

14. COUNCIL MEMBERS' REPORT

- c. Request from a resident that the Donax Area Traffic Study be placed on the November 4, 2008 agenda for discussion (Mayor Denham)

October 5, 2008

Judie Zimomra
City Manager, Sanibel FL.

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CITY OF SANIBEL
ADMIN./LEGIS.

Dear Ms. Zimomra,

Enclosed please find a copy of a request sent to all City Council Members. We are requesting that the Donax Area Traffic Study be placed on the agenda for the November 4th meeting.

We would like City Council and the Transportation Work Group to consider implementing additional options from the study to further improve the safety and livability of the study area.

Enclosed please find the specifics relating to this request.

Thank you for your consideration,

Larkin and Mark Hammond
667 Nerita Street
Sanibel, FL 33957
lmhammond@bellsouth.net

Sanibel City Council Members

RE: Donax Area Traffic Study / May 20, 2008

We believe the public safety and traffic concerns are not fully addressed by the recommendations of the study and that additional measures must be taken to reduce Large Commercial Vehicle Traffic on the smaller residential streets.

By the City's own definition, Donax is a "Two Lane Collector Road". All thru-traffic, especially large commercial vehicles, should use Donax as the primary route from Periwinkle to Middle Gulf and back instead of Nerita Street.

Examples of commercial traffic using Nerita Street as a short cut are:

Sysco delivery trucks	Holiday Inn, Sundial
Linen Service Truck	Holiday Inn, Sundial
Liquor Distributor	Holiday Inn, Sundial
Budweiser	Holiday Inn, Sundial
Pepsi / Coke Truck	Holiday Inn, Sundial
Seafood Suppliers	Holiday Inn, Sundial
Tour Busses	Holiday Inn
Large Landscape Trucks	South Seas
Large Busses	South Seas
Independent 18 wheel Trucks	Short Cut to & From Bridge
Large Motor Coaches	Back route to Periwinkle Park

Donax is the most logical route for commercial traffic because:

- It is wider than Nerita
- It is Resort Zoned
- It is a commercial street with three nightly motels and the Water Treatment Plant
- The multi-use path is better protected from road traffic than on Nerita
- It is a straighter road to Periwinkle
- The study shows that 93% of all vehicles travel within 5 MPH of the speed limit so a safe flow of traffic is already in place

In contrast, the West Gulf/Nerita/ East Gulf route is inappropriate because:

- There are four tight 90 degree turns and long commercial trucks often must use the bike path to make these turns.
- Nerita has the highest traffic count of all streets in the study (see attached).
- The Nerita beach access is heavily used by the neighborhood especially visitors staying in Periwinkle Park.

We respectfully request City Council move to include three additional options to improve public safety and livability for the residents in the area:

1. Eliminate thru-commercial traffic on Junonia, Middle Gulf and Nerita by restricting gross vehicle weight, number of axles or other means to prohibit large vehicles from cutting thru on these residential streets.
2. Improve Signage in the area to reduce unnecessary "lost" traffic and to direct trucks to the appropriate route.
3. Close Nerita Street to vehicular traffic (at the Periwinkle Park) as indicated in the study to reduce the Nerita traffic count.

Thank you for your consideration,

Larkin and Mark Hammond.

Source: FTE Traffic Count Report

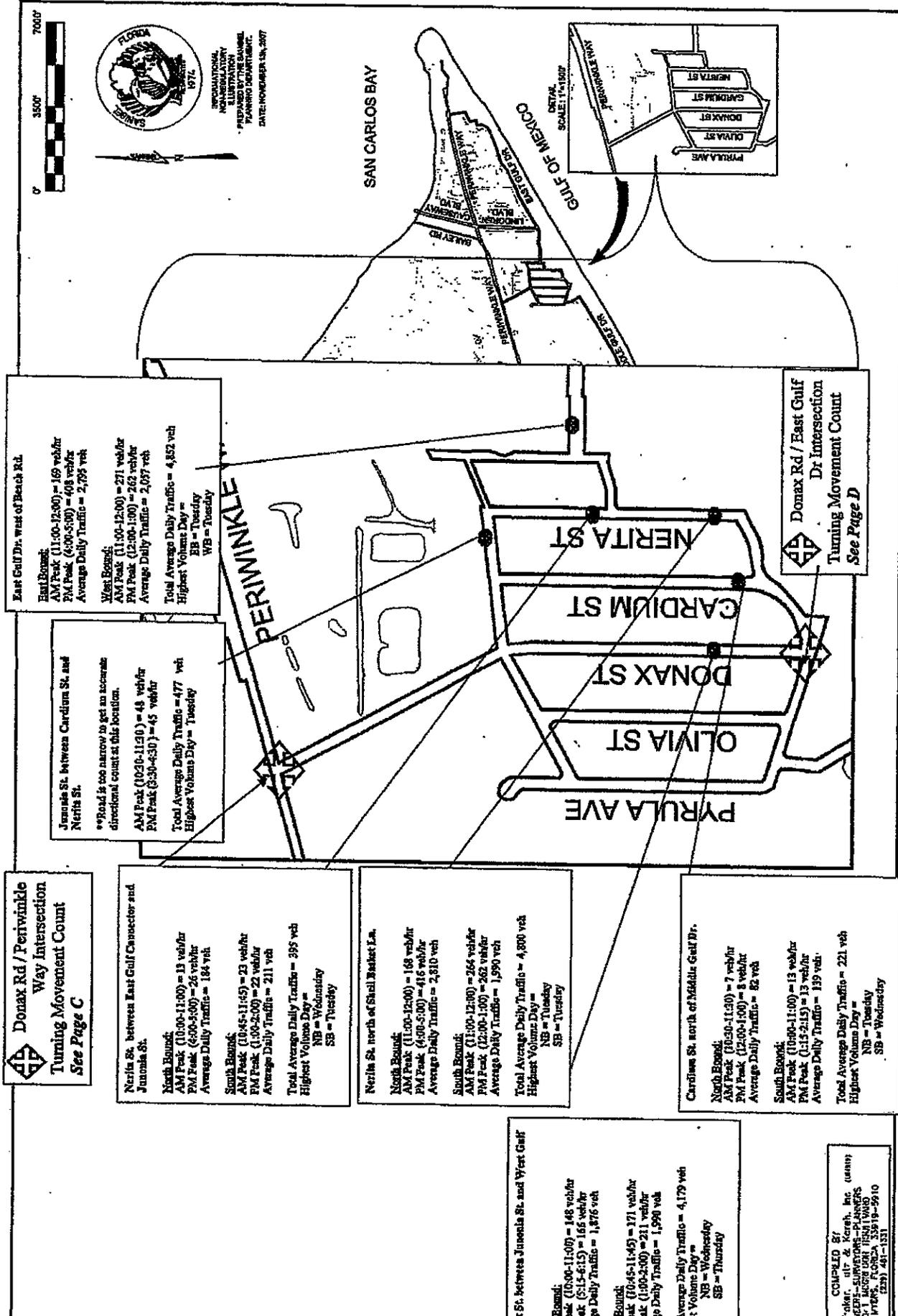


Figure 5
So is calculated based on an average of Tuesday, Wednesday and Thursday volumes.



City of Sanibel

Donax Area Traffic Study

Potential Options And Recommendations

Public Works Department
Police Department
Planning Department

May 20, 2008

Donax Area Traffic Study

Potential Options and Recommendations

May 20, 2008

Purpose

On September 18, 2007 Sanibel City Council directed City staff to prepare a Donax Area Traffic Study in advance of the paving of Junonia Street from Donax Street to Nerita Street.

This report has been prepared by the City of Sanibel's Transportation Work Group which consists of the City Manager, Department of Public Works, Police Department and Planning Department. The report examines current traffic conditions and potential options to address the situation of non-local traffic using Donax Street, Junonia Street, Nerita Street, Periwinkle Park's private road, and other local streets as alternate routes between Periwinkle Way and East Gulf Drive.

Study Area

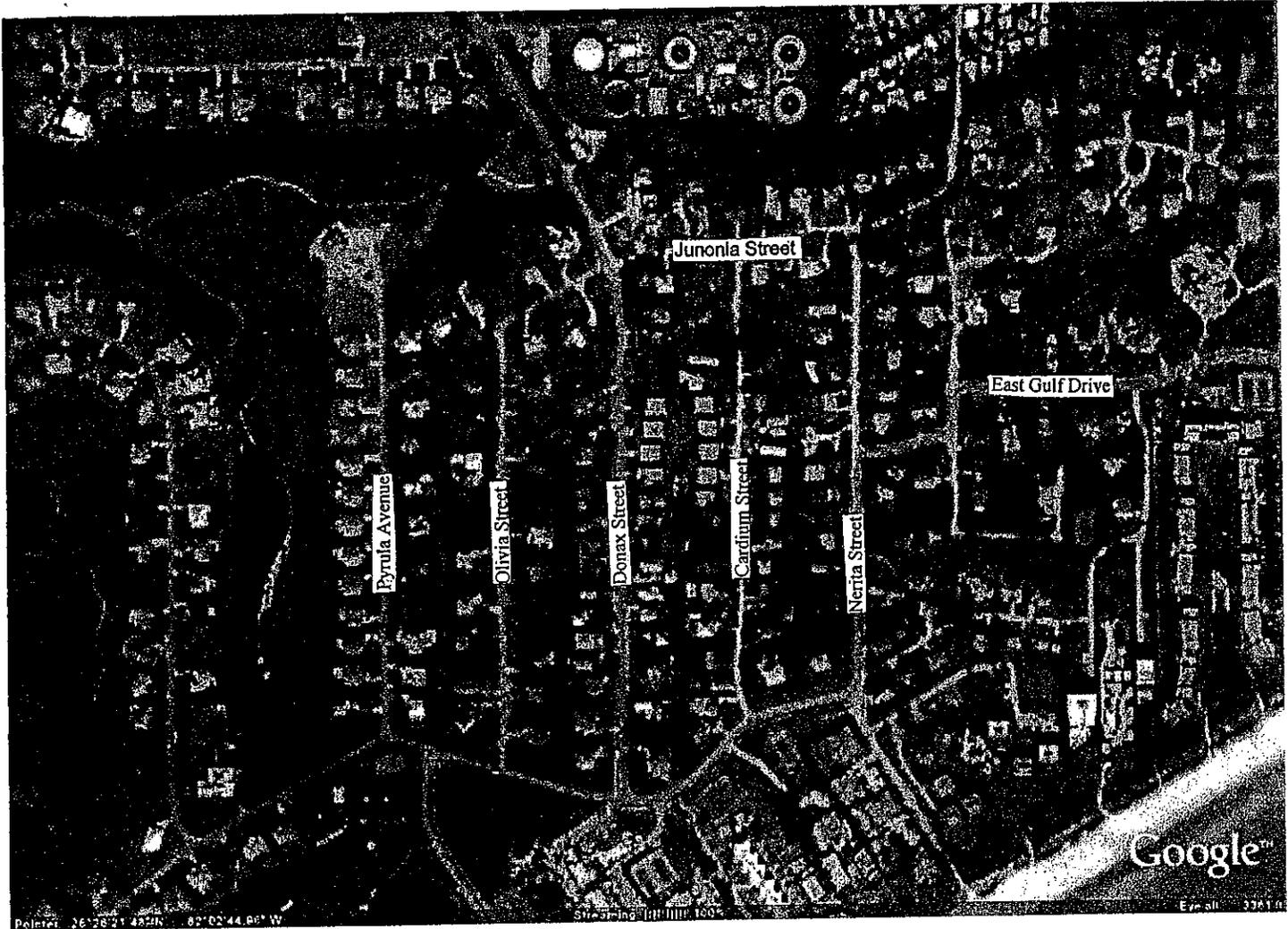
The Study Area includes Donax Street, Junonia Street, Nerita Street, East and Middle Gulf Drives, Periwinkle Park's private road, and other local streets (See Figure 1).

It should be noted that the Sanibel Plan's Existing (2006) and Future (2026) Traffic Circulation Map defines Donax Street as a "Two Lane Collector Road".

History

As discussed during the September 18, 2007 City Council Meeting, the history of traffic concerns within the Study Area dates back to 1995.

- In 1995, as a result of complaints from Junonia and Nerita Street residents, the situation was studied and resident input was received by mail and at a public meeting to discuss the matter. As a result, the Nerita/Junonia intersection was re-aligned, a stop sign was added for northbound Nerita traffic, and vegetation was planted on the southwest corner of the intersection to prevent cars from cutting the corner.
- In 2000, several residents along the unpaved section of Nerita Street were unsuccessful in obtaining enough signatures on a petition to request City Council to approve paving the road.



**Study Area
Donax Area Traffic Study**

Figure 1

- In 2001, City Council referred the matter to the Traffic Committee, which made no recommendations.
- In 2006, Nerita Street residents requested that City Council address closing off Nerita Street at Junonia Street. Other area residents strongly objected to the closing and no action was taken.
- In 2007, Junonia Street residents were successful in obtaining the necessary signatures to petition City Council to approve paving Junonia Street.
- In 2007, several residents from Donax Street expressed concern about the speeding, noise and air pollution on Donax Street.

Study Approach

Public Involvement and Citizen Comment

A News Release was published and a public announcement was mailed to residents within the Study Area on September 9, 2007. The News Release and public announcement informed residents that the City would be conducting a study of traffic conditions and requested comments.

Twelve (12) individual citizen comments were received between August 25, 2007 and January 24, 2008. The comments generally included concerns regarding speeding, cut-through traffic to exit the Island, vehicular noise, installation of gross weight limit signs to limit large trucks, air quality concerns from the shell road, driver confusion due to signage and making u-turns and turning around in residential driveways, and commercial vehicles cutting-through the neighborhood.

Police Department Vehicular Speeding Study

Today the speed limit of Donax Street is 30 miles per hour (mph).

In response to several resident complaints regarding speeding vehicles on Donax Street during morning and evening rush hour traffic, the Sanibel Police Department conducted two traffic speed surveys. The surveys were conducted in both the off peak season and busy season periods. The results of the surveys are summarized by Figures 1 and 2.

The first survey was conducted between November 26, 2007 and December 11, 2007 and resulted in the observance of 1957 total vehicles, or 30.5 vehicles traveling on Donax Street per hour during the four hours monitored.

Figure 2

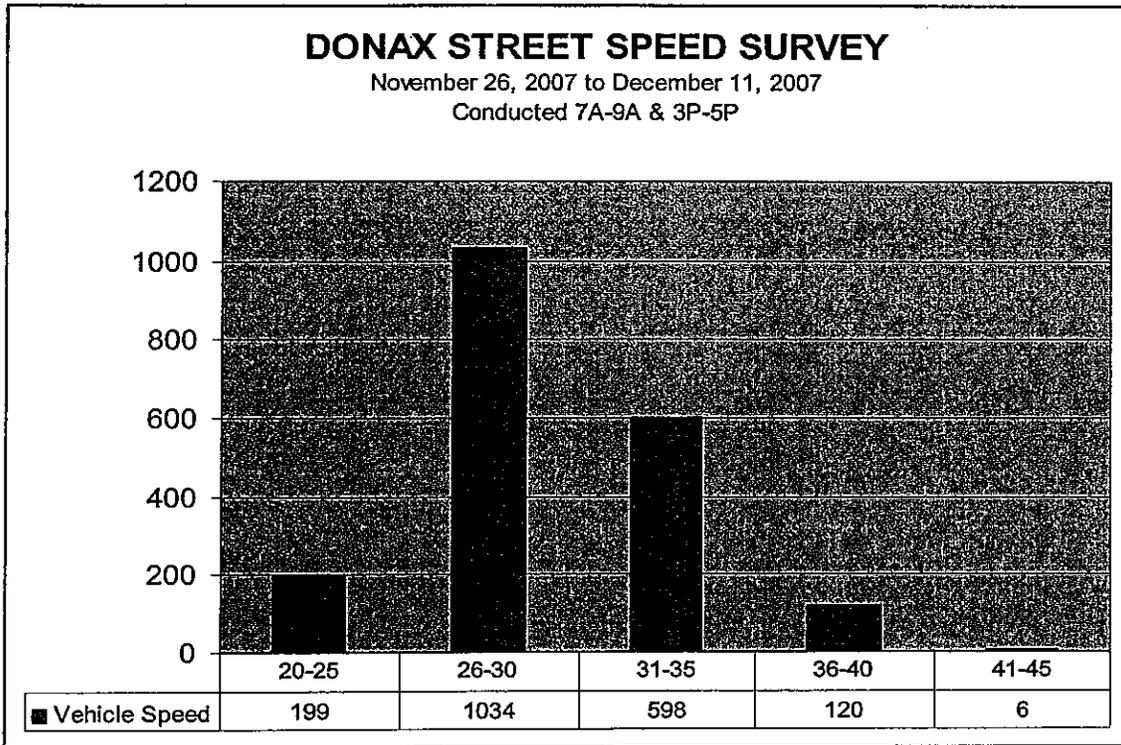
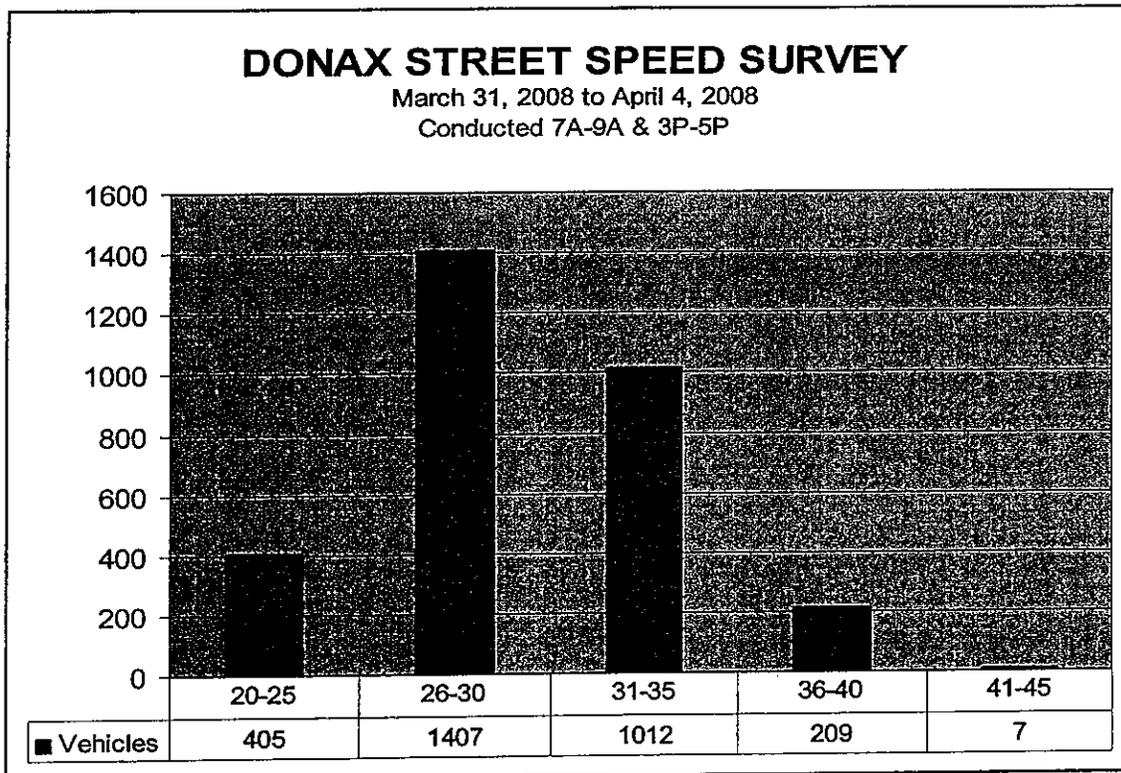


Figure 3



The second survey was conducted between March 31, 2008 and April 4, 2008 and resulted in the observance of 3040 total vehicles, or 152 vehicles traveling on Donax Street per hour during the four hours monitored.

The test period resulted in the following findings: approximately 61% of the vehicles traveled at or below the speed limit; approximately 32% of the vehicles traveled between 1 - 5 miles per hour over the speed limit; approximately 7% of the vehicles traveled between 6 - 10 miles per hour over the speed limit; and approximately 3/10% of the vehicles traveled at 11 miles per hour or more over the speed limit.

Non-Peak and Peak Traffic Volume Counts

Non-Peak (September 2007) and Peak (March 2008) Traffic Volume Counts were completed for the following seven locations within the Study Area.

Traffic Volume Counts

- Periwinkle Way west of Bailey Road
- Junonia Street between Cardium Street and Nerita Street
- East Gulf Drive west of Beach Road
- Cardium Street
- Donax Street between Junonia Street and West Gulf Drive
- Nerita Street between West Gulf Drive Connector and Junonia Street
- Nerita Street between Middle and East Gulf Drives

Attached Figures 4 and 5 present the results of the non-peak and peak counts. Non-peak and peak vehicular traffic and turning movement counts were also completed for the following two intersections (See Appendix A).

Traffic Volume and Turning Movement Counts

- Donax Road/Periwinkle Way
- Donax Road/East Gulf Drive

Potential Options

The following range of potential options were considered by the City's Transportation Work Group. Each option was analyzed based on the results of traffic and speed studies, review of the issues voiced by residents, field investigations of existing neighborhood, right-of-way and road conditions and potential fiscal impacts.

1. No Action Alternative – leave existing road conditions as they are presently.
2. Pave Junonia Street between Donax Street and Nerita Street.