

SENATE STAFF ANALYSIS AND ECONOMIC IMPACT STATEMENT

(This document is based only on the provisions contained in the legislation as of the latest date listed below.)

BILL: CS/SB 1802

SPONSOR: Transportation Committee and Senator Mitchell

SUBJECT: Traffic Control/Speed Limits

DATE: April 12, 2000 REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	<u>McAuliffe</u>	<u>Meyer</u>	<u>TR</u>	<u>Favorable/CS</u>
2.	_____	_____	<u>CA</u>	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____

I. Summary:

This CS provides a county or municipality may lower speed limits set by the Florida Department of Transportation (FDOT) on non-limited access state highways or on state highway connecting links or extensions located within the county or municipality by not more than 15 miles-per-hour, in increments of 5 miles-per-hour, when such change is reasonable and in conformity to criteria promulgated by FDOT or based upon a traffic or engineering study conducted by the affected local government; however, the limit may not be reduced below 45 miles-per-hour. The municipality or county is responsible for reimbursing FDOT for the cost of installing, maintaining and replacing all necessary traffic control devices.

This CS substantially amends section 316.189 of the Florida Statutes.

II. Present Situation:

Section 316.189, F.S., provides the maximum speed limit on local roads within a municipality is 30 miles per hour (mph). This speed limit on local roads may be altered by the municipality after an investigation determines the change is reasonable and in conformity with FDOT criteria for setting speed limits. The maximum speed limit on a county road outside of municipal limits is 60 mph, except that the limit is 30 mph in any residential or business district. These speed limits on county roads may be altered by the county commission after investigation determines the change is reasonable and in conformity with FDOT criteria for setting speed limits. The speed limit on a state highway, or connecting links or extensions to the state highway, within a municipality may only be altered by FDOT.

The FDOT is authorized by s. 316.187, F.S., to set maximum and minimum speed limits at any intersection or other place, or upon any part of a highway outside of a municipality or upon any state roads, connecting links or extensions thereof within a municipality. The section provides the maximum speed limit is 70 mph on limited access highways; 65 mph on certain four-lane

highways; and 60 mph on other state roads. The FDOT has promulgated rules to establish a uniform system for setting speed limits on all public highways and streets in the state.

Each governmental entity is responsible for installing speed limit signs on the roads under each entity's jurisdiction.

III. Effect of Proposed Changes:

The CS amends s. 316.189, F.S., authorizing municipalities and counties to lower speed limits set by FDOT on state highways or on state highway connecting links or extensions located within the respective municipality or county by not more than 15 miles per hour, in increments of 5 miles per hour, when such change is reasonable and in conformity to criteria promulgated by FDOT or based upon a traffic or engineering study conducted by the affected local government; however, the limit may not be reduced below 45 miles-per-hour. The municipality or county is responsible for reimbursing FDOT for the cost of installing, maintaining and replacing all necessary traffic control devices.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

V. Economic Impact and Fiscal Note:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

None.

C. Government Sector Impact:

The municipality or county requesting the speed limit reduction is responsible for reimbursing FDOT for the cost of installing, maintaining and replacing all necessary traffic control devices. The fiscal impact to the local government cannot be estimated as it is unknown how

many signs would have to be changed. However, FDOT estimates that the cost will amount to \$500 per speed limit zone for 2 signs for each zone at \$250 per sign.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Amendments:

None.

This Senate staff analysis does not reflect the intent or official position of the bill's sponsor or the Florida Senate.
