



PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION

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TO: Public Works Department/Traffic Engineering Division Personnel
FROM: Scott Brunner, Director, Traffic Engineering Division *SB 12-18-2015*
DATE: December 18, 2015
SUBJECT: Traffic Engineering Division Technical Policy Memo #TPM-15-002
Establishment of Posted Speed Limits
EFFECTIVE: December 18, 2015
EXPIRES: December 31, 2017

INTENT OF SPEED ZONING

The primary intent for establishing a speed zone is to improve vehicular and pedestrian safety by reducing the probability and severity of crashes. A speed limit sign notifies the driver of the maximum and/or minimum operating speed that is considered reasonably safe in optimum weather and visibility conditions. It is intended to establish the standard speed limits within which a normally prudent driver can perceive and react safely to driving problems encountered on the roadway. The establishment of speed zones must be in accordance with federal and state regulations, and should be implemented uniformly so that all drivers have similar expectations regardless of jurisdiction or classification of roadway.

In response to recent inquiries regarding the establishment of posted speed limits for roadways under Broward County traffic control jurisdiction, and, more specifically, inquiries regarding the reduction of posted speed limits associated with the County's "Complete Streets" initiatives, the Traffic Engineering Division has developed the following policy with regards to establishing posted speed limits in accordance with State Statute.

APPLICABLE LAWS AND REGULATIONS

Florida Statutes 316.189

The establishment of municipal and county speeds zones is established in accordance with Chapter 316.189, Florida Statutes. Broward County establishes speed zones on all County roads and all municipal local streets and highways for which such statutory authority has been transferred to the County from the municipality through an inter-local agreement (Traffic Engineering Agreement).

The maximum speed in business and residence districts within any municipality is 30 miles per hour. With respect to residence districts, a maximum speed limit of 20 or 25 miles per hour may be set on local streets and highways after an investigation determines that such a limit is reasonable. It shall not be necessary to conduct a separate investigation for each residence district. A municipality (or the county if such authority is transferred) may set speed zones altering the speed limit, both as to maximum, not to exceed 60 miles per hour, and minimum, after investigation determines such a change is reasonable and in conformity to criteria promulgated by the Department of Transportation, except that no changes shall be made on state highways or connecting links or extensions thereof, which shall be changed only by the Department of Transportation.

The maximum speed on any county-maintained road is 30 miles per hour in the daytime or nighttime in any business or residence district; provided that with respect to residence districts a county may set a maximum speed limit of 25 miles per hour after an investigation determines that such a limit is reasonable; and it shall not be necessary to conduct a separate investigation in each residence district. The Board of County Commissioners, however, may set speed zones altering such speeds, both as to maximum and minimum, after investigation determines such a change is reasonable and in conformity to criteria promulgated by the Department of Transportation, except that no such speed zone shall permit a speed of more than 60 miles per hour.

Florida Administrative Code Rule 14.15-012

The Speed Zoning for Highways, Roads, and Streets in Florida (Speed Zone) Manual is prepared by the Florida Department of Transportation in compliance with Chapter 316 of the Florida Statutes. This manual was created to promote uniformity in the establishment of state, municipal, and county speed zones throughout the State of Florida.

FDOT Manual Number 750-010-002, Speed Zoning for Highways, Roads, and Streets in Florida, Rev. 03/10, is incorporated by rule 14.15-012 and made a part of the rules of the Department of Transportation. This manual is available from the State Traffic Engineering and Operations Office at http://www.dot.state.fl.us/trafficoperations/speedzone/Speed_Zone_Manual.shtm.

FDOT Form 750-010-03, Vehicle Spot Speed Study, Rev. 03/10, is available from the FDOT Forms and Procedures Office at <http://www.dot.state.fl.us/proceduraldocuments/>.

SPEED LIMIT DETERMINATION

Broward County has adopted the procedures and criteria outlined in **Chapter 9. Determining the Speed Limit of FDOT Manual Number 750-010-002, Speed Zoning for Highways, Roads, and Streets in Florida** as the primary regulation for the establishment of speed limits on roadways under its traffic control authority.

According to **Section 2B-13 of the MUTCD**, “After an engineering study has been made in accordance with established traffic engineering practices, the Speed Limit (R2-1) sign shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency. The speed limits shown shall be in multiples of 10 km/h or 5 mph.”

Any alteration and posting of speed limits on municipal or county streets and roads, as set forth in **Section 316.189 F.S.**, must be based upon an engineering and traffic investigation as promulgated

herein by the FDOT. Modifying speed limits based solely on perception, or individual or group opinions are considered contrary to the intent of the statute.

In accordance with the Speed Zoning manual, a speed limit should not differ from the **85th** percentile speed or upper limit of the **10-mph** pace by more than **3 mph** and it shall not be less than **8 mph**. A speed limit of 4 to 8 mph less than the **85th** percentile speed shall be supported by a supplemental investigation, which identifies the following:

1. There are road or roadside features not readily obvious to the normally prudent driver, such as length of section, alignment, roadway width, surface condition, sight distance, traffic volume, crash experience, maximum comfortable speed in curves, side friction (roadside development), signal progression, etc., or;
2. Other standard signs and markings have been tried but found ineffective.

IMPLEMENTATION

Speed Zones for New Roadway Facilities

1. The initial posted speed limit for new roadway facilities shall be determined by the Engineer-of-Record having responsible charge of such engineering determination. The posted speed shall be determined based on engineering principals and shall be set equal to the engineering design speed of the roadway. The posted speed limit shall not be set lower than the design speed unless in the judgment of the Engineer-of-Record, there are special conditions or characteristics of the roadway to which non-design factors may occasionally and/or unpredictably warrant a lower operating speed. However, the posted speed shall not be set lower than 5 mph below the design speed, and shall not in any instance be set less than 20 mph, with the exception of 15 mph school zones.
2. The initial posted speed limit shall not be established based on perception, individual or group opinion.

Modification of Speed Zones on Existing Roadway Facilities

1. Any modification or alteration of posted speed limits on municipal or county streets and roads (without any physical changes to the roadway being implemented) must be based upon an engineering and traffic investigation in accordance with the procedures and criteria outlined in ***Chapter 9. Determining the Speed Limit of FDOT Manual Number 750-010-002, Speed Zoning for Highways, Roads, and Streets in Florida.***
2. Modification of posted speed limits shall not be established based on perception, individual or group opinion.

Maximum Posted Speed Limits


1. Broward County will not establish posted speed limits higher than those allowed by State Statute.
2. Broward County will not establish posted speed limits above the known engineering design speed of the roadway, even when the actual recorded 85th percentile speed provides an opportunity to do so, and such an increase is allowed by State Statute.

EFFECTIVE DATE

This policy shall be in effect through December 31, 2017, unless superseded by an updated technical policy memorandum.

APPROVED





Scott Brunner, P.E.
Division Director

Date

- C. Andrew Sebo, Assistant Director, Traffic Engineering Division
Yves d'Anjou, County Signal Operations Engineer, Traffic Engineering Division
Carmelo Caratozzolo, County Traffic Operations Engineer, Traffic Engineering Division