic calming measures are selected based on:

- Type and location of the concern (intersection or roadway segment)
- Nature of the issue (e.g., speeding, crashes, pedestrian safety)
- Physical and operational characteristics of the roadway
- Adjacent land uses, including schools, parks, and beach access points

Levels of Measures

Traffic calming measures are organized into four levels:

- Level 1 – Non-Physical Measures
- Level 2 – Visual and Operational Measures
- Level 3 – Physical Measures
- Level 4 – Capital Improvements

Eligibility for each level is determined using the Traffic Calming Scoring System. **Higher-level measures are not automatic and are selected based on engineering judgment, feasibility, and site-specific considerations.**

Implementation Principles

- The Traffic Calming Toolbox provides a range of treatments and is not a one-size-fits-all solution.
- Lower-level measures may be implemented individually or in combination before advancing.
- The City retains flexibility to select context-sensitive solutions that balance safety, mobility, and neighborhood character.
- All measures are subject to feasibility, funding availability, and ongoing evaluation.

Traffic Calming Process

Eligibility: Any resident can request traffic calming on streets owned and maintained by the City of St. Augustine Beach.

Step 1. Problem Identification

The process begins when a resident submits a Request Form and identifies a concern (e.g., speeding, safety, congestion). Simply click the “Contact Us” link at the bottom of the City webpage: <https://www.staugbch.com>

Step 2. Investigation and Data Collection

- City staff will evaluate existing conditions through:
 - Reviewing prior complaints, studies, crash data, and enforcement history
 - Coordinating with the requesting resident to document timing, patterns, and potential repeat issues
 - Collecting traffic data, including volumes, speeds, and other relevant measures
- Immediate or interim actions may also be considered, such as:
 - Enhanced police enforcement
 - Installation or adjustment of traffic control signage
 - Deployment of a speed feedback trailer

Process

Step 3. Evaluate Data

Eligibility for traffic calming is determined using a standardized scoring system based on six metrics:

- Traffic volumes
- 85th percentile speed
- Pedestrian activity
- Crash history
- Sidewalk presence and connectivity
- Previous traffic calming measures

Traffic Calming Process

Step 4. Solutions Development

City staff will develop potential traffic calming solutions based on evaluated conditions. This includes:

- Analysis of roadway geometry, traffic patterns, and existing control devices
- Consideration of impacts to emergency response, public safety, and property access
- Development of preliminary cost estimates

The City will develop potential solutions based on best practices and site-specific conditions.

Step 5. Design, Approval, and Implementation

Selected traffic calming measures will be advanced into design and implementation, as appropriate.

Depending on the type, scale, and impact of the proposed measures, this step may include:

- Final design development
- Coordination with applicable City departments
- City Commission approval, when required
- Prioritization of project
- Construction and installation of approved measures

Implementation and Review

All traffic calming measures will be reviewed and coordinated by the City of St. Augustine Beach. Applicable departments retain the authority to approve, modify, or reject measures at specific locations based on operational needs.

Once implemented, measures will be monitored to assess effectiveness and determine whether adjustments are needed over time.

Scoring System

Warrant	Description	Criteria	Points
Vehicle Volume	Obtained through a minimum 72-hour traffic count (seasonally adjusted), which identifies how many vehicles use the roadway on a daily basis reported in the adjusted average annual daily traffic (AADT) counts.	0-75	0
		76-150	1
		151-350	2
		≥ 351 AADT	3
85th Percentile Speed	Speed points are based on the difference between the posted speed limit and the measured 85th percentile speed.	At/Below Posted	0
		1-3 mph	0
		4-6 mph	2
		7-9 mph	4
		≥ 10 mph	6
Crash Data (per 1,000 ft segment for the past 3 years using Signal4 codeable crashes)	Vehicular crashes	0 crashes	0
		1-2 crashes	1
		3-4 crashes	2
		≥ 5 crashes	3
	Vulnerable road user (VRU) crashes (pedestrian/bike/golf cart/etc.)	Any VRU crash	+1 (MAX 4)
	Severe crashes	Any fatal/severe injury crash	+1 (MAX 4)
Pedestrian Activity / Beach Influence (within ½ mile (660 ft) of the segment)	No beach access or generators (parks, schools, public parking, etc.)		0
	Beach access OR at least one pedestrian generator		1
	Beach access AND at least one pedestrian generator		2
	Beach access AND multiple generators OR documented high pedestrian activity*		3
Sidewalk / Walking Network Gap	Sidewalks on both sides (or shared-use path present)		0
	Sidewalk missing on one side OR major connectivity gaps		1
	Sidewalks missing on both sides		2
Prior Measures Taken	Previous Level 1 or Level 2 Measures have been attempted		+1 (MAX 2)

*Documented high pedestrian activity may include City field observations, seasonal conditions, event activity, or recurring resident complaints; formal pedestrian counts are not required.

Solutions Matrix

Score 0 - 3	Locations scoring 0–3 points do not currently meet the threshold for traffic calming measures. These locations will be monitored, may receive education and awareness efforts, and may be considered for targeted enforcement coordination. Corridors may be re-evaluated if conditions change or additional data becomes available.
Score 4 - 9	Eligible for Level 1 Non-Physical Measures (e.g., targeted enforcement coordination, driver awareness and education, speed feedback devices, or enhanced signs)
Score 10 - 12	Eligible for Level 2 Visual Measures (e.g., speed feedback signs or enhanced striping)
Score 13 - 16	Eligible for Level 3 Physical Measures (e.g., speed humps or tables where appropriate, chokers, curb extensions, traffic circles, or intersection realignment)
Score 17+	Solutions are developed by the City Engineer based on best practices, roadway classification, emergency response needs, and existing site conditions including driveways, drainage, utilities, etc. (e.g., raised intersections, full intersection reconstruction, roundabouts, or similar capital improvements)

Scoring

STREETS SCORE 17 OR HIGHER

Eligible for Level 4 Physical Measures.

Level 4 represents major infrastructure investments that substantially alter roadways or intersections. At this level, the City develops solutions based on best practices, roadway classification, and site-specific conditions rather than prescribed solely by score.

Applicable Countermeasures Include:

- Raised Intersections
- Roundabouts / Traffic Circles
- Full Intersection Reconstruction or Major Roadway Reconfiguration

Key Characteristics:

- Highest cost and permanence
- Requires comprehensive engineering, funding, and public involvement
- Significant consideration of right-of-way, drainage, utilities, and emergency response impacts
- Typically implemented as part of a capital improvement project

Process



STREETS SCORE 13 TO 16

Eligible for the Level 3 Physical Measures.

Level 3 measures involve physical changes to roadway geometry that directly influence driver behavior and operating speeds. These measures typically require design analysis, coordination with emergency services, and public engagement.

Applicable Countermeasures Include:

- Bulb-Outs / Curb Extensions
- Chokers and Chicanes
- Lane Narrowing
- Mid-Block Crossings
- Pedestrian Refuge Islands
- Median Islands
- Speed Humps or Speed Cushions
- Speed Tables
- Raised Pedestrian Crosswalks
- Realigned Intersections



Process

Key Characteristics:

- Moderate to high cost with increased permanence
- Proven effectiveness for speed reduction and safety improvement
- Requires careful consideration of drainage, utilities, parking, access, and emergency response times
- Typically pursued after lower-level measures or when warranted by traffic data



STREETS SCORE 10 TO 12

Eligible for Level 2 Visual Measures.

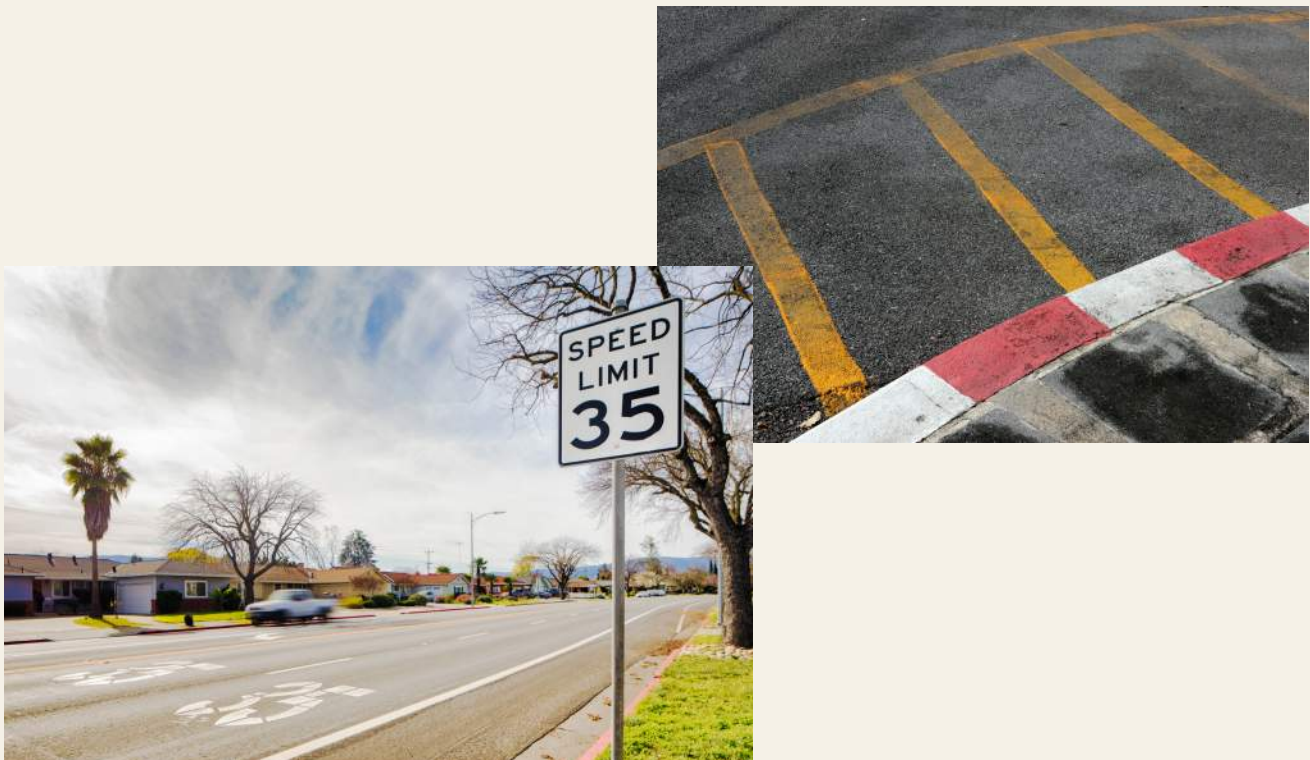
Level 2 measures introduce enhanced visibility and operational cues within the roadway environment to reinforce appropriate speeds and improve awareness of pedestrians, bicyclists, and intersections. These treatments remain relatively low-cost while providing a stronger visual presence than Level 1.

Applicable Countermeasures Include:

- Speed Limit Pavement Markings
- Pedestrian Crossing Pavement Markings
- Shared Lane Markings (Sharrows)
- Corner Radius Reduction Striping
- Permanent Driver Feedback Signs
- Quick-build or pilot striping and delineation treatments

Key Characteristics:

- Semi-permanent and more visible than Level 1
- Often implemented using paint, thermoplastic, or modular elements
- Can be quickly modified, expanded, or removed if ineffective
- May serve as pilot treatments before permanent construction



STREETS SCORE 4 to 9

Eligible for Level 1 Non-Physical Measures.

Level 1 strategies focus on driver awareness and behavior modification without altering roadway geometry. These measures are intended to address emerging concerns quickly and cost-effectively and are often the first step in the traffic calming process.

Applicable Countermeasures Include:

- Education / Community Involvement
- Targeted Speed & Stop Control Enforcement
- Enhanced Speed Limit Signs
- Enhanced Stop Signs
- Leading Pedestrian Intervals

Key Characteristics:

- Lowest cost and fastest implementation
- Easily reversible or adjustable
- Relies primarily on voluntary compliance and enforcement presence
- May be used alone or in advance of higher-level treatments



STREETS SCORE 3 or below

Areas that score 3 points or less: Location will not be reevaluated for three years. This timeframe may be reconsidered based on significant redevelopment in the area.

Traffic Calming Toolkit

The Traffic Calming Toolkit provides a range of solutions available to address neighborhood traffic concerns. Measures are organized into levels based on their complexity, cost, permanence, and operational impact. The toolkit is intended to guide the selection of appropriate, context-sensitive treatments based on roadway conditions, safety needs, and surrounding land uses, while maintaining flexibility to respond to site-specific conditions.

Level 1 – Education and Enforcement

Level 1 measures focus on awareness, communication, and behavioral reinforcement rather than physical changes to the roadway. These strategies provide a rapid, low-cost response to emerging concerns and support both community involvement and enforcement efforts.

Level 2 – Visual Traffic Calming

Level 2 measures enhance roadway visibility, highlight pedestrian activity, and reinforce desired driver behavior using signs, markings, and low-cost operational treatments. These strategies provide greater visual influence than Level 1 tools while remaining flexible and adaptable.

Level 3 – Physical Traffic Calming

Level 3 measures involve geometric modifications that physically influence driver behavior. These treatments are designed to reduce speeds, shorten crossing distances, and improve safety for all users. Because Level 3 measures typically have greater cost, impact, and permanence, they require careful planning, engineering review, and coordination with emergency services.

Level 4 – Capital Improvements

Level 4 measures involve substantial geometric improvements and are developed as site-specific solutions based on detailed engineering analysis and corridor-specific needs.

Education / Community Involvement

Description

Programs and materials used to educate residents and drivers about speeding, safety, and neighborhood traffic concerns.

Application

- Neighborhoods with traffic concerns
- Areas not meeting Level 2 scoring thresholds

Design / Placement Considerations

- May include mailers, signs, or community campaigns
- Often coordinated with City communications

Advantages

- Builds community awareness
- Encourages shared responsibility
- Relatively low cost and quick to implement

Disadvantages

- Relies on voluntary compliance
- Limited long-term effectiveness
- May not physically reduce speeds



Targeted Speed & Stop Control Enforcement

Description

Police department presence in neighborhoods to enforce existing speed limit and traffic control ordinances

Application

- Documented speeding issues
- Stop sign compliance concerns
- Time-specific problem periods
- Low driver yielding rates for pedestrians and bicyclists

Design / Placement Considerations

- Requires coordination with law enforcement
- May be scheduled or spontaneous

Advantages

- Immediate behavior change
- Highly visible deterrent
- Flexible deployment

Disadvantages

- Short-term effectiveness
- Resource dependent
- May require repeated effort



Enhanced Speed Limit Sign

Description

Additional or upgraded speed limit signs to improve visibility and reinforce compliance.

Application

- Corridors with moderate speeding
- Locations with poor sign visibility

Design / Placement Considerations

- Placement should follow Manual of Uniform Traffic Control Devices (MUTCD) standards
- Avoid sign overuse

Advantages

- Improves driver awareness
- Low cost
- Quick installation

Disadvantages

- Limited effectiveness alone as compliance may decrease over time



Enhanced Stop Sign

Description

Supplemental treatments used to increase the visibility and effectiveness of stop-controlled intersections, such as larger signs, reflective borders, "STOP AHEAD" signs, or pavement markings.

Application

- Intersections with poor stop compliance
- Locations with crash history related to failure to yield
- Areas with limited visibility

Design / Placement Considerations

- Must comply with MUTCD standards
- Avoid overuse to prevent reduced effectiveness
- May include advance warning signs or pavement markings

Advantages

- Improves intersection awareness
- Relatively low cost and quick to implement
- Enhances compliance at stop-controlled locations

Disadvantages

- Minimal impact on mid-block speeding
- Effectiveness may decrease if overused



Speed Limit Pavement Marking

Description

Speed limit pavement markings are shields or numerals painted in the traffic lane to remind drivers of the regulatory speed limit.

Application

- Entry points to neighborhoods
- Long straight segments

Design / Placement Considerations

- Use MUTCD-approved symbols
- Requires periodic maintenance
- Best used with speed limit signs

Advantages

- Highly visible
- Reinforces posted speed limits
- Relatively low cost and easy to implement

Disadvantages

- Maintenance required
- Less effective on high-volume roads



Pedestrian Crossing Pavement Marking

Description

Enhanced crosswalk markings to increase pedestrian visibility and driver awareness

Application

- Pedestrian crossings near schools, parks, and beach access points

Design / Placement Considerations

- May require supplemental signs or pedestrian-level lighting
- May be supplemented with in-road warning lights
- Must comply with ADA accessibility requirements
- Use MUTCD-approved symbols and place markings in accordance with MUTCD standards

Advantages

- Improves pedestrian safety
- Encourages motorist yielding behavior

Disadvantages

- Requires maintenance
- When used alone, does not guarantee compliance
- Effectiveness may diminish over time as drivers become accustomed to the marking



Shared Lane Markings (Sharrows)

Description

Pavement markings indicating that bicyclists and motorists share the travel lane

Application

- Streets with low traffic volumes
- Corridors with existing or expected bicycle activity

Design / Placement Considerations

- Should be placed in accordance with MUTCD guidance
- Not a substitute for dedicated bicycle infrastructure where warranted
- Placement should consider lane width and on-street parking conditions

Advantages

- Improves bicycle visibility
- Reinforces shared roadway use
- Relatively low cost and easy to implement

Disadvantages

- Does not provide physical protection
- Limited impact on vehicle speeds
- Effectiveness depends on driver awareness



Corner Radius Reduction Striping

Description

Painted or delineated curb extensions that visually reduce turning radii and narrow the roadway at intersections

Application

- Intersections with large turning radii
- Areas with pedestrian crossing concerns
- Locations where curb reconstruction is not feasible

Design / Placement Considerations

- May use striping, flexible delineators, or temporary materials
- Must maintain turning access for emergency and larger service vehicles

Advantages

- Reduces turning speeds
- Improves pedestrian visibility
- Lower cost than constructed curb extensions

Disadvantages

- Less effective than permanent treatments
- Requires ongoing maintenance
- May be ignored by drivers over time



Permanent Driver Feedback Sign

Description

Electronic sign displaying vehicle speed relative to the posted limit

Application

- Persistent speeding locations
- School zones or residential collector roadways

Design / Placement Considerations

- Requires power source
- May be fixed or portable

Advantages

- Proven to reduce speeds
- Provides real-time feedback
- Can collect traffic data

Disadvantages

- Higher cost than static signs
- Requires maintenance



Leading Pedestrian Intervals (LPI)

Description

Traffic signal phasing and timing strategy that allows pedestrians to begin their crossings before vehicles are given a green light

Application

- Intersections with a pedestrian crash history, especially right turn crashes
- Traffic signals in areas of high pedestrian activity

Design / Placement Considerations

- Must be incorporated appropriately into signal timing plans

Advantages

- Improved pedestrian visibility
- Proven to reduce pedestrian crashes
- Better compliance and safer behavior (less jaywalking and more yielding)

Disadvantages

- Potential delay for vehicles
- Initial driver confusion or noncompliance



Bulb-Out / Curb Extension

Description

Curb line extension to narrow the roadway and shorten pedestrian crossings

Application

- Intersections
- Mid-block crossings

Design / Placement Considerations

- Requires drainage coordination
- May impact on-street parking

Advantages

- Reduces turning speeds
- Improves visibility
- Enhances pedestrian safety

Disadvantages

- Relatively higher costs
- Potential parking impacts
- Potential utility constraints



Choker / Chicane

Description

Horizontal deflection or narrowing that requires drivers to slow and maneuver

Application

- Long straight roadways
- Cut-through traffic routes

Design / Placement Considerations

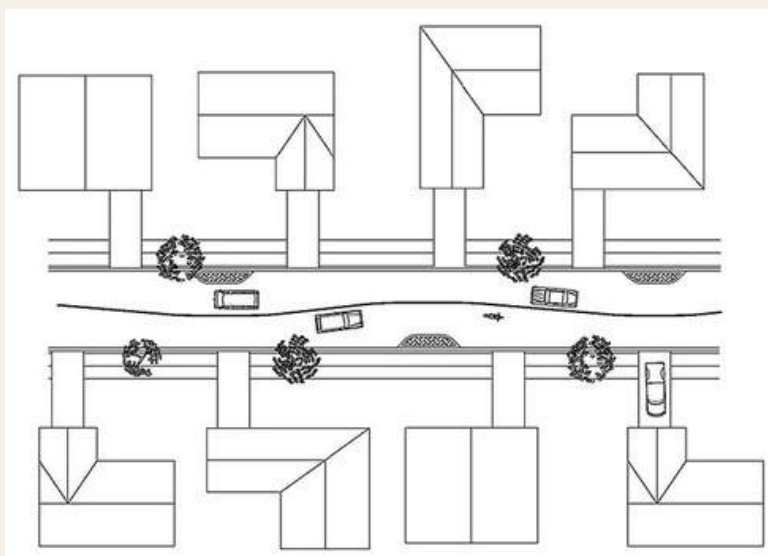
- Requires adequate roadway width
- Emergency access must be maintained

Advantages

- Effective speed reductions
- Discourages cut-through traffic
- Can be aesthetically pleasing

Disadvantages

- May impact parking
- Maintenance if landscaped
- Driver unfamiliarity
- Relatively higher costs



Chicane Schematic

(Source: Delaware Department of Transportation)

Lane Narrowing

Description

Reduce lane width using pavement markings to visually constrain roadway speeds

Application

- Wide roadways
- Streets with moderate speeding

Design / Placement Considerations

- Must maintain minimum lane widths
- May include buffers or bike lanes

Advantages

- Encourages lower speeds
- Relatively moderate cost
- Flexible designs
- Can be installed as pop-up, short-term, or long-term solution

Disadvantages

- Limited effect without vertical elements
- Maintenance required



Mid-Block Crossing / Rectangular Rapid Flashing Beacon (RRFB)

Description

A designated pedestrian crossing located between intersections, often enhanced with high-visibility markings and a Rectangular Rapid Flashing Beacon (RRFB) to increase driver yielding compliance

Application

- Locations with documented pedestrian crossing demand (near parks, schools, beach access points, or transit stops)
- Corridors with long distances between protected/marked crossings

Design / Placement Considerations

- Placement should follow pedestrian walking patterns
- Must comply with FHWA and FDOT guidance

Advantages

- Improves pedestrian visibility
- Encourages driver yielding compliance

Disadvantages

- Higher cost than basic crossings
- Effectiveness dependent on driver compliance



Pedestrian Refuge Island / Median Island

Description

A raised island within the roadway that allows pedestrians to cross in two stages while providing a protected waiting area

Application

- Locations with significant pedestrian activity
- Corridors with limited gaps in traffic

Design / Placement Considerations

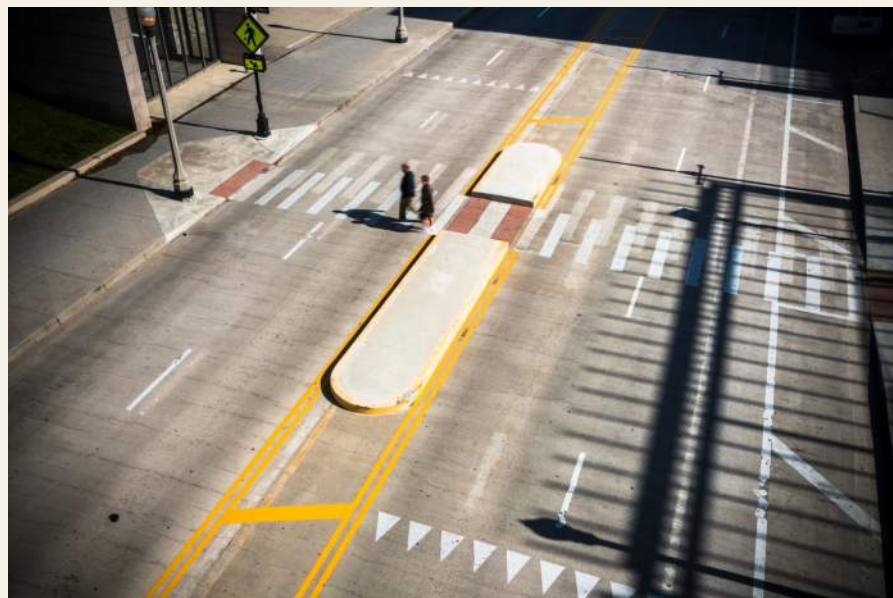
- Requires adequate roadway width
- Must maintain emergency access requirements

Advantages

- Improves pedestrian safety
- Reduces pedestrian exposure time

Disadvantages

- May impact turning movements
- Higher cost than striping treatments



Speed Hump / Speed Cushion

Description

Raised pavement features designed to slow vehicles while allowing emergency vehicle access

Application

- Residential streets with speeding issues
- Mid-block speed-reduction locations

Design / Placement Considerations

- Spacing is critical
- Consider emergency access and roadway drainage

Advantages

- Highly effective speed reduction measure
- Relatively low cost
- Proven treatment

Disadvantages

- Increased noise and vibrations
- May impact emergency response times
- Not suitable for all streets



Speed Table / Raised Pedestrian Crosswalk

Description

Long, raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section

Application

- Pedestrian-heavy areas
- Crosswalks and intersections

Design / Placement Considerations

- Must meet Americans with Disabilities Act (ADA) requirements
- Requires drainage design

Advantages

- Strong speed reduction measure
- Improves pedestrian safety
- More comfortable for drivers than speed humps

Disadvantages

- Relatively higher cost
- Drainage considerations
- Potential noise



Realigned Intersection

Description

Changes alignment, converting T-intersections with straight approaches into curved lanes

Application

- T-intersections without on-street parking or bike lanes.

Design / Placement Considerations

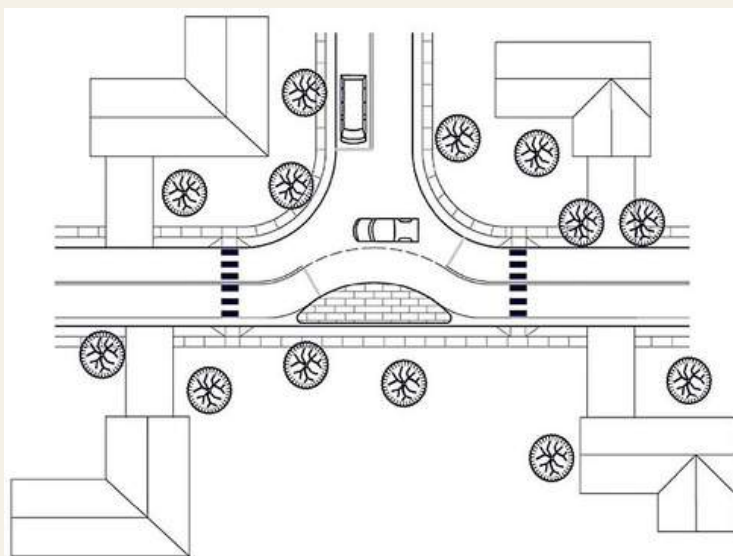
- Must consider all roadway users in design, including freight and transit vehicles

Advantages

- Effective at improving safety by reducing speed at T-intersections
- Minimal impact to emergency vehicle response time
- Improves sight lines between pedestrians and motorists

Disadvantages

- May result in loss of on-street parking
- Can create conflicts between bicycles and vehicles
- Relatively higher costs



Realigned Intersection Schematic

(Source: Delaware Department of Transportation)

Roundabout / Traffic Circle

Description

Circular intersection design that reduces speeds and eliminates severe conflict points

Application

- Intersections with significant crash history
- Locations with sufficient right-of-way
- Intersections with appropriate traffic volumes

Design / Placement Considerations

- Requires detailed design
- Large vehicle turning paths

Advantages

- Significant crash reductions
- Improved traffic flows
- Lower speeds

Disadvantages

- Relatively higher costs
- Right-of-way requirements
- Driver learning curve
- Not appropriate at all intersections



Raised Intersection

Description

Intersection elevated to sidewalk level to reinforce pedestrian priority.

Application

- Pedestrian-focused areas
- Downtown or beach access points
- High crash locations

Design / Placement Considerations

- Drainage impacts are critical
- Must meet ADA requirements

Advantages

- Strong speed reduction
- Improves pedestrian safety
- Enhances streetscape (aesthetically appealing)

Disadvantages

- Relatively high costs
- Potential utility impacts
- Drainage impacts
- Emergency access considerations



Traffic Calming Program

Frequently Asked Questions

What data is used to evaluate traffic calming requests?

The City uses a standardized **Traffic Calming Scoring System** to evaluate requests fairly and consistently.

Points are assigned based on:

- **Traffic volume** – Average daily traffic from at least a 72-hour count
- **Speed** – Difference between the speed limit and actual speeds (85th percentile)
- **Crash history** – Crashes over the past 3 years, with extra weight for pedestrian/bike incidents
- **Pedestrian activity** – Nearby parks, schools, beach access, or other destinations (one-eighth mile)
- **Sidewalk gaps** – Missing or incomplete sidewalks or paths
- **Previous efforts** – Whether earlier traffic calming measures were already tried

The total score determines whether a street qualifies and what improvements are appropriate.

How is success measured?

The City tracks success using measurable results:

- Fewer crashes
- Lower traffic volumes
- Reduced vehicle speeds

Why wasn't there a public meeting?

Not all projects require a public meeting.

- Most requests come directly from residents
- The City may implement safety improvements without a meeting when needed

Public meetings are typically held for significant changes, such as:

- Removing parking
- Constructing roundabouts

Will traffic calming affect parking?

Sometimes, but usually not significantly.

- Most speed humps/tables **do not remove parking**
- Temporary parking restrictions may occur during construction (with advanced notice)

Can stop signs be used to slow traffic?

No, stop signs are meant to control right-of-way, not speed. Misusing them can increase crashes and reduce driver compliance.

Frequently Asked Questions Continued

Do traffic calming measures affect emergency response?

Only Slightly:

- Delays are usually just a few seconds
- Projects are coordinated with emergency services and transit providers
- On key routes, **speed tables** (flatter than speed humps) are often used to minimize impact

What if people are parking on the sidewalk?

This is illegal under State law.

- Violations can result in citations
- Issues should be reported to the appropriate enforcement agency (e.g. City, County, State)

Is my street eligible?

Only **City-maintained roads** qualify for this program.

If your road is maintained by another agency:

- St. Johns County → Contact St. Johns County Public Works (904) 209-0110
- FDOT (State roads) → Contact FDOT Traffic Operations (904) 360-5400

To find out who maintains your road:

- Review the Traffic Calming Program Appendix
- Contact the City Public Works Department
 - <https://www.staugbch.com/publicworks>
 - (904) 471-1119

The City can help identify the correct agency but does not evaluate non-City roads.

For intersection-related requests, the controlling roadway jurisdiction shall be based on the highest-order roadway at the intersection. For example:

- If a City-maintained street intersects a County-maintained roadway, the intersection request will be coordinated with St. Johns County.
- If a City-maintained street intersects an FDOT-maintained roadway, the intersection request will be coordinated with FDOT.
- If all approaches are City-maintained streets, the request may be evaluated through the City's Traffic Calming Program.

Have More Questions?

- For additional information about the Traffic Calming Program, including data, eligibility, and project updates, scan the QR code to visit the City's website.
- You may also contact the City's Public Works Department for further assistance or to discuss specific concerns about your street.



City of St. Augustine Beach Maintained Roads

10th Street	5th Street	Bay Bridge Drive	High Tide Drive
11th Lane	5th Avenue	Beach Street	Kimberly Lane
11th Street	6th Avenue	C Street	Lake Shore Drive
12th Lane	6th Street	Carole Court	Lee Drive
12th Street	7th Lane	Casters Court	Linda Mar Drive
14th Lane	7th Street	Central Park Street	Lisbon Street
14th Street	8th Street	Coquina Boulevard	Lockhart Lane
16th Street	9th Lane	D Lane	Low Tide Loop
1st Lane	9th Street	D Street	Madrid Street
1st Street	Acacia Street	Deanna Court	Magnolia Dunes Circle
2nd Avenue	Agnes Circle	Deanna Drive	Manatee Court
2nd Lane	Agnes Circle E	Dogwood Drive	Mariposa Street
2nd Street	Atlantic Alley	E Street	North Trident Place
3rd Avenue	Atlantic Oaks Circle	Ewing Street	Oak Road
3rd Street	Azalea Avenue	F Street	Ocean Court
4th Avenue	Azalea Court	Florida Avenue	Ocean Drive
4th Street	B Street	High Dune Drive	Ocean Pines Drive

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City of St. Augustine Beach Maintained Roads Continued

Ocean Woods Drive	Quail Court	Sea Pine Place	Versaggi Drive
Ocean Woods Drive E	Ridgeway Road	Seafoam Way	Versaggi Place
Ocean Woods Drive W	Sabor de Sal Road	Serenity Bay Boulevard	West 11th Street
Oceanside Circle	Saltwater Circle	Sevilla Street	Wave Place
Oceanside Drive	Sandpiper Boulevard	Smiling Fish Lane	Weeping Willow Lane
Old Beach Road	Sandpiper Drive	Sun Down Circle	White Court
Overdale Road	Santa Maria Lane	Sunfish Drive	Willow Drive
Poinsettia Street	Sea Grove Main Street	Surfcrest Street	Woodland Avenue
Pyrus Street	Sea Oaks Drive	Tides End Drive	