



# Evaluation and Implementation of 25 MPH Speed Limit on Local Roads

City of Hallandale Beach  
Transportation and Mobility Department

Date: July 30, 2025



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## Executive Summary

This report provides the findings of a comprehensive evaluation of implementing a uniform 25 MPH speed limit on all local two-lane residential streets within the City of Hallandale Beach. It includes a review of existing posted speed limits, roadway classifications, and relevant Florida Department of Transportation (FDOT) data. The results confirm that most residential streets already support or reflect a 25 MPH limit, and formalizing this limit City-wide would align with safety goals and the City's Comprehensive Plan.

## Background

On June 4, 2025, at the City budget presentation, the Mayor requested a review of implementing a uniform 25 MPH speed limit City-wide. Florida Statue 316.189 states that "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." In response, staff evaluated all local residential roads maintained by the City, including current posted speed limits and roadway classifications. Staff conducted the review in accordance with FDOT guidelines using reliable transportation data sources, including the FDOT Open Data Hub and tools such as the Preliminary Context Classification and Maximum Speed Limit Transportation Data & Analytics (TDA) dataset.

## Literature Review

TAM staff conducted a literature review of municipal ordinances from the City of Coral Gables, and the Town of Southwest Ranches. Staff selected the municipalities based on their adoption of approved ordinance amendments related to speed limits on residential streets. Staff reviewed both the adopted ordinances and the supporting documents (Attached to the report) to evaluate the content and methodologies used.

- *City of Coral Gables:*

The City of Coral Gables prepared a legal memorandum to address a dispute with Miami-Dade County regarding the posting of residential speed limit signs. The City enacted a 25-mph speed limit on local residential streets and aimed to minimize visual clutter by implementing an "Unless Otherwise Posted" signage scheme. This approach places signs only at the entrances of residential zones, rather than at every intersection.

In May 2015, the City Commission directed staff to analyze objective data to determine whether lowering the speed limit was warranted. In April 2016, staff



submitted their analysis to the Miami-Dade County Department of Transportation and Public Works, recommending a 25-mph speed limit on all local residential streets. In July 2016, Miami-Dade County approved the request, but only for local residential roadways maintained by the City.

The Transportation and Mobility (TAM) Department utilized this document as a reference for ordinance language and to review the City 's methodology.

- *Town of Southwest Ranches:*

The approved ordinance amendment reduced the speed limit on all local residential streets to twenty-five (25) miles per hour and authorized the Town Administrator to update the posted speed limit signs accordingly.

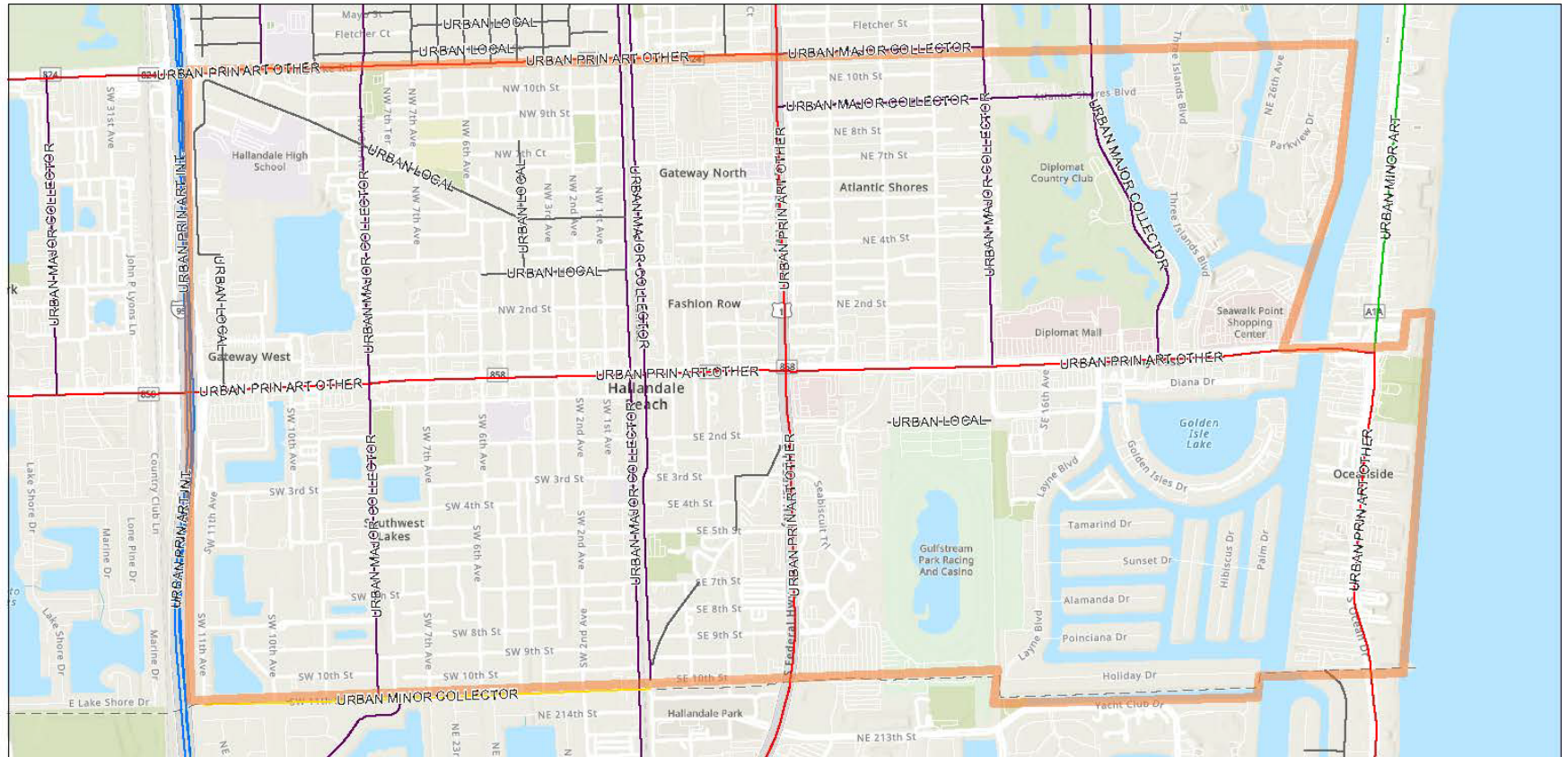
TAM staff utilized this document as a reference for ordinance language and to review the Town's methodology.

## Methodology

TAM staff began by identifying the functional classification of roads within the City. The functional classification system defines how a road or street serves the flow of trips through a highway network. It categorizes streets based on their ability to move traffic and provide access to adjacent properties. The categories include local streets, collector roads and arterials. This classification allowed staff to identify the major roadways and assess how the network operates through traffic flow. Data from the FDOT Open Data Hub—specifically the Functional Classification Transportation Data & Analytics was used for this assessment as shown in **Figure1**. The data presents roadway classifications using characteristics collected in FDOT inventory data.

In addition, staff used the FDOT Open Data Hub's Preliminary Context Classification and Maximum Speed Limit Transportation Data & Analytics dataset to review and verify the speed limits of state roads that run through the City. This enabled a thorough comparison between local and state road networks. **Figure 2** identifies the speed limits of the state roads that border and traverse the city.

# City of Hallandale Beach Functional Classification Map



7/1/2025

Functional\_Classification\_TDA

11 - Principal Arterial-Interstate URBAN

14 - Principal Arterial-Other URBAN

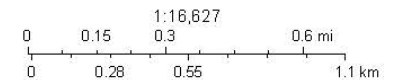
16 - Minor Arterial URBAN

17 - Major Collector URBAN

18 - Minor Collector (Fed Aid) URBAN

19 - Local URBAN

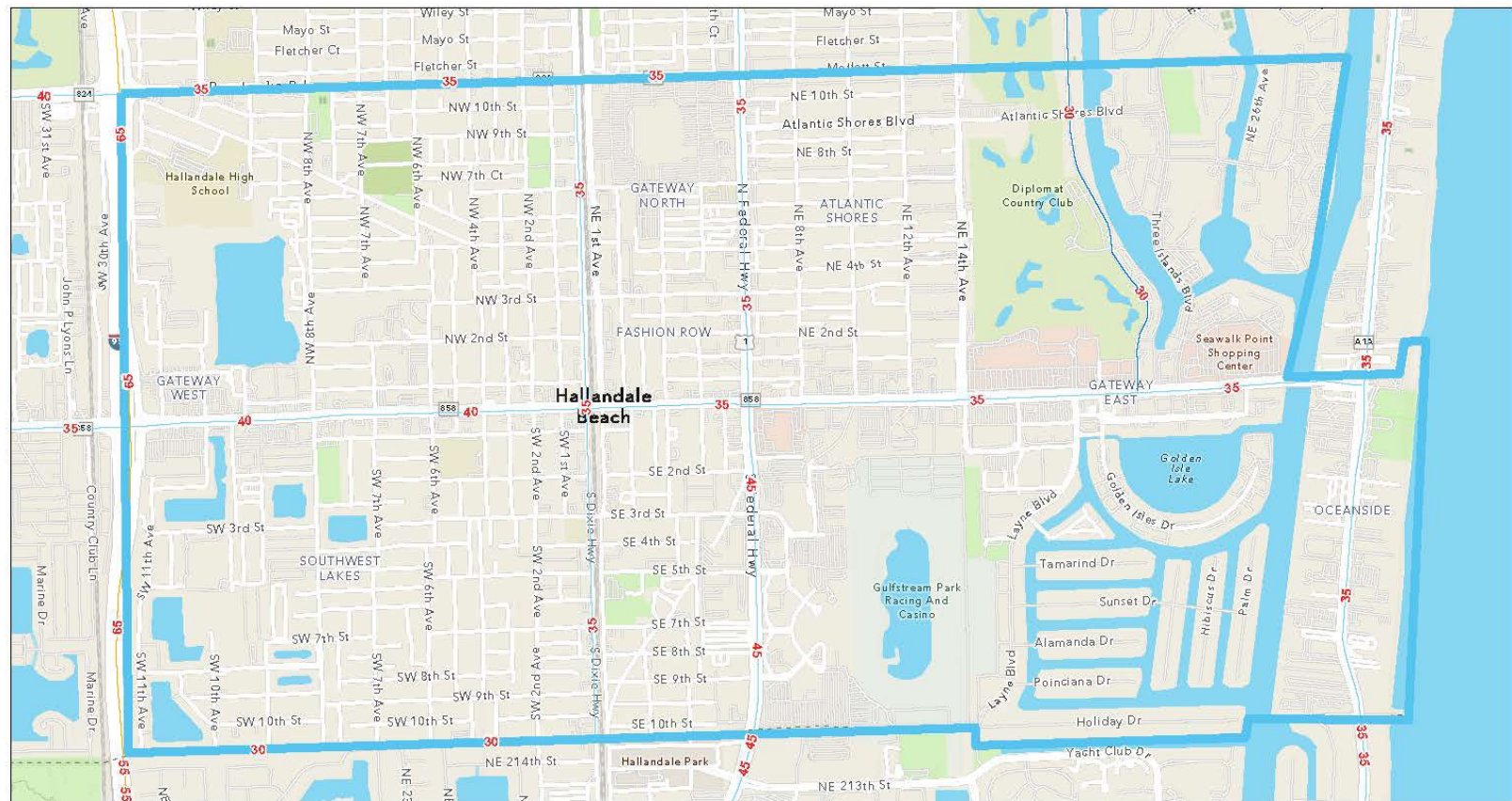
World\_Hillshade



Esri, NASA, NGA, USGS, FEMA, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Figure 1 FDOT Open Data Hub Functional Classification TDA Map

## City of Hallandale Beach Maximum Speed Limit

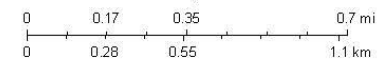


6/17/2025

Maximum\_Speed\_Limit\_TDA

— 0 - 30  
— 31 - 50  
— 51 - 65

1:15,639



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Figure 2 FDOT Open Data Hub Speed Limit TDA Map

## Speed Limit Verification Process

TAM staff conducted speed limit verification using two methods: a desktop review via Google Earth and an in-person field review. The City was divided into four quadrants—NW, SW, NE, and SE—based on the intersection of Dixie Highway and Hallandale Beach Boulevard.

During the desktop review, staff identified that the City's roadway network comprises a mix of State roads, County minor arterials, City collector roads, and local residential streets. Various two-lane local streets were examined to compare functional classifications and posted speed limits. The review confirmed that most local residential streets in the City already have a posted speed limit of 25 MPH or conditions that support such a reduction. It was also noted that speed limit signage is often only placed at the beginning and end of segments, contributing to inconsistent driver awareness.

Staff conducted field inspections on Monday, June 16, 2025, Tuesday, June 24, 2025, and Wednesday June 25, 2025, led by the Transportation and Mobility Director and Planner. Staff confirmed several local streets had posted 'Area Speed Limit 25' signs. Staff documented the findings with photos and timestamps, as shown in **Figures 3-7**.

From both the desktop and field reviews, staff confirmed that:

- Layne Boulevard and the surrounding streets near the Hallandale Beach Shopping Center Plaza have a posted speed limit of 30 MPH.
- Old Federal Highway from SE 3 St. to S. Federal Highway and SE 7 St. to SE 9 Ct. has a posted speed limit of 30 MPH.





Figure 3 Field inspection confirms 'Area Speed Limit 25 MPH' sign posted on NE 2 Avenue



Figure 4 Posted 25 MPH speed limit sign observed on Diplomat Parkway



Figure 5 Posted 30 MPH speed limit sign observed on Layne Boulevard



Figure 6 Posted 30 MPH speed limit sign observed on Old Federal Highway





Figure 7 No posted speed limit on NE 6 Street when entering from North Federal Highway

## Conclusion

According to the Florida Greenbook – Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways, “the primary function of residential streets is to provide access to homes that front those streets.” It emphasizes that “the primary consideration for the design of these streets motorists, and pedestrians.” Given the residential nature of the City streets and the presence of schools, pedestrians, and Cloud Shuttle routes, safety is a paramount concern. Florida Statue 316.189 states that “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.”

The City’s existing roadway network includes a mix of State roads, County minor arterials, City collector roads, and local residential streets. Most of the local streets are already posted 25 MPH. The proposed 25 MPH speed limit would apply exclusively to local two-lane residential streets. The reduction in speed would only impact on three (3) roadways within the City. **Table 1** shows the proposed streets with speed limit changes. Implementing this limit aligns with the Transportation Element of the City’s Comprehensive Plan, which prioritizes safe and efficient neighborhood circulation.

**Table 1 Proposed Speed Limit Change from 30 MPH to 25 MPH**

<b>Street Name</b>	<b>Street Segment</b>	<b>Existing Speed Limit</b>	<b>Proposed Speed Limit</b>
Layne Blvd	Hallandale Beach Blvd. to Holiday Dr.	30 MPH	25 MPH
Old Federal Highway	SE 3 St. to S. Federal Highway and SE 7 St. to SE 9 Ct.	30 MPH	25 MPH
Seville Mobile Home Park	NE 4 Ct. to NE 7 St S. Federal Highway to NE 3 Ave.	Not posted	25 MPH

Establishing a City-wide 25 MPH speed limit for two-lane local residential streets directly supports this implementation by:

- Enhancing safety for all roadway users, including drivers, pedestrians, cyclists, and transit riders.
- Promoting consistency in traffic patterns and driver expectations across residential neighborhoods.
- Reducing dependence on physical traffic calming measures.
- Clarifying enforcement standards through codified speed limits.
- Ensuring compliance with State Statutory Authority and FDOT criteria.

Implementation of the signage and enforcement measures associated with the new speed limit will be coordinated through the Broward County Traffic Engineering Division.

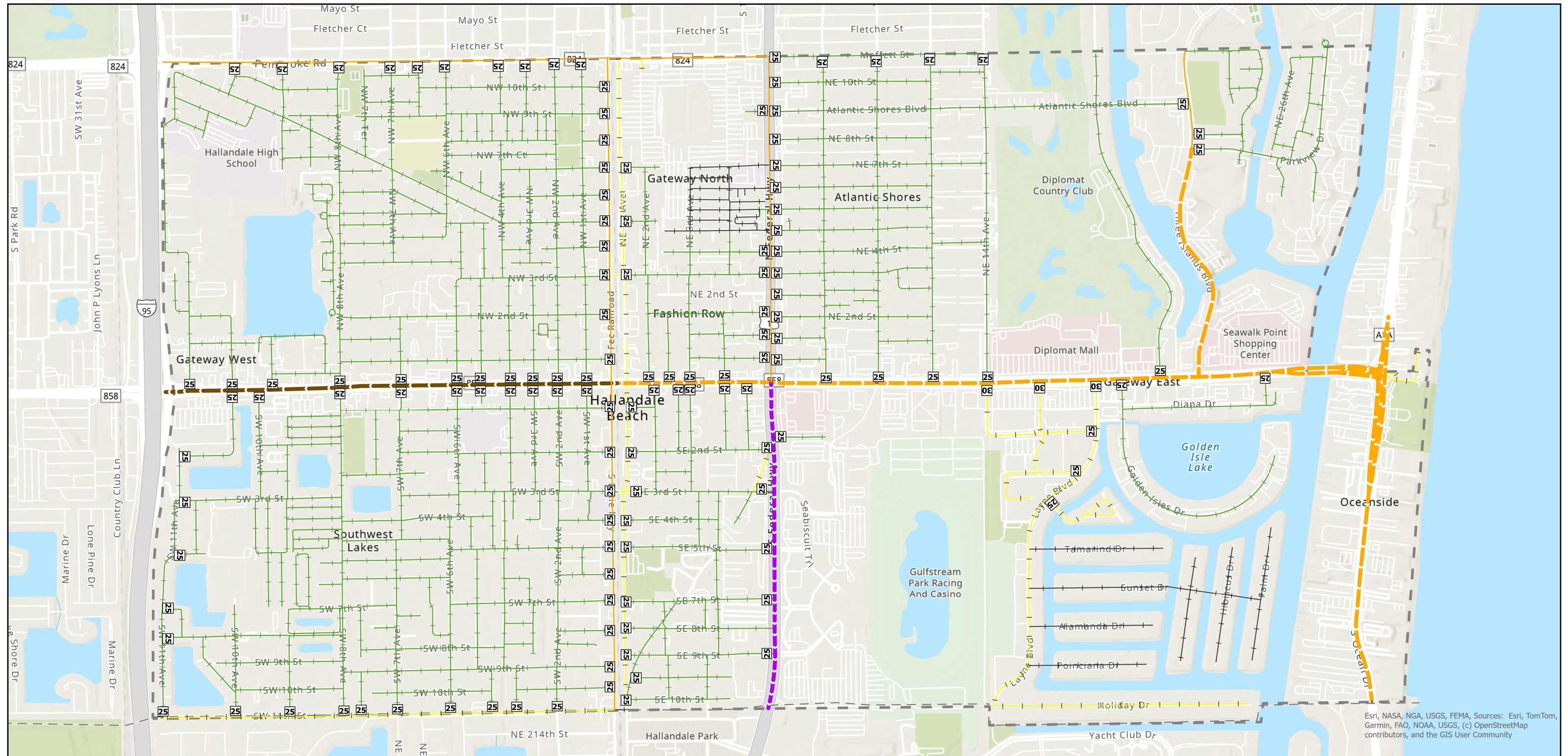


# Appendix A

City of Hallandale Beach Existing Speed limits

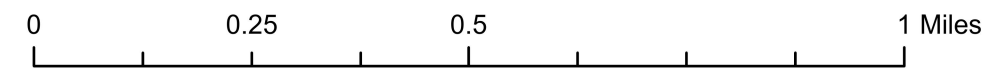


# City of Hallandale Beach Existing Speed Limits



**Speed Limits**

25 mph	45 mph	30 mph (No Posted Speed Limit)
30 mph	2 Lane Road	Hallandale Beach Boundary
35 mph	4 Lane Road	
40 mph	6 Lane Road	



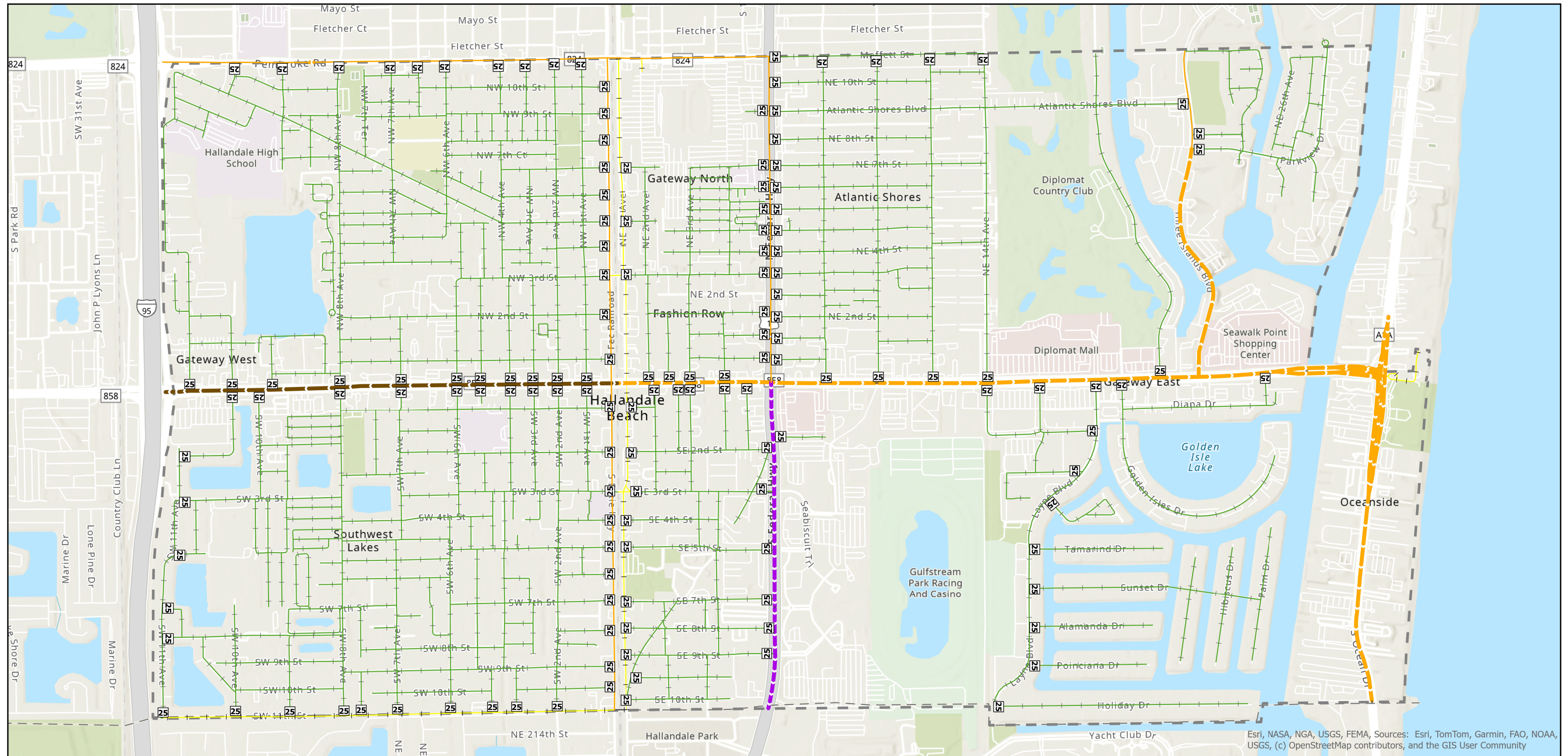
# Appendix B

City of Hallandale Beach Proposed Speed limits



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# City of Hallandale Beach Proposed Speed Limits



Posted Speed Limits

25 mph

30 mph

35 mph

40 mph

45 mph

2 Lane Road

4 Lane Road

6 Lane Road

Hallandale Beach Boundary

0

0.25

0.5

1 Miles

# Appendix C

City of Coral Gables Code of Ordinance - City wide speed limit 25 MPH





**City of Coral Gables  
CITY COMMISSION MEETING  
January 24, 2017**

**ITEM TITLE:**

AN ORDINANCE OF THE CITY COMMISSION OF CORAL GABLES, FLORIDA, CREATING SECTION 74-5 OF THE CITY OF CORAL GABLES CODE TO LOWER SPEED LIMITS TO 25 MILES PER HOUR ON LOCAL RESIDENTIAL ROADS MAINTAINED BY THE CITY OF CORAL GABLES, PROVIDING FOR REPEALER, SEVERABILITY, CODIFICATION, ENFORCEABILITY AND AN EFFECTIVE DATE.

(Sponsored by Commissioner Lago)

**DEPARTMENT HEAD RECOMMENDATION:**

APPROVAL

**BRIEF HISTORY:**

Dating back to 2001 the City Commission has discussed lowering the speed limit in certain areas to 25 mph in response to residential concerns.

In May of 2015 the City Commission directed to staff to begin analyzing objective data to determine if the lowering of the speed limit was warranted. In April of 2016 staff submitted the analysis to Miami-Dade County Department of Transportation and Public Works recommending a 25 mph speed limit on all residential streets. In July of 2016 Miami-Dade County approved the request to lower the speed limit to 25 mph only on residential local roads maintained by the City.

The City's Transportation Advisory Board recommended the lowering of the speed limit in July of 2016 and again in October 2016, and public input gathered thus far is supportive of lowering the speed limit on residential streets to 25 mph.

The installation and maintenance of signage indicating a lower speed limit will be processed through an Intergovernmental Agency Agreement with Miami-Dade County Department of Transportation and Public Works. The proposed number of signs is currently 557, with locations as indicated in the proposed map. This item has been drafted by the City Attorney's office and reviewed by Public Works.

**FINANCIAL INFORMATION:**

No.	Amount	Account No.	Source of Funds
	\$180,000	350-1500-541-63-00	Roadway Funds
<b>Total:</b>		<b>APPROVED BY:</b>	

**APPROVED BY:**

Department Director	City Attorney	Asst. City Manager	City Manager

**ATTACHMENT(S):**

1. Proposed Ordinance
2. Proposed 25 MPH Sign Locations
3. Sample Intergovernmental Agency Agreement



To: Mayor and Commissioners

From: Craig E. Leen, City Attorney for the City of Coral Gables

RE: Legal Opinion Regarding Residential Speed Limit Signs

Date: May 30, 2017

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Please see the attached legal memorandum addressing residential speed limit signs, which was prepared by special counsel in consultation with my office. As indicated in the memorandum, general law provides chartered municipalities in Florida significant authority over local roads and local speed limits. This cannot be reasonably contested, even if the County argues otherwise, because the County is subject to general law as indicated in the Miami-Dade Home Rule Amendment to the Florida Constitution. Moreover, section 6.02 of the Miami-Dade Home Rule Charter expressly recognizes the ability of a municipality to establish higher standards of zoning, regulation, and service, which would include higher standards of regulation and service on local roads (indeed, a higher standard of zoning could potentially apply as well since the residential zone is the entire focus). These general principles should be raised when addressing this matter with the County to ensure a balancing of interests occurs, as also required by general law.

The specific legal question here involves the interaction between sections 316.189(1), 316.189(3), and 316.183 of the Florida Statutes.

The County appears to be taking a much more conservative approach to this question than the law requires. As an initial matter, section 316.189(1) expressly allows for a municipality to establish a 25 mile per hour speed limit in a residential zone, which the City has done here by ordinance consistent with the statute. Then, Section 316.189(3) indicates that posting of a speed limit sign is required to alter the speed limit from the default speed limit, which is either 30 mph or a speed limit "established in s. 316.183." (emphasis added). Section 316.183 expressly allows municipalities to establish the speed limit at 25 miles per hour on local roads. Thus, when reading these three statutes together, it is clear that the City can set a 25 mph limit for a municipal zone as authorized by state law, and then posting would only need to be done when the speed limit was changing from 25 mph (not from 30mph) since that is the established speed.

Of course, there would need to be adequate notice that the speed limit is 25mph in the residential zones, which could potentially be done through an "unless otherwise posted" sign as indicated in

the attached memorandum. The memorandum analyzes this potential solution under the Manual on Uniform Traffic Control Devices and the FDOT Speed Zoning Manual, citing to both positive and negative language therein, and ultimately concluding it is a potential way forward based on the express language in MUTCD 2B.13 Section 08 (please note, the MUTCD has been adopted through Rule 14-15.010 of the Florida Administrative Code).

One issue that exists, which is obvious from reviewing the attached diagram, is that the County's use of a higher speed limit than 25mph on Granada, San Amaro, and other local collector roads within the residential zone is what appears to be leading to the need for many of the signs under the County's approach. If the speed limit were 25 mph on all of these local roads, many less signs would be needed even under the County's approach, because there would be no change in the speed limit when turning off of one of these local collector roads onto a local residential street.

I plan to briefly describe this opinion at the Commission meeting on Tuesday in order to obtain feedback from the Commission. Following the meeting, I plan to share this analysis and the attached memorandum with the County Attorney's Office and enter into a dialog with them to see if an agreed way forward can be reached.

This opinion, including the attached legal memorandum, is issued pursuant to sections 2-201(e)(1) and (8) of the City Code.



**MEMORANDUM**

To: Craig Leen  
City Attorney  
City of Coral Gables

From: Israel U. Reyes, Managing Partner  
Manuel A. Guarch, Senior Associate Attorney  
The Reyes Law Firm, P.A.  
Police Legal Advisors

Date: May 29, 2017

Re: “Unless Otherwise Posted” Residential Speed Limit Sign Placement

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The issue pending before the Commission is that of a disagreement between the City and the County concerning the proper interpretation and application of Florida law and administrative standards governing the placement of a speed limit signs relating to the City’s recently enacted reduced speed limit of 25 miles per hour on local residential roads in Coral Gables. The City, as outlined below, has original jurisdiction pursuant to State law over the roads within its boundaries, including but not limited to the placement of Uniform Traffic Control Devices. Pursuant to the County charter and ordinances, Miami-Dade County maintains it has the authority to approve or deny the City’s proposed design scheme. The City seeks to maintain its world-renown aesthetic by minimizing signage and clutter contributing to visual pollution throughout the City while promoting the safety of Coral Gables residents and visitors. To this end, this memorandum outlines the City’s argument in favor of a reduced signage “Unless Otherwise Posted” traffic control device design which would post the appropriate signage at the entrances to residential zones..

Florida Statutes Chapter 316 is the Florida Uniform Traffic Control Law, which is intended by the legislature “to make uniform traffic laws to apply throughout the state and its several counties and uniform traffic ordinances to apply in all municipalities.”<sup>1</sup> Notwithstanding this statement of legislative intent, the legislature recognized that “there are conditions which require municipalities to pass certain other traffic ordinances in regulation of municipal traffic that are not required to regulate the movement of traffic outside of such municipalities.”

Pursuant to Section 316.006(2)(a), “(a) **Chartered municipalities shall have original jurisdiction over all streets and highways located within their boundaries**, except state roads, and may place and maintain such traffic control devices which conform to the manual and specifications of the Department of Transportation upon all streets and highways under their

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<sup>1</sup> §316.002, Fla. Stat. (2016).

original jurisdiction as they shall deem necessary to indicate and to carry out the provisions of this chapter or to regulate, warn, or guide traffic.” Whereas, Counties “shall have original jurisdiction over all streets and highways located within their boundaries, *except all state roads and those streets and highways specified in [Section 316.006(2)]*.” § 316.006, Fla. Stat. (2016).

To this end, Florida Statutes Section 316.008 enumerates the area within which municipalities may control certain traffic movement or parking in their respective jurisdictions, without conflicting with the Florida Uniform Traffic Control Law. Section 316.008, Florida Statutes, expressly recognizes areas in which local authorities may exercise control with respect to the streets and highways under their jurisdiction and within the reasonable exercise of the police power. Among those areas enumerated is the power to alter or establish speed limits within the provisions of Chapter 316.<sup>2</sup> In considering the application of section 316.006, the court in *State v. Williams*, 303 So. 2d 74, 74 (Fla. 3d DCA 1974), *dismissed*, 314 So. 2d 591 (Fla. 1975)(in determining whether or not a municipal police officer has a right to arrest a motor vehicle operator for violations of the State traffic code occurring on an interstate highway within the geographical limits of the municipality), stated that the statute vests exclusive jurisdiction in the various governmental entities enumerated, in that case the State, through the Department of Transportation, for the establishment of traffic control devices, *speed limits*, signs, etc., on state roads.

The maximum speed limits for highways and streets are established by Section 316.183(2), which provides, in relevant part, “[o]n all streets or highways, the maximum speed limits for all vehicles must be 30 miles per hour in business or residence districts, and 55 miles per hour at any time at all other locations.” However, in accordance with Sections 316.002 and 316.008(1)(j), 316.183(2) provides, with respect to speed limits established by municipalities, “with respect to a residence district, a county or **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.**”<sup>3,4,5</sup> Similarly, section 316.189(1), Florida Statutes, provides in part that the maximum speed within any municipality is 30 miles per hour, although a municipality may set speed zones altering the speed limit, both as to maximum and minimum, after an investigation determines that such a limit is reasonable. Section 316.189(1) specifically provides, “[w]ith 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.” Finally, Section 316.189(3), with respect to the posting of speed limits, “[n]o change in speeds from 30 miles per hour *or from those established in s. 316.183* shall take effect until the zone is posted by the authority changing the speed pursuant to this section and s. 316.187.”

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<sup>2</sup> §316.008(1)(j), Fla. Stat. (2016).

<sup>3</sup> “It is not necessary to conduct a separate investigation for each residence district.” §316.183, Fla. Stat. (2016)

<sup>4</sup> “Business district.--The territory contiguous to, and including, a highway when 50 percent or more of the frontage thereon, for a distance of 300 feet or more, is occupied by buildings in use for business.” §316.003(7), Fla. Stat. (2016).

<sup>5</sup> “Residence district.--The territory contiguous to, and including, a highway, not comprising a business district, when the property on such highway, for a distance of 300 feet or more, is, in the main, improved with residences or residences and buildings in use for business.” §316.003(60), Fla. Stat. (2016).

Consistent with its authority and jurisdiction pursuant to Sections 316.006(2)(a), 316.183, the City has duly encoded a residential speed limit of 25 miles per hour on local residential roads within the City of Coral Gables. However, in order for this newly enacted residential speed limit to be considered effective, pursuant to Section 316.189(3), the change in speed must be posted by the responsible authority.

The Manual on Uniform Traffic Control Devices (MUTCD) is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and is recognized as the national standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel in accordance with 23 U.S.C. 109(d) and 402(a).<sup>6</sup> Additionally, the State of Florida Department of Transportation has adopted the MUTCD pursuant to Rule 14-15.010, F.A.C. The Florida Department of Transportation Speed Zoning Manual provides, as it relates to speed limit signs, “[a]ll speed zones and related roadway signs must be in compliance with requirements set forth in the MUTCD as adopted by the State of Florida...” FDOT Speed Zoning Manual (2010), p. 24. The purpose of the Florida Department of Transportation Speed Zoning Manual is “[t]o provide guidelines and recommended procedures for establishing uniform speed zones on State, Municipal, and County roadways throughout the State of Florida.”

Section 2B.13 of the MUTCD governs the placement and design of Speed Limit Signs. Specifically, this section contains five relevant “standards” and one relevant “option.” Pursuant to Section 1A.13 of the MUTCD, a standard is defined as “a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device.” However, as the MUTCD makes clear, “[s]tandard statements are sometimes modified by Options.” The MUTCD further defines “Option(s)” as “a statement of practice that is a permissive condition and carries no requirement or recommendation. Option statements sometime contain allowable modifications to a Standard or Guidance statement.”

As it relates to a signage design scheme wherein an “unless otherwise posted” plaque is used, the MUTCD provides favorable language, specifically stating,

If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).

The reference to this “Unless Otherwise Posted” scheme within the MUTCD acknowledges that such a design is not prohibited by the MUTCD and therefore by implication the FDOT Speed Zoning Manual. In fact, the approval by the MUTCD of specific plaques, and formulations for

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<sup>6</sup> The U.S. Secretary of Transportation, under authority granted by the Highway Safety Act of 1966, decreed that traffic control devices on all streets and highways open to public travel in accordance with 23 U.S.C. 109(d) and 402(a) in each State shall be in substantial conformance with the Standards issued or endorsed by the Federal Highway Administration.

“RESIDENTIAL” and “UNLESS OTHERWISE POSTED” signage indicates that their use in such a design scheme is perfectly acceptable. Further, this is supported by Section 12 of the FDOT Speed Zoning Manual, entitled “Area Wide ‘Blanket’ Speed Restrictions”. The final paragraph of Section 12 of the FDOT Speed Zoning Manual provides, as follows;

This 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 herein.**

While initially this paragraph may be interpreted as prohibiting, or disfavoring, a scheme such as the “Unless Otherwise Posted” design scheme supported by the City, a closer reading of the provision indicates that the paragraph merely restates Florida law as it relates to the requirements for any upward or downward modification of the statutory 30MPH speed limit, specifically, that the modification in residential districts to 20 or 25MPH may only occur “after an investigation determines that such a limit is reasonable.”<sup>7</sup> Further, the City has not enacted a City-wide “Blanket” speed limit, but rather, has codified a reduced speed limit of 25MPH solely in its local residential roads as authorized by Sections 316.183 and 316.189, Florida Statutes.

Following the MUTCD 2B.13 Section 08 option, the City would be able to place signs at the entrances to the City’s residential areas and eliminate much of the signage needed otherwise needed at intersections where there is a change in speed on cross streets such as the example of cross streets off of Granada mentioned above.

It should be noted that of the five standards found within MUTCD Section 2B.13, two potentially weigh against the City’s proposed “Unless Otherwise Posted” design scheme.<sup>8</sup> Standard 03 of Section 2B.13, 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

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<sup>7</sup> It is the authors understanding that the appropriate traffic study supporting the implementation of the 25MPH Speed Limit has been conducted.

<sup>8</sup> The City’s proposed design scheme would comply with Section 2B.13 Standards 01, 02, and 05, which provide, in relevant part;

01 Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.

02 The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.

05 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.

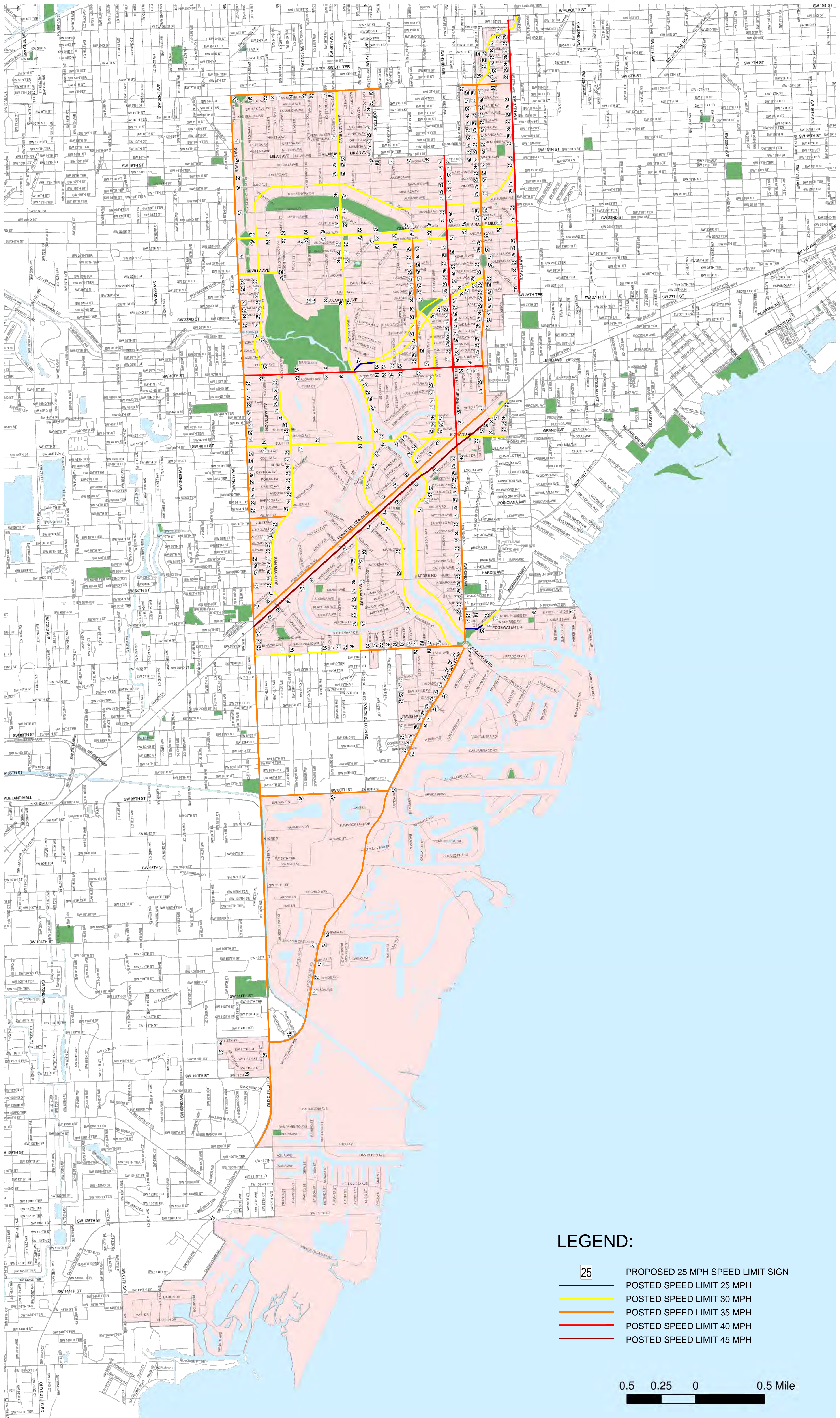
another,” and the second sentence of Standard 04 states, “[a]dditional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.” *Id.* These Standards can be read to require the posting of 25MPH signs at each cross-street exiting from roadways such as Maynada Street, San Amaro Drive, Granada, Grand Avenue, Segovia Street, Le Jeune Road, Old Cutler Road, and Giralda Avenue, among others. Such an application of the Standards would require an inordinate number of signs being placed at each cross-street from non-local residential roads leading into residential areas of the City. However, the first “Option” enumerated within Section 2B.13 provides, for lack of a better word, an option for the City to avoid this tremendous visual pollution.

Finally, it is worth noting that if the City and County mutually agreed to reduce the speed limit of all roadways within the City’s residential districts, including but not limited to those mentioned above (i.e. Granada, etc.) to 25MPH, the disagreement concerning the application of the MUTCD in the present circumstances would be moot as neither Standard 03 or 04 of Section 2B.13 would be implicated for vehicles traveling within the City’s residential districts.



# CITY OF CORAL GABLES

## SPEED LIMITS





**From:** [Leen, Craig](#)  
**To:** [Paulk, Enga](#)  
**Subject:** FW: Residential Speed Limit Signs  
**Date:** Tuesday, May 30, 2017 12:33:50 AM  
**Attachments:** [2010.01 Unless Otherwise Posted Speed Sign Placement \(RLF\).pdf](#)  
[PROPOSED\\_25MPH signs.pdf](#)  
[image002.png](#)  
[image001.png](#)

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Please publish.

**Craig E. Leen, City Attorney**

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City, County and Local Government Law*  
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*Celebrating 90 years of a dream realized.*

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**From:** Leen, Craig  
**Sent:** Tuesday, May 30, 2017 12:31 AM  
**To:** Commissioners <Commissioners1@coralgables.com>  
**Cc:** Swanson-Rivenbark, Cathy <cswanson@coralgables.com>; Foeman, Walter <wfoeman@coralgables.com>; Iglesias, Peter <piglesias@coralgables.com>; Fernandez, Frank <ffernandez@coralgables.com>; Ramos, Miriam <mramos@coralgables.com>; Suarez, Cristina <csuarez@coralgables.com>; Throckmorton, Stephanie <sthrockmorton@coralgables.com>; Hudak, Edward <ehudak@coralgables.com>; Santamaria, Eduardo <esantamaria@coralgables.com>; Keller, Jessica <jkeller@coralgables.com>  
**Subject:** Residential Speed Limit Signs

Mayor and Commissioners,

Please see the attached legal memorandum addressing residential speed limit signs, which was prepared by special counsel in consultation with my office. As indicated in the memorandum, general law provides chartered municipalities in Florida significant authority over local roads and local speed limits. This cannot be reasonably contested, even if the County argues otherwise, because the County is subject to general law as indicated in the Miami-Dade Home Rule Amendment to the Florida Constitution. Moreover, section 6.02 of the Miami-Dade Home Rule Charter expressly recognizes the ability of a municipality to establish higher standards of zoning, regulation, and service, which would include higher standards of regulation and service on local roads (indeed, a higher standard of zoning could potentially apply as well since the residential zone is the entire focus). These general principles should be raised when addressing this matter with the County to ensure a balancing of interests occurs, as also required by general law.

The specific legal question here involves the interaction between sections 316.189(1), 316.189(3), and 316.183 of the Florida Statutes.

The County appears to be taking a much more conservative approach to this question than the law requires. As an initial matter, section 316.189(1) expressly allows for a municipality to establish a 25 mile per hour speed limit in a residential zone, which the City has done here by ordinance consistent with the statute. Then, Section 316.189(3) indicates that posting of a speed limit sign is required to alter the speed limit from the default speed limit, which is either 30 mph or a speed limit **“established in s. 316.183.”** (emphasis added). Section 316.183 expressly allows municipalities to establish the speed limit at 25 miles per hour on local roads. Thus, when reading these three statutes together, it is clear that the City can set a 25 mph limit for a municipal zone as authorized by state law, and then posting would only need to be done when the speed limit was changing from 25 mph (not from 30mph) since that is the established speed.

Of course, there would need to be adequate notice that the speed limit is 25mph in the residential zones, which could potentially be done through an “unless otherwise posted” sign as indicated in the attached memorandum. The memorandum analyzes this potential solution under the Manual on Uniform Traffic Control Devices and the FDOT Speed Zoning Manual, citing to both positive and negative language therein, and ultimately concluding it is a potential way forward based on the express language in MUTCD 2B.13 Section 08 (please note, the MUTCD has been adopted through Rule 14-15.010 of the Florida Administrative Code).

One issue that exists, which is obvious from reviewing the attached diagram, is that the County's use of a higher speed limit than 25mph on Granada, San Amaro, and other local collector roads within the residential zone is what appears to be leading to the need for many of the signs under the County's approach. If the speed limit were 25 mph on all of these local roads, many less signs would be needed even under the County's approach, because there would be no change in the speed limit when turning off of one of these local collector roads onto a local residential street.

I plan to briefly describe this opinion at the Commission meeting on Tuesday in order to obtain feedback from the Commission. Following the meeting, I plan to share this analysis and the attached memorandum with the County Attorney's Office and enter into a dialog with them to see if an agreed way forward can be reached.



This opinion, including the attached legal memorandum, is issued pursuant to sections 2-201(e)(1) and (8) of the City Code.

**Craig E. Leen, City Attorney**

*Board Certified by the Florida Bar in  
City, County and Local Government Law*

City of Coral Gables

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Coral Gables, Florida 33134

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## **CITY OF CORAL GABLES, FLORIDA**

### **ORDINANCE NO. 2017-14**

AN ORDINANCE OF THE CITY COMMISSION OF CORAL GABLES, FLORIDA, CREATING SECTION 74-5 OF THE CITY OF CORAL GABLES CODE TO LOWER SPEED LIMITS TO 25 MILES PER HOUR ON LOCAL RESIDENTIAL ROADS MAINTAINED BY THE CITY OF CORAL GABLES, PROVIDING FOR REPEALER, SEVERABILITY, CODIFICATION, ENFORCEABILITY AND AN EFFECTIVE DATE.

**WHEREAS**, dating back to 2001, the City Commission has discussed lowering the speed limit in certain areas to 25 miles per hour (mph), in response to residential concerns; and

**WHEREAS**, on May 12, 2015, the City Commission directed staff to analyze whether objective data supported the lowering of the speed limit to 25 mph in certain areas; and

**WHEREAS**, on April 21, 2016, the City of Coral Gables submitted the analysis to Miami-Dade County Department of Transportation and Public Works (MDCDTPW), recommending a posted speed limit of 25 mph on all residential streets; and

**WHEREAS**, on July 8, 2016, Miami-Dade County approved the City's request to lower the posted speed limit to 25 mph only on residential local roads maintained by the City of Coral Gables; and

**WHEREAS**, on July 19, 2016 and October 18, 2016, the City's Transportation Advisory Board recommended lowering the speed limit; and

**WHEREAS**, as part of the City's Multi-modal Transportation Plan, the City asked for public input on various subjects, including regarding lowering speed limits to 25 mph, and data taken over seven (7) public meetings showed 80% of respondents to be in favor of reducing the speed limit on residential streets to 25 mph; and

**WHEREAS**, the installation and maintenance of signage indicating a lowered speed limit in certain areas will be processed through an Intergovernmental Agency Agreement with MDCDTPW; and

**WHEREAS**, lowering the speed limit on residential streets to 25 mph is reasonable, and is well aligned with the Strategic Plan objective "to attain world class performance levels in public safety" ; and

**WHEREAS**, the City's Department of Public Works has set a goal of 10% reduction in injuries each year and slower speeds decreased the frequency and severity of injuries; and

**WHEREAS**, lowering the speed limit, combined with enhanced street design, education and enforcement policies will create a system and standard of behavior that will greatly lessen the consequences of traffic accidents caused by speeding; and

**WHEREAS**, the City Commission wishes to add Section 74-5 to lower the speed limits on residential local roads maintained by the City of Coral Gables to 25 mph as authorized by Section 316.189, Florida Statutes;

**NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES, FLORIDA:**

**SECTION 1.** The foregoing "**WHEREAS**" clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Ordinance upon adoption hereof.

**SECTION 2.** Section 74-5 of the Code of the City of Coral Gables, Florida, is hereby created to read as follows:

**Sec. 74-5. – Establishment of residential speed zones, posting, enforcement**

- (a) *Residential Speed Limit.* The maximum speed on all local residential roads within the City of Coral Gables shall be twenty-five (25) miles per hour, unless otherwise posted.
- (b) *Posting of speed limits.* All speed zones shall be posted with clearly legible signs. All signs which limit or establish a twenty-five (25) mile per hour speed limit shall be so placed and so painted so as to be plainly visible and legible in daylight or in darkness when illuminated by headlights.
- (c) *Penalty.* Pursuant to section 316.189 of the Florida Statutes, violation of the speed limits established pursuant to this section shall be cited as a moving violation, punishable as provided in chapter 318 of the Florida Statutes.

**SECTION 3.** All ordinances or parts of ordinances inconsistent or in conflict with the provisions of this Ordinance are hereby repealed.

**SECTION 4.** If any section, part of section, paragraph, clause, phrase, or word of this Ordinance is declared invalid, the remaining provisions of this Ordinance shall not be affected.

**SECTION 5.** It is the intention of the City Commission that the provisions of this Ordinance shall become and be made a part of the City Code, which provisions may be renumbered or re-lettered and the word ordinance be changed to "section", "article", or other

appropriate word to accomplish such intention.

**SECTION 6.** If the City Code's Tables of Contents, Supplemental History Table, or other reference portions are affected by these provisions, then changes are approved as a part of this Ordinance.

**SECTION 7.** Within 30 days of the adoption of this Ordinance, the City shall include the Ordinance's language and place an educational piece in eNews or another similar publication, educating the City's residents of the Ordinance. In addition the City shall begin an educational campaign to inform residents and visitors of the effect and implementation of the Ordinance.

**SECTION 8.** The City shall work with Miami-Dade County to insure that the City provides appropriate signage to indicate changes in speed limits as required by Miami-Dade County. Every effort shall be made to reduce the signage needed in order to prevent sign pollution in the City.

**SECTION 9.** This Ordinance shall become effective upon adoption. After the required signage is placed, enforcement in newly posted areas shall begin immediately. Coral Gables Police Officers should exercise discretion through a reasonable time period to allow drivers to adjust to the revised speeding limit. This provision does not create any claim or defense for a driver regarding the exercise of the Police Officer's discretion.

PASSED AND ADOPTED THIS NINTH DAY OF MAY, A.D., 2017.

(Moved: Quesada / Seconded: Keon)

(Yeas: Mena, Quesada, Keon, Lago, Valdes-Fauli)

(Unanimous: 5-0 Vote)

(Agenda Item: E-2)

APPROVED:

  
RAUL VALDÉS-FAULI  
MAYOR

ATTEST:

  
WALTER J. FOEMAN  
CITY CLERK

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:

  
CRAIG E. LEEN  
CITY ATTORNEY

# Memorandum



**Date:** September 4, 2019

**To:** Honorable Chairwoman Audrey M. Edmonson  
and Members, Board of County Commissioners

**From:** Carlos A. Gimenez  
Mayor

**Subject:** Resolution Authorizing the Execution of an Interlocal Agreement Between the City of Coral Gables and Miami-Dade County to Install and Maintain 25 mph Speed Limit Signs on Local Residential Streets.

Agenda Item No. 8(N)(3)

## **Recommendation**

It is recommended that the Board of County Commissioners (Board) approve the attached resolution authorizing the execution of an Interlocal Agreement (Agreement) between the City of Coral Gables (City) and Miami-Dade County (County) to allow the City to install and maintain 25 mph speed limit signs on local residential streets only city-wide (attached as Exhibit B of the Agreement).

## **Scope**

The affected areas for this Agreement fall within District 6, which is represented by Commissioner Rebeca Sosa.

## **Fiscal Impact/Funding Source**

There is no fiscal impact to the County as the City will be responsible for all installation and maintenance costs.

## **Track Record/Monitor**

The Department of Transportation and Public Works (DTPW) Traffic Engineering Division Chief, Claudia P. Diaz, P.E., will be responsible for monitoring this Agreement.

## **Delegated Authority**

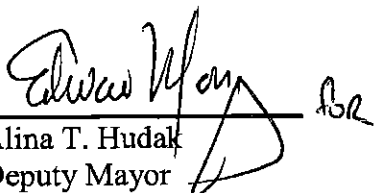
In accordance with Section 2-8.3 of the County Code related to identifying delegation of Board authority, there are no authorities beyond those specified in the resolution which include authority of the County Mayor, or designee, to execute an Interlocal Agreement between the County and the City.

## **Background**

The City passed Resolution No. 2018-183 (attached as part of Exhibit A of the Agreement) allowing the City Manager to enter into negotiations with the County for the installation and maintenance of 25 mph speed limit signs on local residential streets.

This Agreement provides a formal structure to many of the continuing efforts that have been underway and provides the City with the ability to install and maintain 25 MPH signs within its municipal boundaries.

Since this Agreement modifies the speed limit on residential streets within the County boundaries, it is being presented to the Board for approval.

  
Alina T. Hudak  
Deputy Mayor

# Appendix D

Southwest Ranches Code of Ordinance - City wide speed limit 25 MPH

## **ORDINANCE NO. 2008 - 11**

**AN ORDINANCE OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA, AMENDING THE CODE OF ORDINANCES TO REDUCE THE POSTED SPEED LIMIT ON ALL LOCAL RESIDENTIAL STREETS TO TWENTY FIVE (25) MILES PER HOUR; AUTHORIZING THE TOWN ADMINISTRATOR TO REPLACE THE APPLICABLE POSTED SPEED LIMIT SIGNS WITH THE REDUCED SPEED; DIRECTING THE TOWN CLERK TO PROVIDE THE TOWN'S LAW ENFORCEMENT DEPARTMENT WITH A CERTIFIED COPY OF THIS ORDINANCE; PROVIDING FOR INCLUSION IN THE TOWN'S CODE OF ORDINANCES; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Florida Legislature formed the Town of Southwest Ranches (the "Town") pursuant to Chapter 2000-475, of the Laws of the State of Florida, on June 6, 2000; and

**WHEREAS**, Section 316.189, Florida Statutes, sets the maximum speed limit within any municipality at 30 miles per hour, unless, with respect to residential districts, an investigation determines that a lower speed limit is reasonable for the local roadways; and

**WHEREAS**, the Town, concerned with the average speed found to be traveling across its rural residential local roadway network, retained R.J. Behar & Company to determine whether a speed limit reduction on its local residential roadways would be reasonable and appropriate; and

**WHEREAS**, after a comprehensive study, the synopsis of which has been attached hereto and is incorporated herein by reference as Exhibit "A", R.J. Behar & Company concluded that the Town could reduce its local residential roadways speed limit to twenty five (25) miles per hour and that such reduction is reasonable and in conformity with the criteria promulgated by the Department of Transportation; and

**WHEREAS**, R.J. Behar & Company's analysis included, but was not limited to, a review of the Town's rural roadway network, the equestrian and pedestrian use of the local roadways, the roadway geometry, the roadway widths, the clear recovery zones, the minimum stopping distance, the minimum corner intersection site distance, the residential travel patterns, and two years worth of data delineating traffic counts and average speeds; and



**WHEREAS**, this speed limit reduction is not applicable to county minor arterials and Town collector streets, including but not limited to, SW 178<sup>th</sup> Avenue, SW 172<sup>nd</sup> Avenue, SW 160<sup>th</sup> Avenue, SW 148<sup>th</sup> Avenue, Griffin Road, Sheridan Street, and Stirling Road between Dykes Road and Volunteer Rd; and

**WHEREAS**, the Town believes that this speed limit reduction is in the best interest of the health, safety, and welfare of its residents.

**NOW, THEREFORE, BE IT ORDAINED** by the Town Council of the Town of Southwest Ranches, Florida:

**Section 1:** That the foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Ordinance.

**Section 2:** The Code of Ordinances of the Town of Southwest Ranches is hereby amended to read that the posted speed limit for all local residential roadways shall be twenty five (25) miles per hour.

**Section 3:** That the Town Administrator is authorized to replace the applicable posted speed limit signs with the reduced speed of twenty five (25) miles per hour.

**Section 4:** That the Town Clerk is hereby directed to provide the Town's Law Enforcement Department with a certified copy of this Ordinance.

**Section 5: Inclusion in the Code.** This Ordinance shall be codified and included as part of the Town's Code of Ordinances.

**Section 6: Conflicts.** All Ordinances or parts of Ordinances, Resolutions or parts of Resolutions in conflict herewith, and the same are hereby repealed to the extent of such conflict.

**Section 7: Severability.** If any word, phrase, clause, sentence or section of this Ordinance is, for any reason, held unconstitutional or invalid, the invalidity thereof shall not affect the validity of any remaining portions of this Ordinance.

**Section 8: Effective Date.** In accordance with Section 316.189 (3), Florida Statutes, this Ordinance shall become effective upon the Town's posting of the revised speed limit.

**[SIGNATURES ON FOLLOWING PAGE]**

**PASSED ON FIRST READING** this 5<sup>th</sup> day of June, 2008 on a motion made by Council Member Don Maines and seconded by Vice Mayor Jeff Nelson.

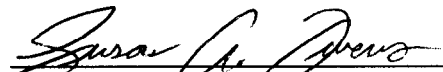
**PASSED AND ADOPTED** by the Town Council of the Town of Southwest Ranches, Florida, this 24<sup>th</sup> day of July 2008, on a motion by Vice Mayor Jeff Nelson and seconded by Council Member Don Maines.

Fink	<u>Y</u>
Nelson	<u>Y</u>
Breitkreuz	<u>Y</u>
Knight	<u>Y</u>
Maines	<u>Y</u>

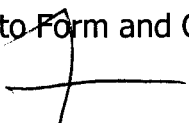
Ayes	<u>5</u>
Nays	<u>0</u>
Absent	<u>0</u>
Abstaining	<u>0</u>

  
\_\_\_\_\_  
Mecca Fink, Mayor

ATTEST:

  
\_\_\_\_\_  
Susan A. Owens, EMC, Town Clerk

Approved as to Form and Correctness:

  
\_\_\_\_\_  
Gary A. Poliakoff, J.D., Town Attorney  
FTL\_DB::1108634\_1




**R.J.Behar & Company, Inc.**  
Engineers • Planners

6861 SW 196 Avenue, Suite 302  
Pembroke Pines, FL 33332  
TEL: 954-680-7771  
FAX: 954-680-7781

# Memo

To: Christopher Russo, Town Administrator  
From: Javier Rodriguez, P.E.  
C.C.: Malini Siew-Narine  
Date: March 4, 2008  
Re: **Town of Southwest Ranches Town Wide Reduction of the Posted Speed Limit**



---

Pursuant to your request for an evaluation of the possibility to establish a Town of southwest Ranches town wide posted speed limit at 25 mph, we offer the following:

Florida Statute 316.189 states that "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".

The attached exhibit illustrates the functional classification of the streets serving the Town. The town is served by three types of streets, county minor arterials, city collectors and local streets. Local (residential) streets compose the majority of the Southwest Ranches Town roads.

This statute does not apply to county minor arterials and city collector streets, which also exist within the Town limits. These streets are: SW 178<sup>th</sup> Avenue, SW 172<sup>nd</sup> Avenue, SW 160<sup>th</sup> Avenue (Dykes Road), SW 142<sup>nd</sup> Avenue (Hancock Rd), SW 148<sup>th</sup> Avenue (Volunteer Rd), Griffin Road, Sheridan Street, and Sterling Road (between Hancock Rd and Volunteer Rd).

The Florida Greenbook, Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways states that "The primary function of residential streets is to provide access to homes that front those streets". It further states that the primary consideration for the design of these streets is safety for residents motorists and pedestrians.

The Town's residential streets serve predominantly single family residences. There are school bus routes throughout the Town and significant school related pedestrian traffic is common throughout the day. The streets have no sidewalks and pedestrians travel and children play in the roadside swales. Additionally the rural character of the Town attracts significant equestrian use of the roadside swales.

The Town has received many requests from residents for a reduction of the posted speed to 25 mph. The lowest posted speed within the Town's roads is currently 30 mph.

The following roadway elements were evaluated relative to this investigation:

**Roadway Geometry** – All the residential streets within the Town are two-lane two-way rural section (no curb and gutter) roads. There are no exclusive turn lanes. A reduction of the posted speed to 25 mph would have a calming effect and increase safety for residents, pedestrians, and motorists.

**Roadway Widths** – The width of residential streets within the Town vary from 24 feet to 18 feet. Most are 22 feet wide and some are 18 feet wide, such as portions of Old Sheridan Street, which is the narrowest recommended width for residential streets. A reduction of the posted speed to 25 mph would have a calming effect and increase safety for residents, pedestrians, and motorists.

**Clear Recovery Zones** – There is no reduction in the Clear Zone requirement for 25 mph posted speed when compared to posted speeds of 30 and 35 mph. A reduction of the posted speed to 25 mph will enhance safety and have no adverse effect on Clear Recovery Zone requirement.

**Minimum Stopping Site Distance** – The minimum Stopping Site Distance for a 30 MPH design speed is 200 feet and 150 feet for a 25 mph design speed. Lowering the posted speed to 25 mph reduces the required Stopping Site Distance by 50 feet. The net effect of this 25% reduction in the required Stopping Site Distance is enhanced safety on the Town's residential streets. This reduction in the required Stopping Site Distance is significant in consideration of the heavy pedestrian and equestrian use of the Town's streets.

**Minimum Corner Intersection Site Distance** – The minimum Corner Intersection Sight Distance for residential streets with design speeds of 30 mph and 25 mph is 310 feet and 260 feet respectively. A reduction of the posted

speed to 25 MPH would reduce the Corner Intersection Sight Distance required by motorists and enhance safety in the Towns residential streets.

The local residential travel pattern is such that travel distances average 0.5 mi between trip origin and a collector street. Therefore, the impact occasioned by a reduction of the maximum posted speed limits on travel time is low.

Traffic counts taken throughout the Town in the last two years indicate that most of these local roads have lower than average volume. In addition, the rural character of the local streets and the Town's intention to preserve its rural lifestyle, invites children to play and equestrian activities on the street side. A lower speed limit will enhance the quality of life and the safety of the residents.

Based on our investigation, we asses that reducing the posted speed limit to 25 mph on the town residential (local) streets is appropriate.

# BROWARD COUNTY HIGHWAY

## FUNCTIONAL CLASSIFICATIONS

L E G E N D	
Functional Classification & Jurisdiction	Existing Lane Arrangement
State Principal Arterial	2 Lanes
State Minor Arterial	3 Lanes
State Collector	4 Lanes
County Principal Arterial	6 Lanes
County Minor Arterial	6 Lanes
County Collector	10 Lanes
City Principal Arterial	12 Lanes
City Minor Arterial	
City Collector	
Committed Future Minor Arterial	
Committed Future Collector	

August 2007

