

# City Council Meeting



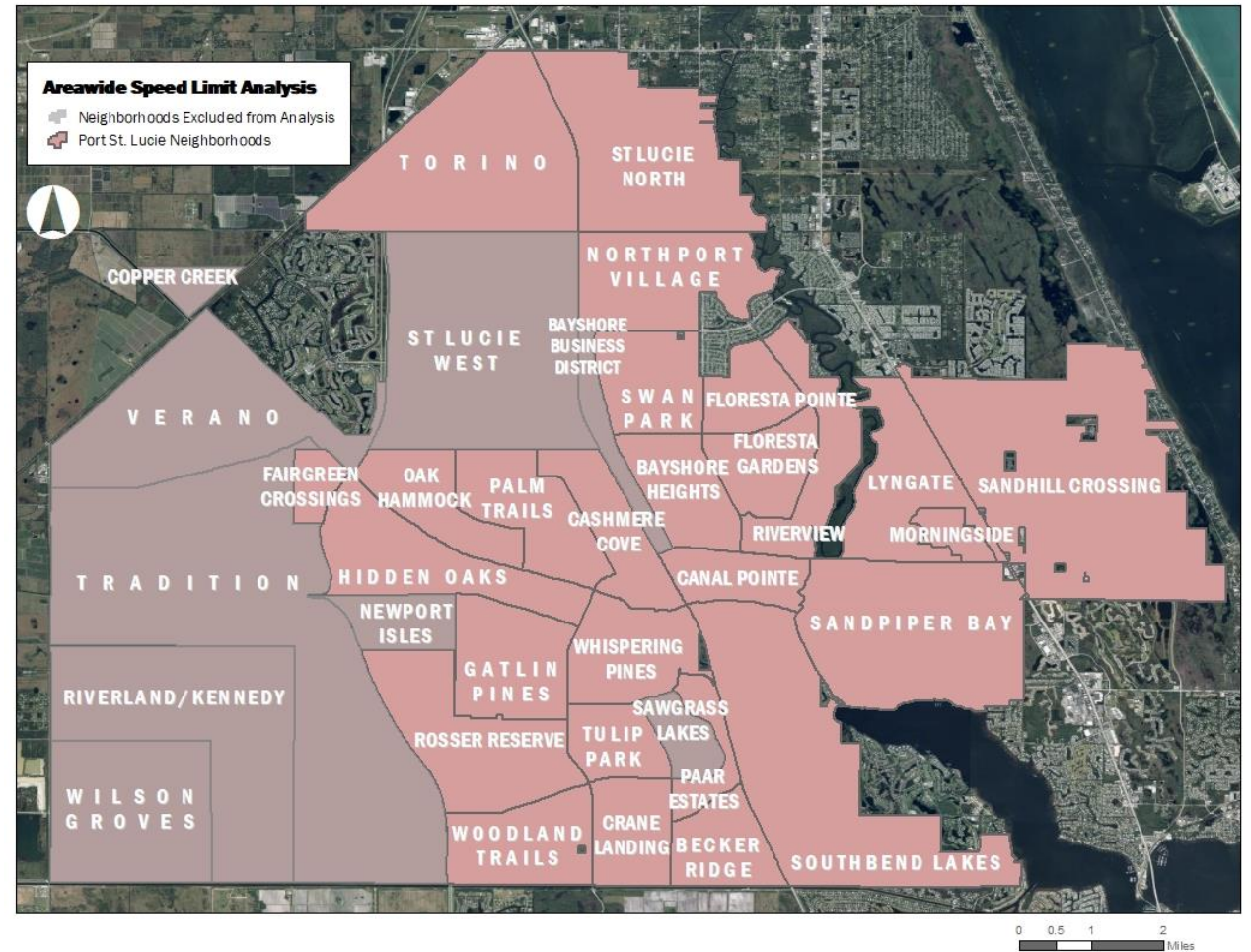
Port St. Lucie

# MULTIMODAL PLAN

*Residential Street Areawide Speed Limit Analysis*

# Introduction

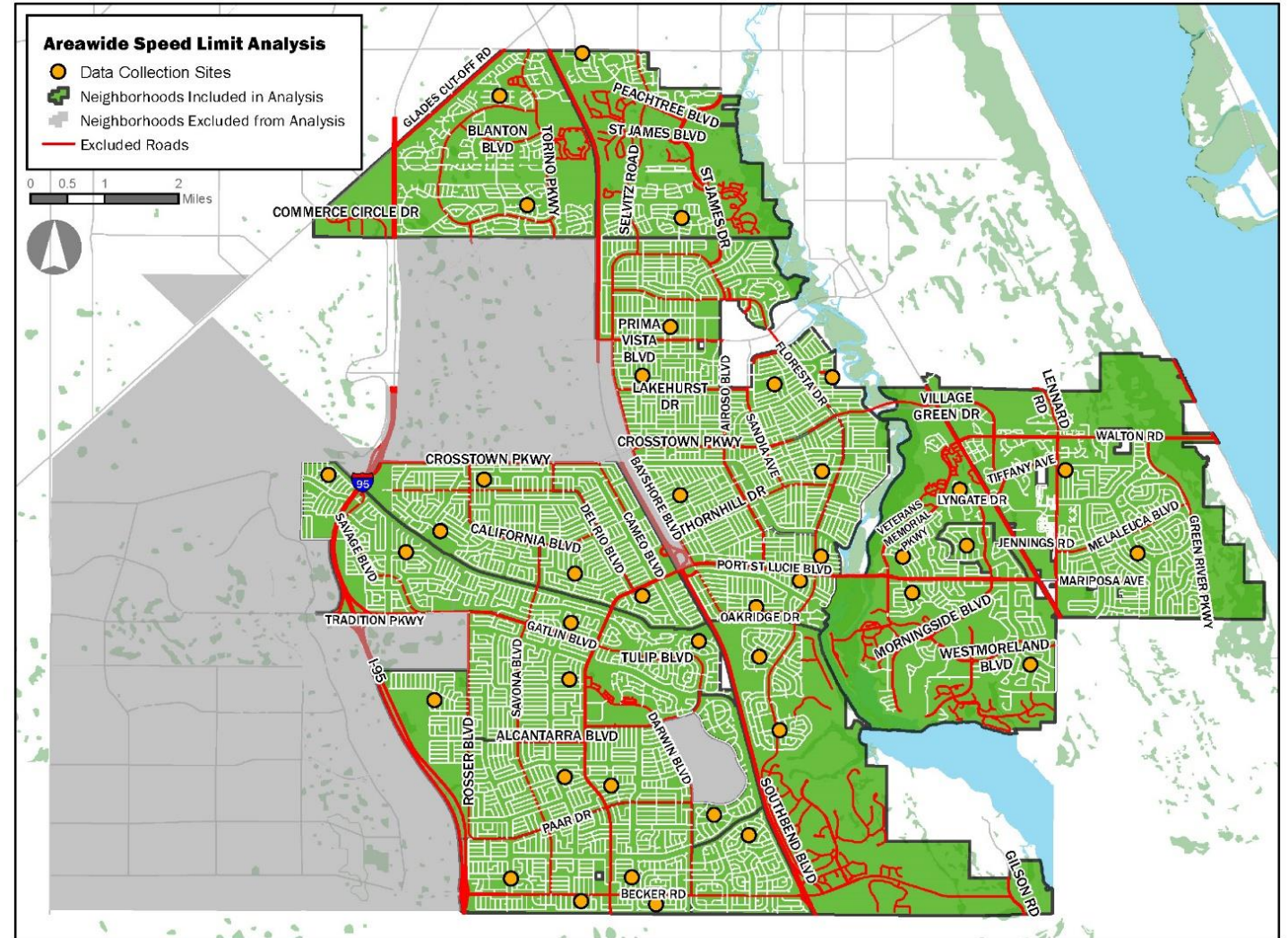
- Follows directly from adopted Multimodal Plan
- Consistent with State Statutes related to establishing speed limits
- Applicable to local residential streets in ungated neighborhoods





# Exclusions

- Gated neighborhood streets and privately-owned streets
- State Highway System roads
- County maintained roads
- Arterial and Collector Streets



# Data Collection

- Local residential streets within 27 neighborhoods
- Daily traffic volume and speed counts
- Data analysis in accordance with the FDOT *Speed Zoning for Highways, Roads, and Streets* manual (2018)
  - 85<sup>th</sup> percentile speed
    - Posted speed should not differ from 85<sup>th</sup> percentile speed by more than 3 MPH
    - Posted speed of 4 to 8 MPH below the 85<sup>th</sup> percentile speed shall be authorized if supported by a supplemental investigation, such as to support a target speed
  - 10 MPH pace
    - Posted speed should not differ from the upper limit of the 10 MPH pace range by more than 3 MPH (if upper limit of 10 MPH pace is less than 85<sup>th</sup> percentile speed)



# Results

- Average 85th percentile speed was calculated to be 31 MPH
- Upper limit of the 10 MPH pace speed was calculated to be 28 MPH
- Local residential streets meet the criteria for a posted speed limit of 25 MPH, with the following exceptions
  - Fairgreen Crossing
  - Northport Village
  - Tulip Park



# Comparable Studies

- Areawide speed limit analysis follows a methodology consistent with other municipalities
  - City of Miami
  - Town of Miami Lakes
  - City of Coral Gables
  - City of South Miami
  - City of Dania Beach
  - City of Fort Lauderdale
  - City of West Palm Beach
  - Town of North Palm Beach
  - Biscayne Park Village





# Signage Options



## Implementation Assumptions:

- Signs will only be placed on the entrance points to the neighborhoods and not throughout as is currently done.
- Removal and installation is proposed to be completed by a contractor. The proposed cost and schedule reflects this.
- Project cost is currently unfunded.
- If immediately funded, allow 3-4 months to secure a contractor. Citywide installation is conservatively estimated at 4 months.



## Staff Recommendation:

- Staff recommends proceeding with the Citywide speed limit reduction and installing new signs on all neighborhood entrances with FDOT-standard round aluminum posts.
- Specifications: 3” or 3.5” round aluminum posts (per FDOT specifications). The estimated cost per sign is \$545, (est. 1,555 required signs) totaling approximately \$630,000.