

RESOLUTION

of the

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

regarding the

UPDATES TO THE EXISTING TRAFFIC CALMING PROGRAM THROUGH ADDITIONAL TRAFFIC SAFETY COUNTERMEASURES AND THE ALLOCATION OF REQUISITE FUNDING

Resolution No. 2026-_____

WHEREAS, on April 5, 1994, the Board of County Commissioners approved a Public Works Department recommendation authorizing the implementation of traffic calming measures, including the installation of speed humps, subject to specific conditions, speed, and volume criteria, on local residential streets and/or collector roads by requiring property owners to provide a funding mechanism for the initial installation costs via a Municipal Service Taxing Unit (MSTU) throughout the County; and

WHEREAS, the traffic calming measures originally adopted in 1994 now require updates to incorporate modern methodologies and technologies that address current transportation needs; and

WHEREAS, Orange County is committed to adopting state-of-the-art traffic calming guidelines, criteria, and design standards that support the County's Vision Zero initiative; and

WHEREAS, in furtherance of this commitment, Orange County is updating its Traffic Calming Program by developing a comprehensive traffic calming and safety toolbox that includes a variety of roadway treatments based on traffic, speed, and volume thresholds, including, but not limited to, traffic circles, chicanes, speed tables, raised intersections, curb extensions, and bulb-outs; and

WHEREAS, in order to expedite the implementation of the new traffic calming measures and promote equitable access to safety improvements across the County, particularly in underserved communities, Orange County will fully fund the Traffic Calming Program, eliminating the requirement for a financial contribution from residents; and

NOW, THEREFORE, BE IT RESOLVED BY THE ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS:

Section 1. Traffic Calming Funding. The current funding model of the Traffic Calming Program requires property owners to contribute 50% of the installation costs via a Municipal Service Taxing Unit (MSTU). Orange County is seeking an updated model where financial contributions from residents and homeowners' associations will no longer be required. These changes are intended to expedite the implementation of traffic calming projects within the Program and ensure residents have equitable access to safety improvements throughout the County.

Section 2. Revised Traffic Calming Program. Orange County approves the revisions to the current Program, including a new Traffic Calming and Safety Toolbox that includes state-of-the-art traffic calming guidelines and supports the County's Vision Zero initiative. The original program included only the installation of speed humps, while the revised program expands the safety countermeasure options including, but not limited to, traffic circles, chicanes, speed tables, raised intersections, curb extensions, and bulb-outs.

The implementation of such traffic calming measures has evolved and expanded from a neighborhood-wide to a county-wide approach to curb speeding and improve safety for all road users.

These revisions are described in further detail in Exhibit A of this Resolution.

Section 3. Effective date. This Resolution shall take effect on the date of its adoption.

ADOPTED this ___ day of _____, 2026.

ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

By: _____
Jerry L. Demings
Orange County Mayor

ATTEST: Phil Diamond, CPA, County Comptroller
As Clerk of the Board of County Commissioners

By: _____
Deputy Clerk

Exhibit A – Traffic Calming and Safety Toolbox

Orange County Traffic Calming & Safety Toolbox Executive Summary

Purpose

The Traffic Calming & Safety Toolbox aims to enhance the safety, livability, and mobility in residential and mixed-use neighborhoods by reducing speeding, cut-through traffic, and crash risk through context-sensitive traffic calming measures. This toolbox supports and aligns with Orange County’s Accelerated Transportation Safety Program (ATSP), Vision Zero strategy, and Complete Streets principles.

Approach

The Traffic Calming & Safety Toolbox provides a menu of treatments selected for their suitability for addressing transportation issues at a countywide scale, and is largely built around FDOT criteria, taking guidance from the context-based approach to speed management in the FDOT Design Manual (FDM). The Toolbox provides guidance and education on selecting and implementing a wide variety of multimodal infrastructural or operational safety improvements.

Implementation

For each treatment / tool, the Toolbox provides:


- An example image, illustrating the tool,
- A description of the tool,
- Key factors and criteria that are considered when selecting or designing the tool,
- Typical project level order of magnitude cost range required to design and construct and install these treatments to serve a community or street, and



\$ = \$0 - \$50,000




\$\$ = \$50,000 - \$150,000

\$\$\$ = \$150,000+

- Project timeframes, which provides an order of magnitude of the time typically required to secure funding, design, and construct/install these treatments to serve a community or street.

 = 0 - 2 Years

  = 2 - 5 Years

   = 5+ Years

Potential treatments from the Toolbox are grouped into five categories:

- 1) **Pedestrian Facility Treatments** – treatments intended to emphasize pedestrian crossing locations, separate conflict points, and slow or stop traffic to make crossings easier and safer.
 - Signs and Markings
 - Marked Crosswalks

- In-Street Pedestrian Crossing Signs
- Rectangular Rapid Flashing Beacons (RRFB)
- In-Roadway Lighting/Raised Pavement Markers
- Pedestrian Refuge
- Z Crossing
- Curb Extensions/Bulbouts
- Raised Crosswalks
- Raised Intersections
- Pedestrian Hybrid Beacon (PHB)

2) Multimodal Operational Treatments – strategies intended to reduce or eliminate certain conflict points and better manage traffic movements and speeds through physical changes to the roadway or environment, or through added traffic control devices.

- Intersection Daylighting
- Textured Pavement
- No Turn on Red
- Turn Restrictions
- Protected Left Turns
- Directional Medians
- All-Way Stop
- Pedestrian Countdown
- Leading Pedestrian Interval (LPI)
- New Signal

3) Speed Management Treatments – strategies that change the physical street environment using the principles of deflection (vertical or horizontal), enclosure, and engagement to encourage appropriately slow driving speeds.

- Speed Feedback Signs
- Roundabouts/Mini Roundabouts
- Traffic Circles
- Chokers
- Chicanes
- Median Islands
- Speed Cushions
- Reduced Curb Radii
- Rumble Strips
- Speed Pavement Markings
- Optical Speed Markings
- Street Trees

4) Volume Management Treatments – treatments that physically restrict certain traffic movements and therefore reduce traffic volumes on affected street segments.

- Diverters
- Half Closures

5) Street Grid Management Treatments – changes to a street (typically within a network of streets) that reallocates available space among the modes of travel or uses along the street or changes the directional flow of a street.

- Lane Striping Modification
- Lane Redesignation
- One-Way Street Conversion
- Two-Way Street Conversion