



BOARD OF COUNTY COMMISSIONERS

Public Works Department

2725 Judge Fran Jamieson Way
Building A, Room 201
Viera, Florida 32940
321-617-7202

Inter-Office Memo

TO: Jim Liesenfelt, Interim County Manager

THRU: Tad Calkins, Assistant County Manager

FROM: Marc Bernath, Director of Public Works

SUBJ: Citizen Efficiency and Effectiveness Recommendation (CEER) #2025071

CEER #2025071, Dangerous Traffic Congestion Side Effect, was received by the County from Elizabeth A Blackford, Palm Bay, FL.

Citizen Statement:

Traffic congestion is creating dangerous conditions in residential neighborhoods. Brevard County's rampant rate of growth, coupled with aging and inadequate roads, is creating more and more traffic congestion, even during non-peak travel hours. The result is impatient drivers taking shortcuts through residential neighborhoods, shopping centers, and intersection corner businesses, often at unsafe speeds. This unintended consequence of overbuilding is most dangerous in residential neighborhoods adjacent to schools & major surface streets, where drivers routinely exceed posted speed limits, endangering children, pets, and the elderly who frequently walk or play in streets not provided with sidewalks. Shocking Hit & Run accidents are on the rise!

Citizen Recommendation:

My recommendations are to: • LOWER ALL RESIDENTIAL SPEED LIMITS TO 25 MPH, even if road conditions justify 30 mph or more. While this action may not slow all vehicular traffic, it will slow some drivers, put others on notice, and warrant ticketing in the most problematic areas when monitored by radar or police. • REVISIT PUBLIC REQUESTS FOR SPEED HUMPS & LOWER SPEED LIMITS FROM THE LAST 5 YEARS. Quite simply, conditions have changed countywide – there are far more cars & trucks on the road than there were 5 years ago, so fix the problem areas that have already been reported. Make it easy for neighbors to protect themselves and their neighborhoods by offering technical & financial assistance, starting with historical requests. • DON'T LET PEOPLE BECOME ROADKILL!

Staff Analysis:

Regional growth has led to increased traffic volumes, which may contribute to higher instances of cut-through traffic in residential areas. However, speed limits on roadways must legally be established based

on engineering studies that consider factors such as roadway classification, prevailing speeds, traffic volume, sight distance, and pedestrian activity. Arbitrarily lowering speed limits without supporting engineering analysis may not effectively reduce speeds and will create enforcement challenges.

While speed limit adjustments may have some impact on driver behavior, the primary means of mitigating cut-through traffic and speeding concerns in residential neighborhoods are through traffic calming measures and law enforcement. Increased police presence and enforcement efforts serve as effective deterrents to reckless driving behaviors. Traffic calming solutions, such as speed humps, physically deter speeding and discourage cut-through traffic. Conversely, speed humps can slow emergency response times, increase noise and vibration, and cause vehicle wear and tear, while also requiring ongoing maintenance. Additionally, they may shift traffic problems to other streets, create drainage issues, and lead to non-compliance from drivers, making enforcement more challenging.

Regarding the suggestion to revisit speed hump and speed limit reduction requests from the past five years, each request requires evaluation based on current traffic conditions, crash history, and roadway design. In many jurisdictions, changes to speed limits and installation of speed humps follow specific criteria and warrant studies conducted by traffic engineers in coordination with law enforcement agencies.

Staff Recommended Action:

It is recommended that the Board of County Commissioners reject Citizen Efficiency and Effectiveness Recommendation (CEER) #2025071 as the identified concerns and requested actions pertain to non-County roadways as provided in the staff analysis.

Cc: Frank Abbate, County Manager

Horst, Rachel

From: CEER@brevardfl.gov
Sent: Friday, January 31, 2025 1:33 PM
To: Horst, Rachel
Subject: A new CEER Recommendation has been submitted as ID #2025071

Recommendation # 2025071

Dear CEER Administrator,

Speak Up Brevard Recommendation ID #2025071 has been submitted. Please login to the CEER Application to start the recommendation evaluation workflow.

Contact Information:

Group/Organization

Name	Elizabeth A Blackford
Address	486 NOGALES AV NE, PALM BAY FL 32907
Phone	(321) 622-2633
Email	HardAground@outlook.com
Alternate Email	SailSlowDancing@yahoo.com

Recommendation Information:

Recommendation ID	2025071
Recommendation Title	DANGEROUS TRAFFIC CONGESTION SIDE EFFECT
Areas Affected	
Department Affected	
Current problem	Traffic congestion is creating dangerous conditions in residential neighborhoods. Brevard County's rampant rate of growth, coupled with aging and inadequate roads, is creating more and more traffic congestion, even during non-peak travel hours. The result is impatient drivers taking shortcuts through residential neighborhoods, shopping centers, and intersection corner businesses, often at unsafe speeds. This unintended consequence of overbuilding is most dangerous in residential neighborhoods adjacent to schools & major surface streets, where drivers routinely exceed posted speed limits, endangering children, pets, and the elderly who frequently walk or play in streets not provided with sidewalks. Shocking Hit & Run accidents are on the rise!
Recommendation	My recommendations are to: • LOWER ALL RESIDENTIAL SPEED LIMITS TO 25 MPH, even if road conditions justify 30 mph or more. While this action may not slow all vehicular traffic, it will slow some drivers, put others on notice, and warrant ticketing in the most problematic areas when monitored by radar or police. • REVISIT PUBLIC REQUESTS FOR SPEED HUMPS & LOWER SPEED LIMITS FROM THE LAST 5

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Attachments

No Documents were attached.

Please do not reply to this e-mail, as it will go to an unmonitored mailbox.