GOLDEN GATE

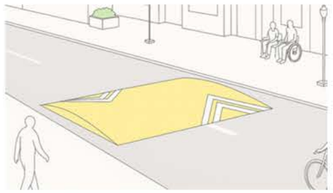
Neighborhood Improvements

TRAFFIC CALMING

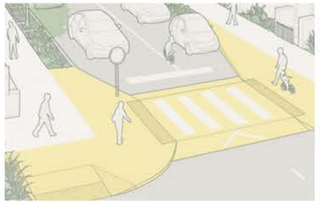
WHAT IS TRAFFIC CALMING?

Traffic calming is the use of physical design and other measures to reduce vehicle speeds and improve safety

SPEED HUMPS

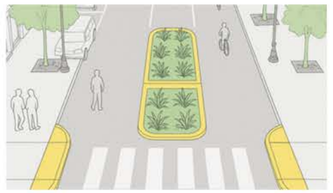


RAISED CROSSWALKS

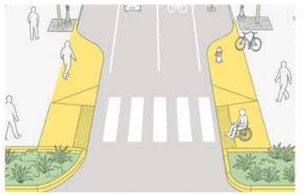


MINI-ROUNDABOUT

MEDIAN DIVIDERS



CURB EXTENSIONS



NEIGHBORHOOD GATEWAYS

HOW CAN TRAFFIC CALMING IMPROVE SAVETY IN GOLDEN GATE

Reduced Speeds

Reduces crashes from tailgating, failure to yield, and lane drifting. This **accounts for 44% of all crashes.**

Pedestrian Protection

Improves visibility and safety at night, **when 68% of** pedestrian crashes occur.

Reduced Risky Driving

Curves and humps help reduce distracted and impaired driving. **This accounts for 18% combined.**

Prevents Run-Offs

Medians and lane narrowing reduce **20% of crash types.**

Safer Intersections

Raised crosswalks and curb extensions improve turning and crossing safety.

What Traffic Calming Is, and Is Not

Not Traffic Calming	Why not?
STOP Signs	Stop signs are traffic control devices, not speed control tools. Overuse can lead to driver frustration, rolling stops, or noncompliance. MUTCD discourages use for speed control.
Speed Limit Signs	Signs alone do not influence driver behavior unless supported by design features. Physical elements are more effective.
Enforcement *(Police Presence)*	Temporary and resource-heavy; doesn't offer long-term behavioral change. Only effective while enforcement is present.
Unmarked Crosswalks	Without visibility or elevation, they do little to change driver behavior.

MYTHS

Stop signs are a good way to slow down speeding. Stop signs are meant to control right-of-way at intersections, not reduce speed. When used incorrectly, drivers may roll through or ignore them.

Traffic Calming Best Practices

PLACING AND PLACEMENTS MATTERS

Traffic calming is most effective when devices are spaced every **300 to 500 feet.** This helps keep speeds consistently low, preventing drivers from speeding up between devices. Too much space between treatments allows unsafe speeding to resume.

Approx. 300 to 500 feet.

WHY STREET DESIGN WORKS BETTER THAN SIGNS?

Traffic calming features are more effective at reducing speed than signage alone

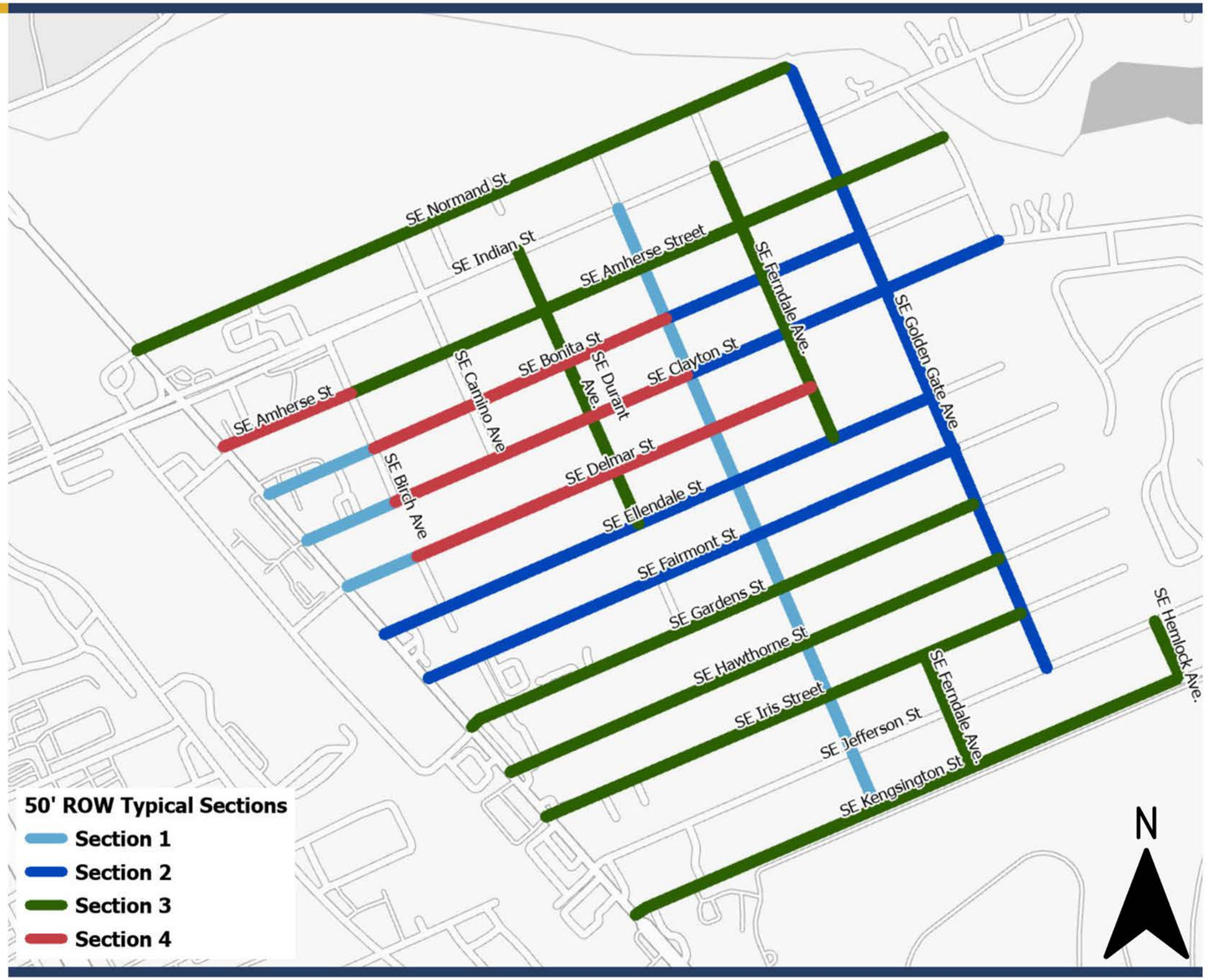
Regulatory Signs vs. Warning Signs

- **Regulatory Sign:** Legal requirement (speed limit, stop sign)
- **Warning Sign:** Suggests caution (bump ahead, traffic calmed area)

TYPICAL SECTIONS

GOLDEN GATECRA
Martin County, FL

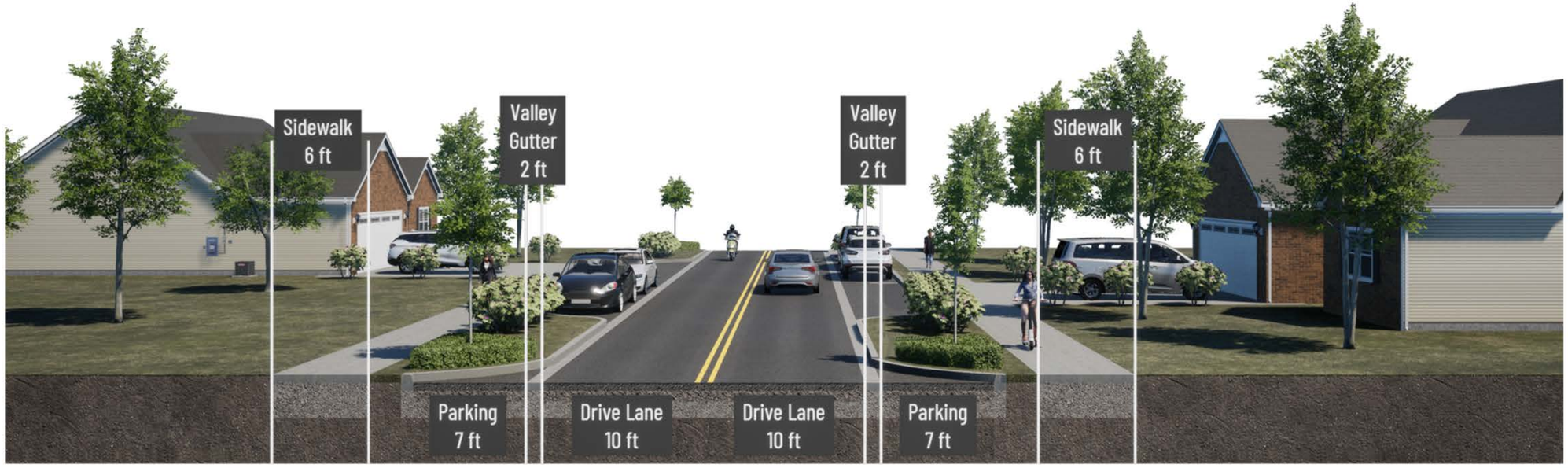
50' Right-of-Way Typical Sections



50' ROW

TYPICAL SECTION # 1

(Curb and Gutter, Parking both sides, 10' Travel Lanes)

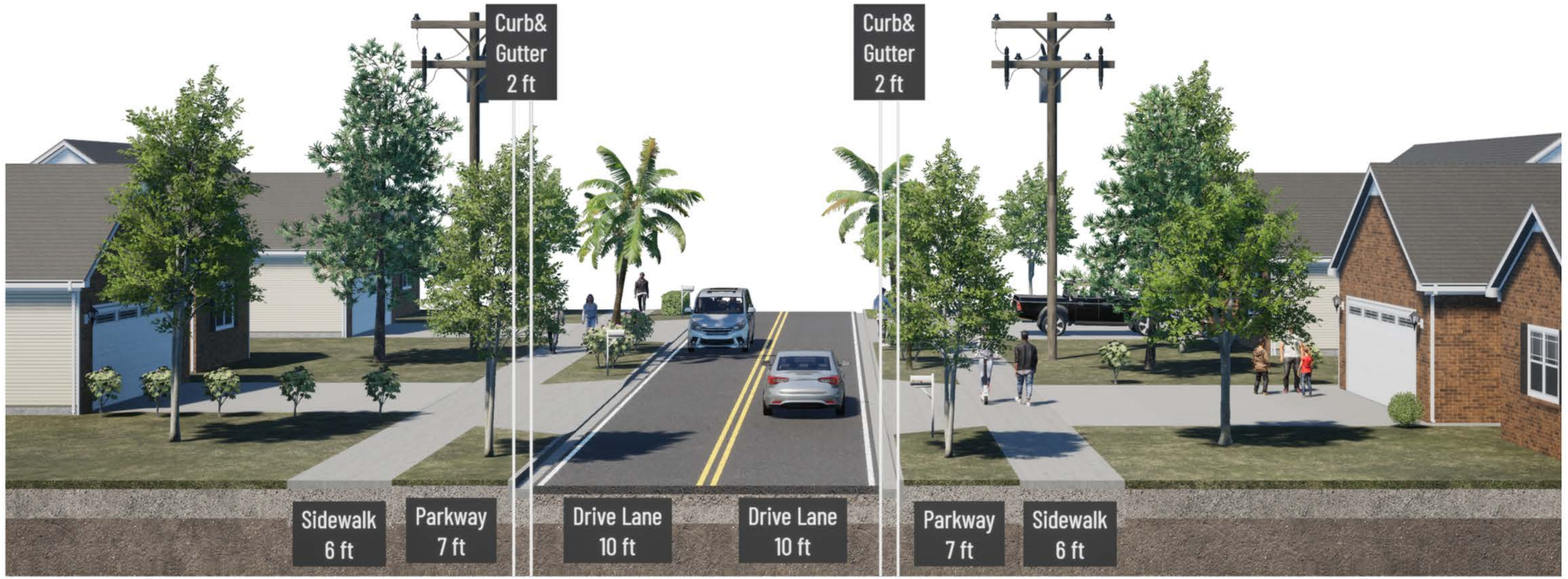


50' ROW

50' ROW

TYPICAL SECTION # 2

(Curb and Gutter, No Parking, and 10' Travel Lanes)



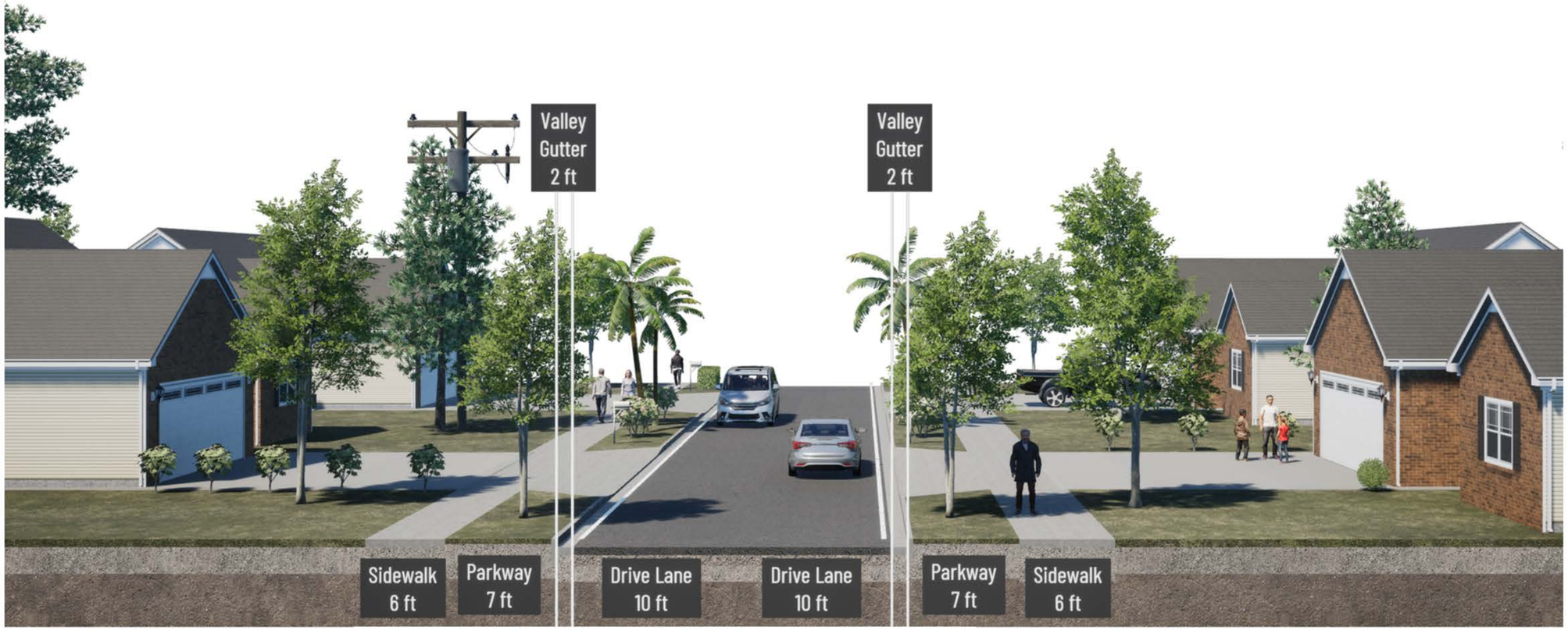
50' ROW

PROPOSED TYPICAL SECTIONS

50' ROW

TYPICAL SECTION # 3

(Valley Gutters, 10' Travel Lanes, Sidewalks on Both Sides, and Parkways)

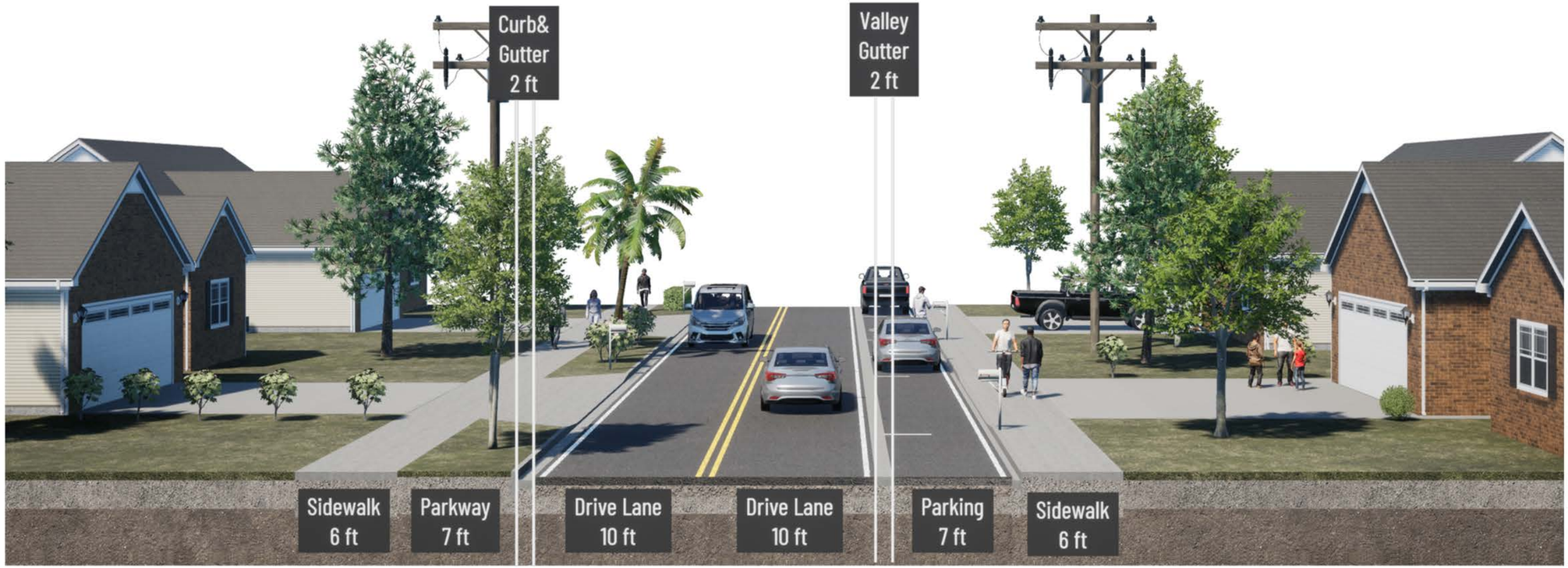


50' ROW

50' ROW

TYPICAL SECTION # 4

(Curb and Gutter, Parking on One Side, Valley Gutter, Combined Sidewalk, and 10' Travel Lanes)

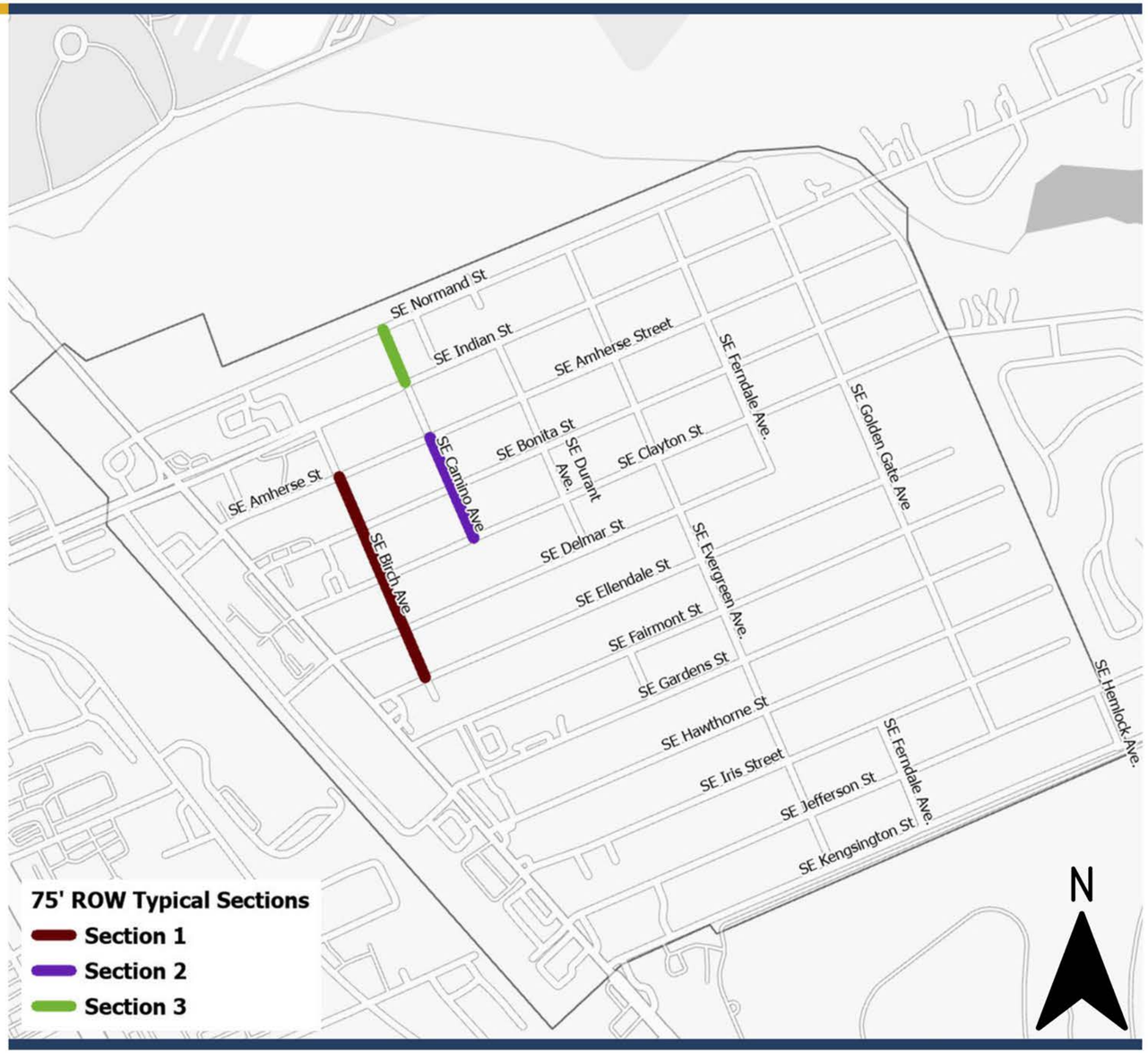


50' ROW

GOLDEN GATE CRA
Martin County, FL

75' Right-of-Way

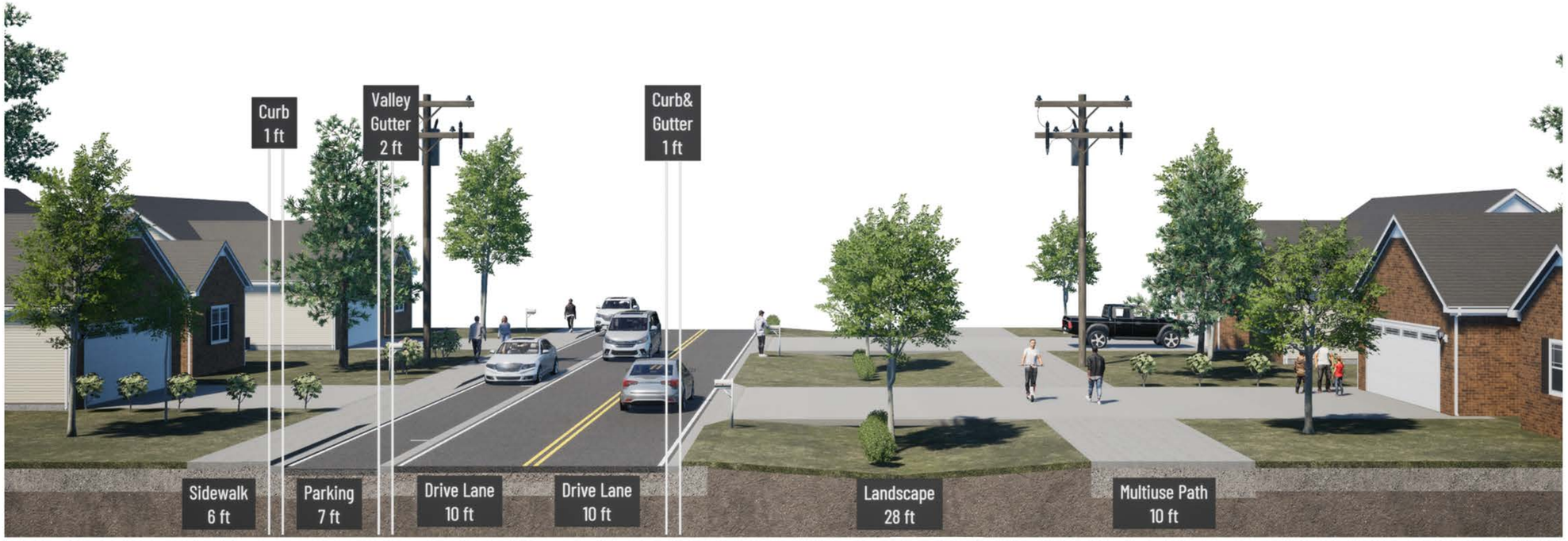
Typical Sections



75' ROW

TYPICAL SECTION #1

(Curb and Gutter, Parking on One Side, Valley Gutter, Combined Sidewalk, and 10' Travel Lanes)

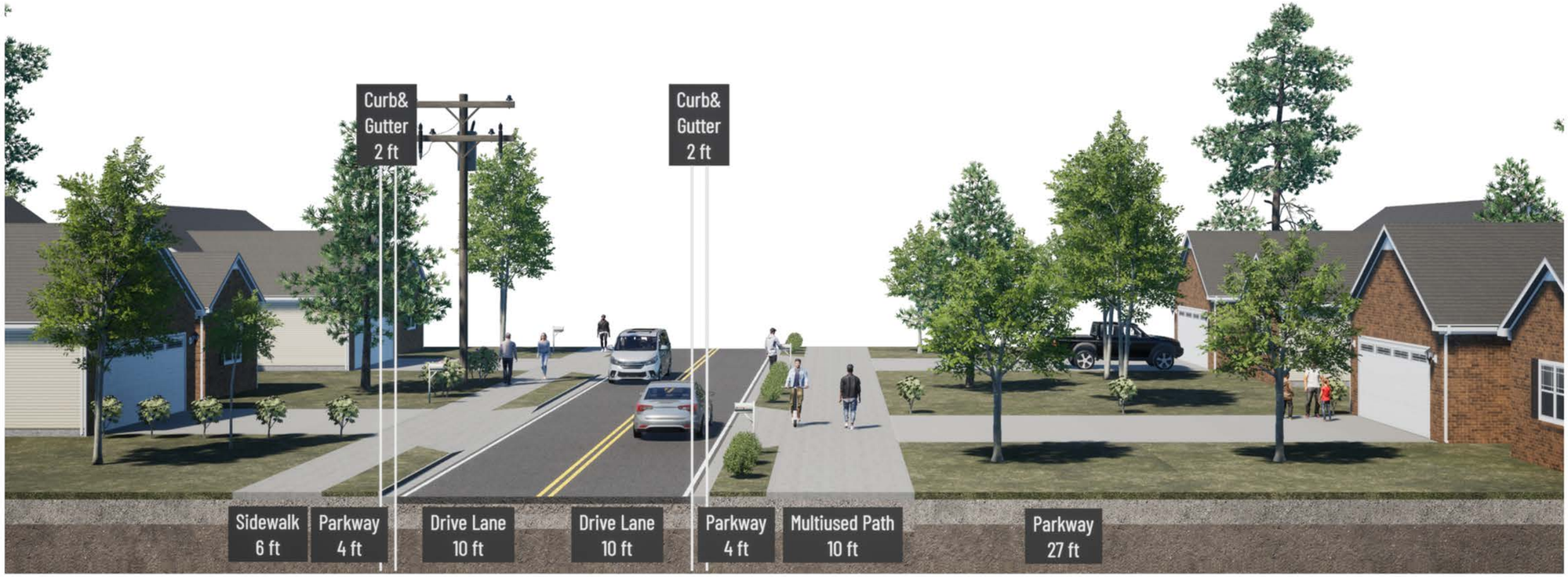


75' ROW

75' ROW

TYPICAL SECTION #2

(Curb and Gutter, 6' Sidewalk, 10' Multiused Path, and 10' Travel Lanes)

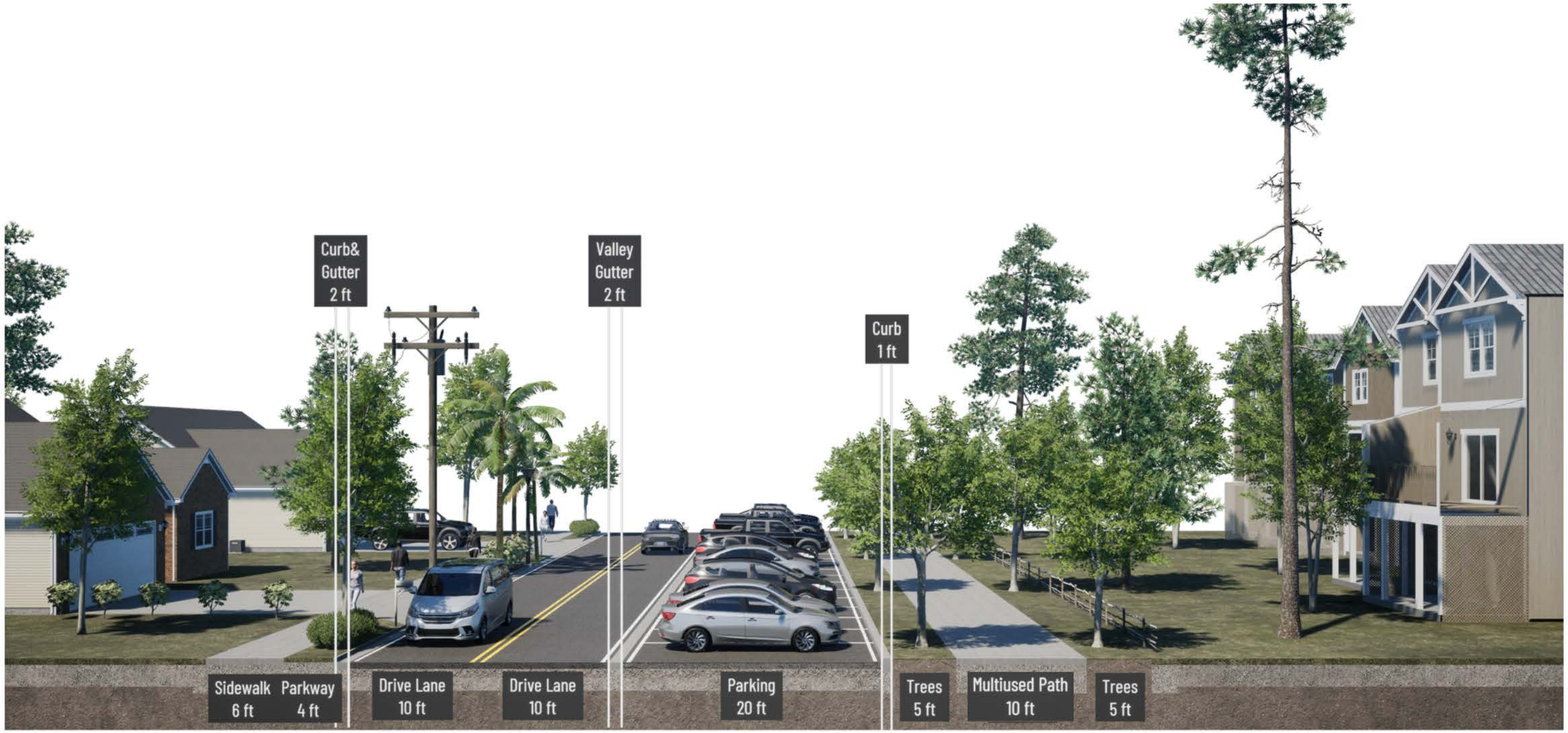


75' ROW

75' ROW

TYPICAL SECTION #3

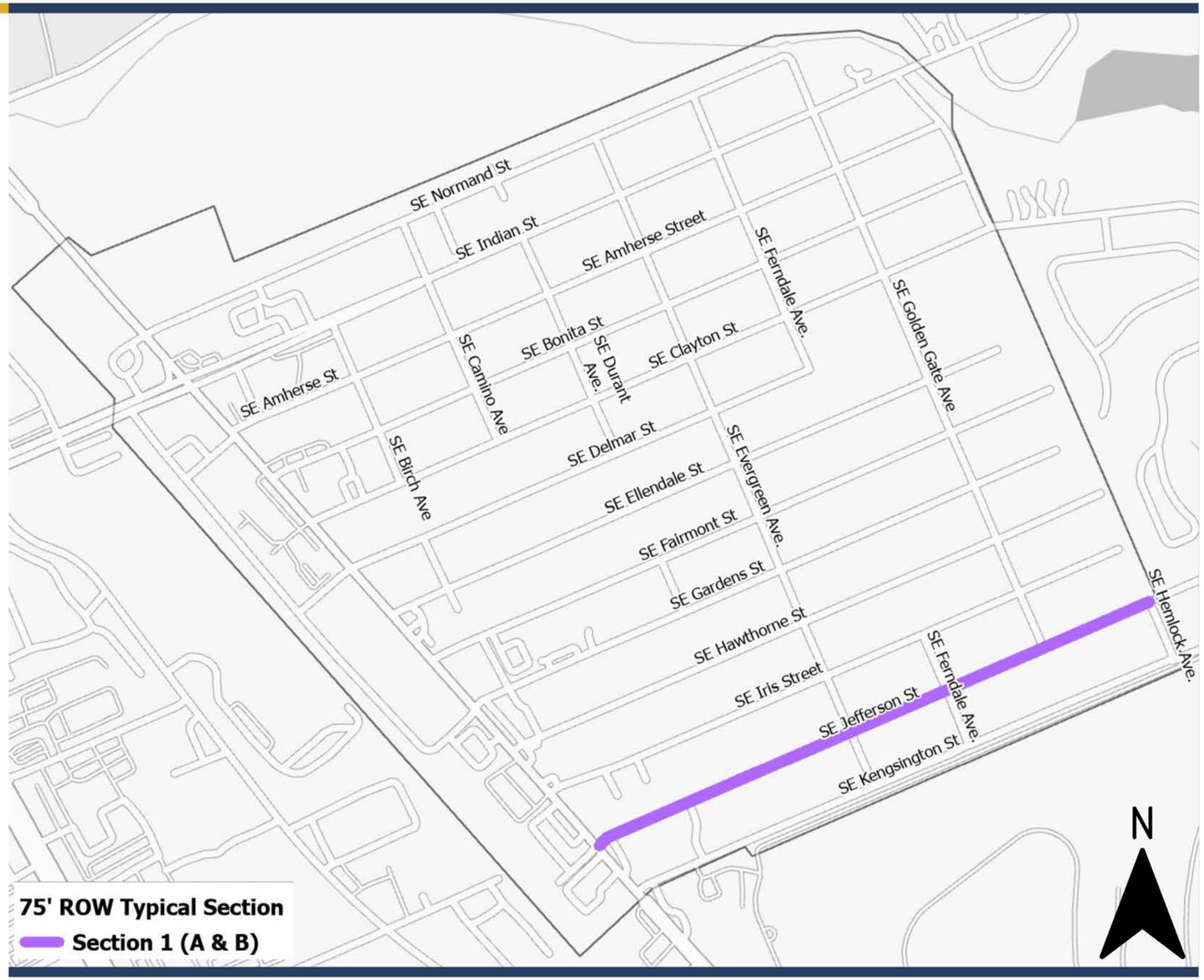
(10' Travel Lanes, One-Sided On-Street Parking, Sidewalks Both Sides, Multiuse Path One Side, Parkway with Street Trees)



75' ROW

GOLDEN GATE CRA
Martin County, FL

80' Right-of-Way Typical Sections



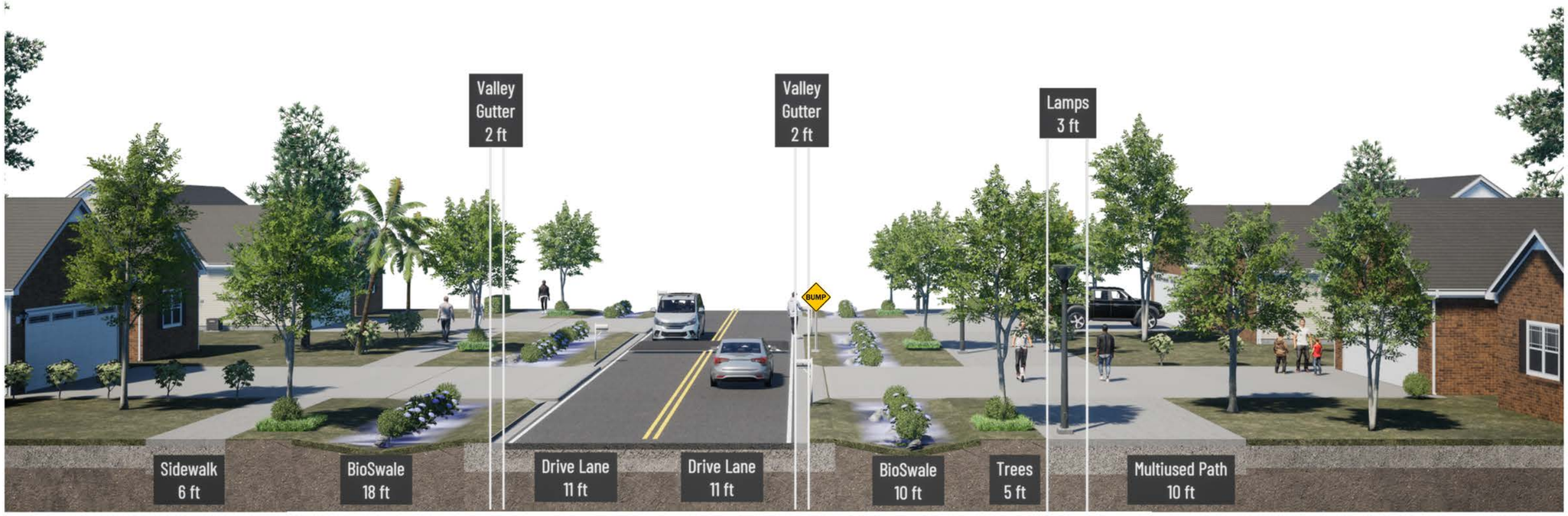
PROPOSED TYPICAL SECTIONS

80' ROW

TYPICAL SECTION #1

Option A

(11' Travel Lanes, Valley Gutters, Bioswales, with New Multiuse Path, and No On Street Parking)



80' ROW

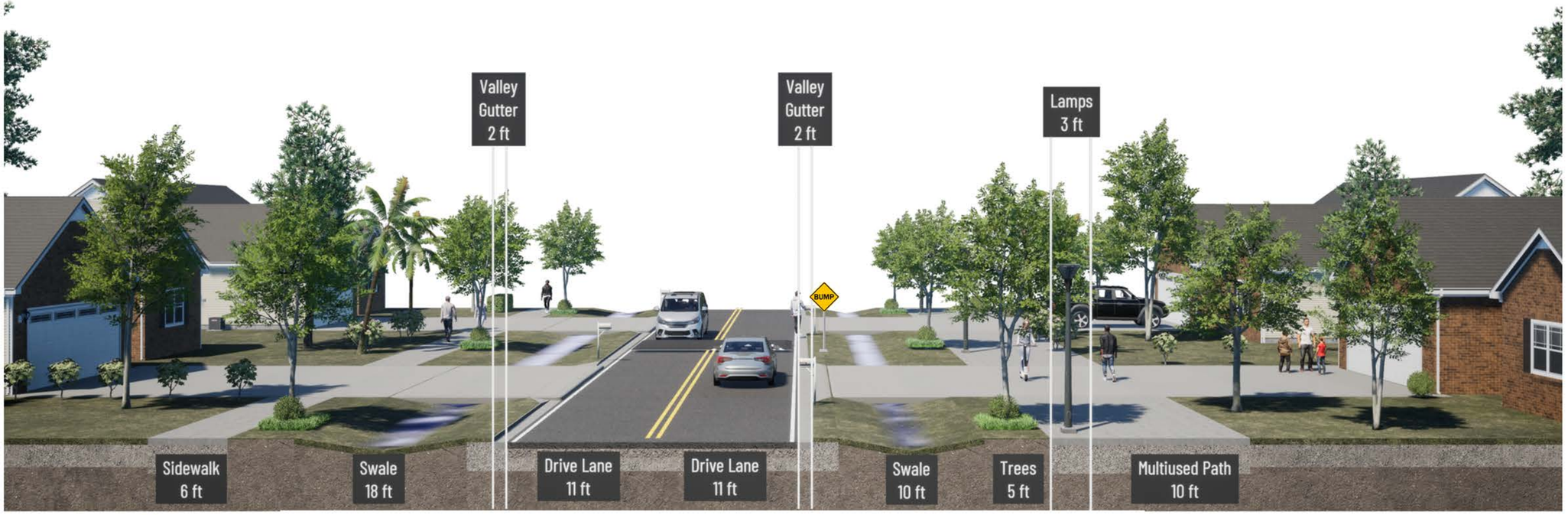
PROPOSED TYPICAL SECTIONS

80' ROW

TYPICAL SECTION #2

Option B

(11' Travel Lanes, Curb and Gutter, with new multiuse path, and No On Street Parking)

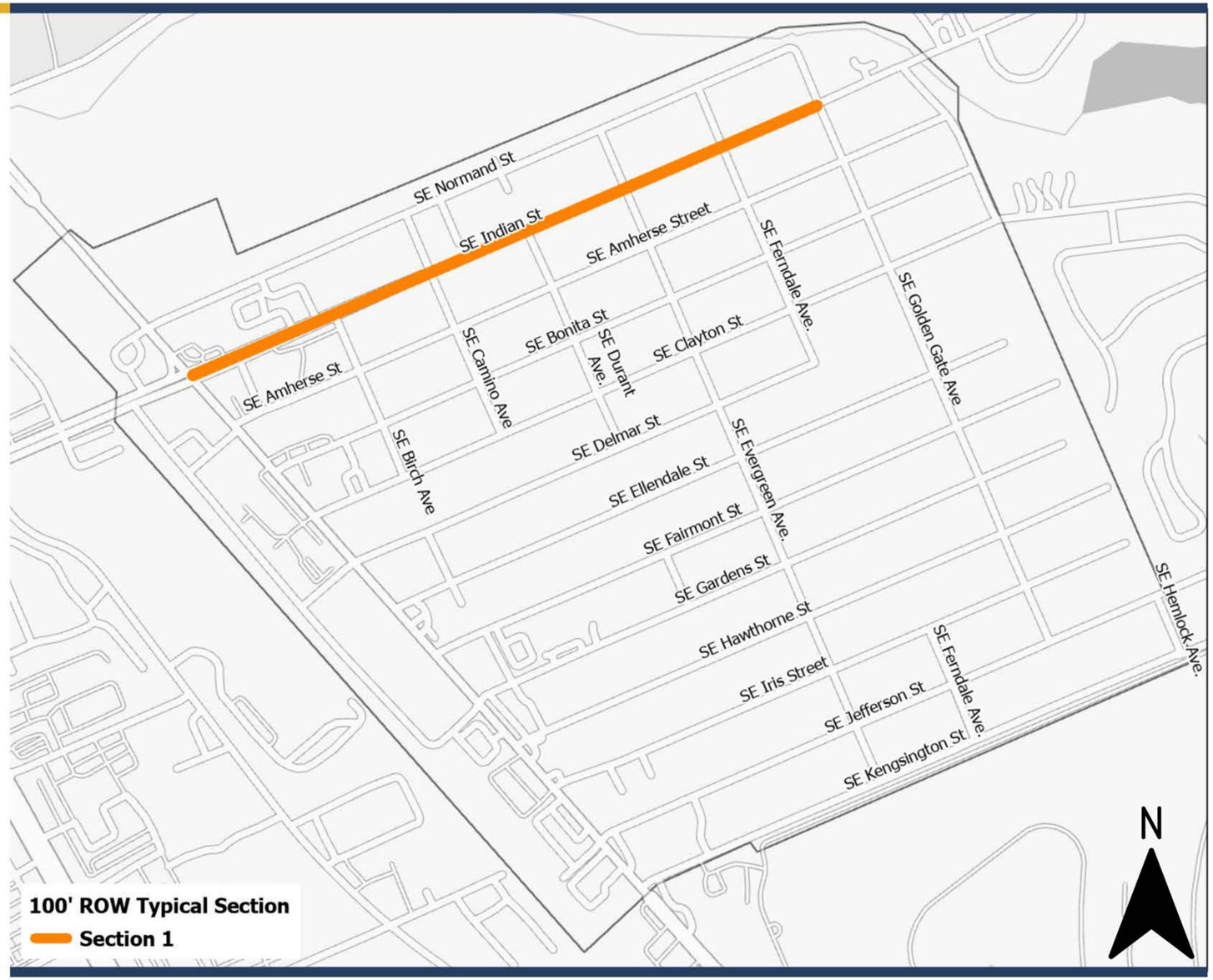


80' ROW

GOLDEN GATE CRA
Martin County, FL

100' Right-of-Way

Typical Sections



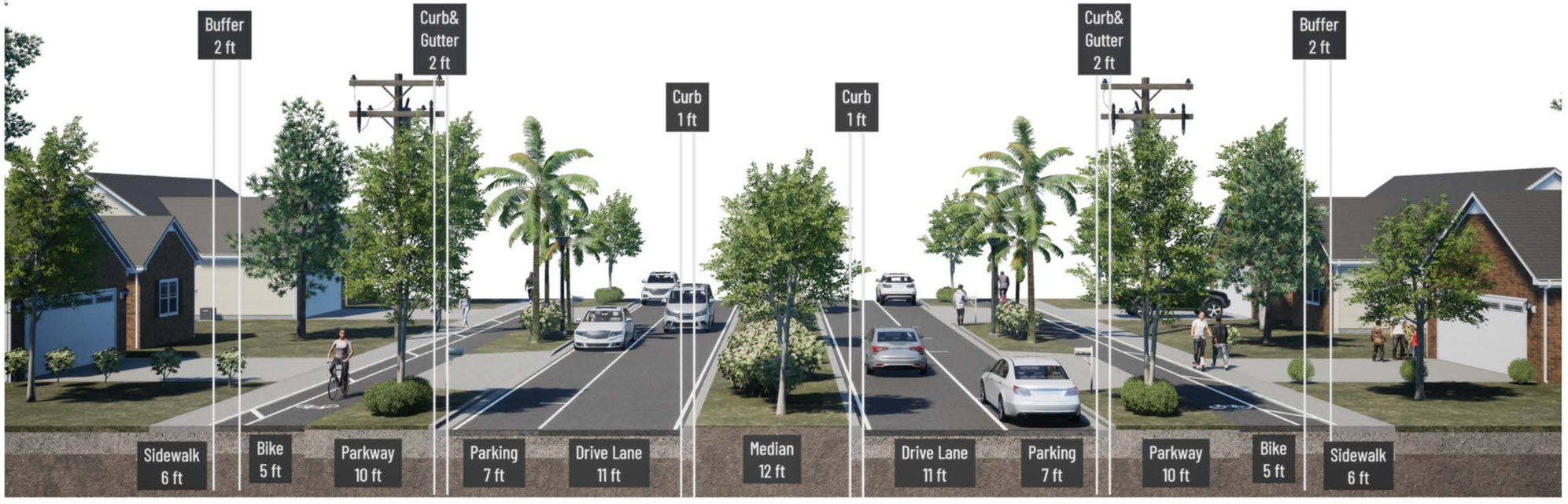
PROPOSED TYPICAL SECTIONS

100' ROW

TYPICAL SECTION #1

Option A

(11' Travel Lanes, On Street Parking, One-Way Cycle Track, Landscaped Median)



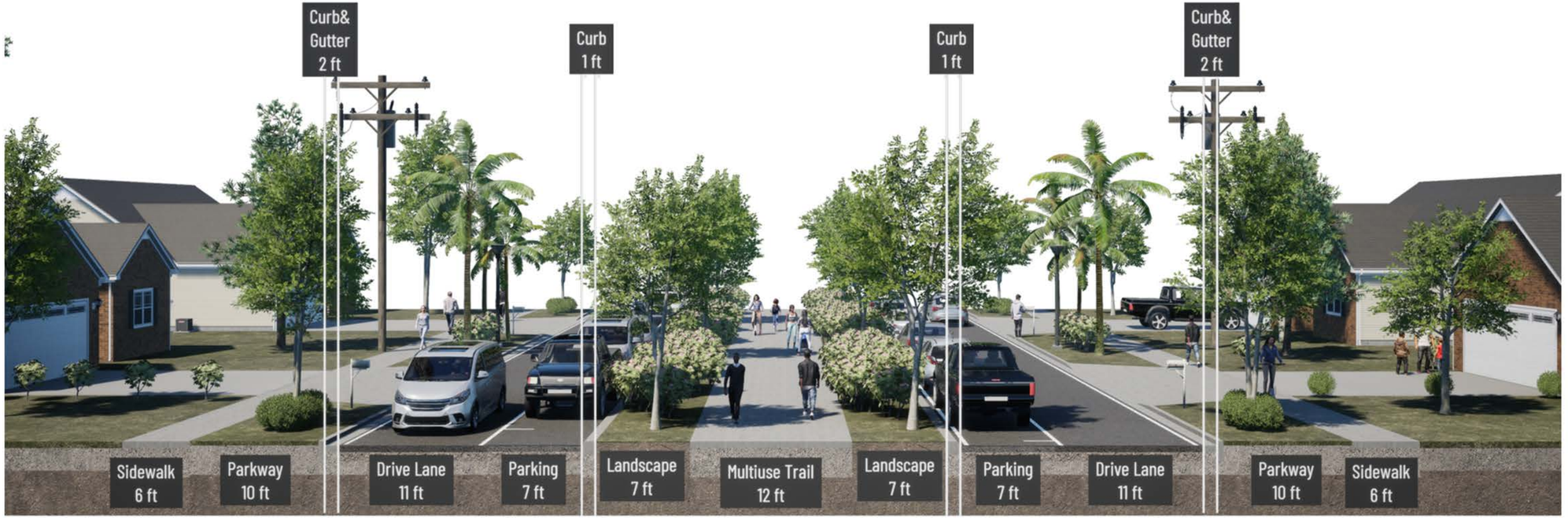
100' ROW

100' ROW

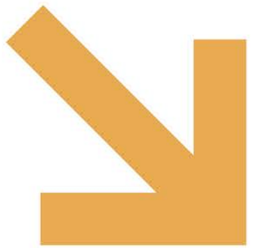
TYPICAL SECTION #2

Option B

(11' Travel Lanes, On Street Parking, Multiuse Trail on Median)



100' ROW



GATEWAY FEATURES

GATEWAY FEATURES

GATEWAY OPTIONS - Historic

Stuart Welcome Arch, Jensen Beach, FL (built 1926) – A Moorish/Mediterranean Revival gateway in Martin County

GATEWAY OPTIONS - Historic

Los Robles Gate, Tallahassee, FL (built 1926) – A Spanish Revival/Colonial Revival gateway marking the entrance to the historic Los Robles subdivision.