

Agenda Date: March 17, 2026

Department STORMWATER AND ENGINEERING Division CONSTRUCTION MGT AND ENGINEERING	Amount Org/Account #
Subject: PRESENTATION – RESIDENTIAL ROADWAY SPEED LIMIT REDUCTION	
Presenter: Carl L Cote, Director of Stormwater and Engineering	
Attachments: 1. Presentation	
Background: Council Priority: Design and Implement a Citywide Plan for Road Repair and Road Safety Staff will be presenting the outcome of a study evaluating lowering the speed limit to 25 MPH on residential streets. The presentation will include a summary of the study performed by Kimley-Horn along with the cost of installing speed limit signs and a heat map showing where accidents occur the most.	
Recommended Action: FOR PRESENTATION AND COUNCIL DIRECTION	

City of Palm Coast
**Residential Roadway
Speed Limit Reduction**





Agenda

- Speed Limit Governing Standard
- Speed Limit Standards
- Speed Limit Investigation & Findings
- Speed Limit Reduction Implementation Requirements, Locations, & Cost



Speed Limit Governing Standard

- Florida Statute 316.189

- Residential roads SHALL be posted at 30 MPH

- EXCEPT:** Where an investigation determines lower speed is appropriate

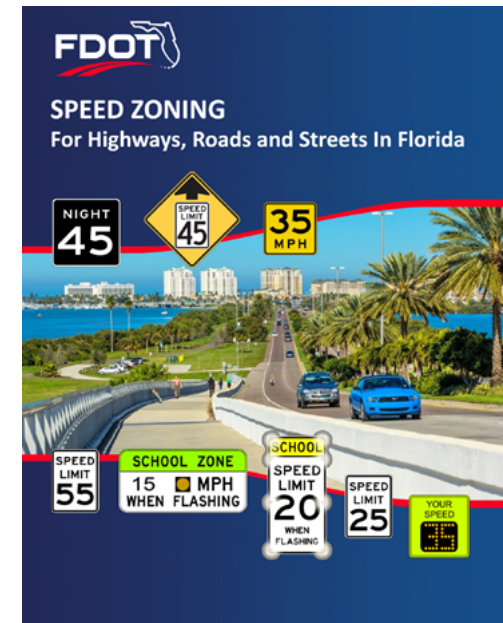
“316.189 Establishment of municipal and county speed zones. MUNICIPAL SPEED. — The maximum speed within any municipality is 30 miles per hour. With respect to residence districts, a municipality may set a maximum speed limit of 20 or 25 miles per hour on local streets and highways after an investigation determines that such a limit is reasonable. It shall not be necessary to conduct a separate investigation for each residence district. A municipality 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.”





Standards

- Florida Department of Transportation (FDOT) Speed Zoning for Highways, Roads, and Streets In Florida (August 2018).
 - The Manual on Speed Zoning for Highways, Roads, and Streets in Florida also known as the "Speed Zoning 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
 - The Manual on Speed Zoning Manual, Revised 8/20/18 is adopted for use by the State of Florida under [Rule 14-15.012, F.A.C.](#)





Standards Cont.

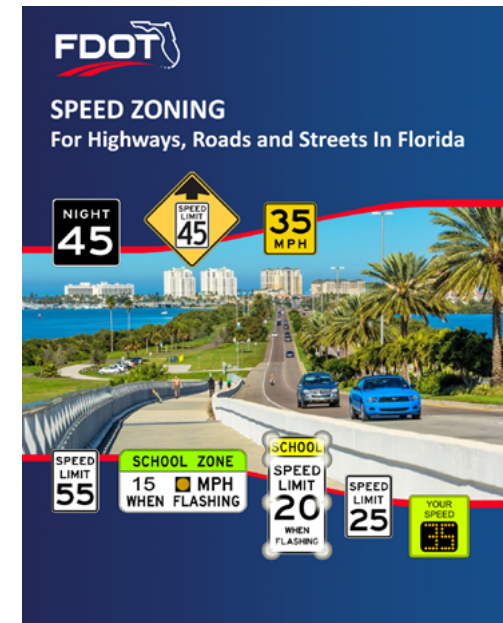
- This manual sets forth the guidelines and procedures for performing traffic engineering investigations to establish specific speed zones and provides the procedures that must be followed to alter an areawide speed limit upward or downward from the 30-mph statutory speed limit.
- “Any alteration and posting of speed limit on municipal or county streets and roads, as set forth in Section 316.189, F.S., shall be based on an engineering and traffic investigation that determines such a change is reasonable and in conformity to criteria promulgated by the FDOT. Altered speed limits established solely on the basis of opinion is contrary to the intent of the statute.”



Investigation

- Criteria

- The Speed Zone Manual sets forth the guidelines and procedures for performing traffic engineering investigations to establish specific speed zones and provides the procedures that must be followed to alter an areawide speed limit upward or downward from the 30-mph statutory speed limit.
- *“Any alteration and posting of speed limit on municipal or county streets and roads, as set forth in Section 316.189, F.S., shall be based on an engineering and traffic investigation that determines such a change is reasonable and in conformity to criteria promulgated by the FDOT. Altered speed limits established solely on the basis of opinion is contrary to the intent of the statute.”*





Investigation

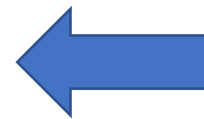
- Findings (2024 Kimley Horn Study)

- Lowering the speed limit was not warranted on Residential Collector Roads. (71 Roads)
- Lowering the speed limit was warranted on Local Residential Roads. (1,578 Roads)
 - The posted speed limit shall be rounded to the nearest multiple of 5-mph of the observed 85th percentile speed or upper limit of the 10-mph pace, whichever is less. Findings allowed a reduction from 30-mph to 25-mph.



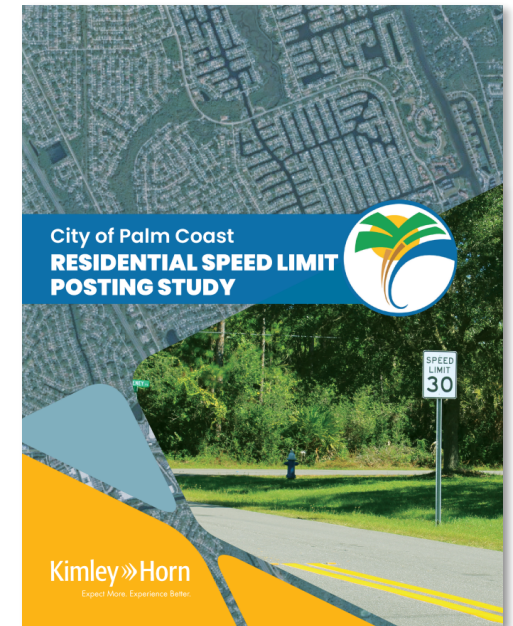
Key Performance Indicators

85th percentile speed
10 MPH pace



DEFAULT

- Lowering to 20 MPH was not warranted.





Investigation

- Crash Data
 - Pedestrian & Bicycle Incidents
 - Residential Roadways Only
 - 34 Bike and Pedestrian Crashes
 - Pedestrian: 21
 - Bicycle: 13
 - 32 Total Injuries
 - 5 major injuries
 - 20 minor
 - 7 possible injuries
 - Zero Fatalities



Speed Limit Reduction Implementation

- Blanket Speed Limit

➤ The FDOT Speed Zoning Manual sets forth the FDOT criteria to establish specific speed zones and in no way provides a means whereby a blanket speed limit, such as 25 mph, can be enacted by local ordinance (often with signs placed at city limits declaring, 25 mph, UNLESS POSTED). To do so is contrary to the intent of the statutory 30 mph Blanket Speed Limit, which only can be altered upward or downward on a location basis by the traffic engineering procedures described in the Manual.



Speed Limit Reduction Implementation



- Sign Location Requirement

- The location of speed limit signs shall be in accordance with Section 2B.13 of the MUTCD which states, “Speed limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another. At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable. Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.”



Speed Limit Reduction Implementation

- Sign Locations

- At each local residential road intersection with a residential collector. 
- At each local residential road intersection with another local residential road. 

Sea Trail (sample sign location snapshot)





Speed Limit Reduction Implementation

• Sign Installation & Cost

➤ There are limited local roads that have speed limit signs. Retrofitting an existing sign is not recommended as when a new number is installed over an existing number, the retro reflectivity will be inconsistent at night.

➤ Option A [Bid]: (Post, Sign, and Installation)

- FDOT Statewide Average: \$552.96
- Belle Terre Bid: \$535.00

Total Cost: 2,359 Signs x \$535.00 = \$1,262,025 (cost does not include bond, mobilization, etc.)

➤ Option B [In-House]: 18+/- months utilizing 1 new & 1 temporary staff

- Materials: \$175 (blank sign, printing by City; add \$50 for premade signs) $\$412,825 + \$117,950$
 - Sign printing & fabrication: 20 signs a day (944 hours x \$32.69 hour = \$30,859) + printer repair/replace
- Installation: 1.25 hours per sign (2,949 hours x \$32.69 hour = \$96,403) + (vehicle cost)

Total Cost: \$412,825 + \$128,262 = \$540,087 (Add \$87,091 for premade sign)

➤ Future Expenses for Sign Maintenance/Replacement, Staff member & vehicle