

Speed Limit Reductions and All-way Stop Signs

Please read in order to get some realistic expectations of what we are likely to achieve going forward.

Regarding speed limit alterations Pasco county adheres to the **FDOT Speed Zoning Manual** published in March of 2010.

Regarding installation of All-way stop signs Pasco county refers to the **US DOT FHA Manual on Uniform Traffic Control Devices (MUTCD)** published in 2009 and updated in May of 2012.

Following are some excerpts from these manuals.

FDOT Speed Zoning Manual

Section 4.1 Basic Investigations (*traffic studies*)

There are **three types** of common descriptive statistical measures utilized in determining the prevailing speed: 85th percentile speed, upper limit of 10 mph pace and average test run speed.

The 85th percentile speed is defined as the speed at or below which 85 percent of the observed free-flowing vehicles are traveling. The 10 mph pace is defined as the 10 mph range containing the highest number of such vehicles contained in the study sample data.

The first two measures are determined from raw speed data collected at the investigation site called either a speed check or spot speed study.

The third measure is from the average speed of a test run vehicle which is driven through the site a number of times.

Section 9 Determining the Speed Limit

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.

Altered speed limits established solely on the basis of individual or group opinions are considered contrary to the intent of the statute.

A speed limit should not differ from the 85th percentile or upper limit of the 10 mph pace by more than 3mph 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:

- 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;
- Other standard signs and markings have been tried but found ineffective.

Section 14.1 Subdivision Streets

For continuous or near continuous curving roads of subdivisions streets, the use of spot speed studies, through data collection and computation of the 85th percentile speed, is inappropriate for determining the posted speed.

If a subdivision is not completed, an engineering decision can be made on an appropriate posted speed based on anticipated driving speeds on winding, curving street alignments.

If the subdivision streets were completed, the third type of basic traffic investigation listed in Section 4 (Traffic Engineering Investigations), would apply. **Test run speeds are used in lieu of data from the measured speed of many vehicles in order to arrive at a realistic speed limit.**

US DOT FHA MUTCD Chapter 2B.07 Multi-Way Stop Applications

Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

Guidance: The decision to install multi-way stop control should be based on an engineering study.

Note It does not appear that Lakeshore Ranch meets any of the following criteria.*

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- C. Minimum volumes:*
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.