

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 178th Avenue, SW 172nd Avenue, SW 160th Avenue, SW 148th 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 5th 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 24th 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>



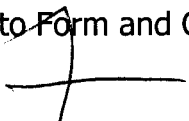
Mecca Fink, Mayor

ATTEST:



Susan A. Owens, EMC, Town Clerk

Approved as to Form and Correctness:



Gary A. Poliakoff, J.D., Town Attorney
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R.J. Behar & Company, Inc.
Engineers • Planners

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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 178th Avenue, SW 172nd Avenue, SW 160th Avenue (Dykes Road), SW 142nd Avenue (Hancock Rd), SW 148th 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	
State Principal Arterial	Existing Lane Arrangement
State Minor Arterial	2 Lanes
State Collector	3 Lanes
County Principal Arterial	4 Lanes
County Minor Arterial	6 Lanes
County Collector	8 Lanes
City Principal Arterial	10 Lanes
City Minor Arterial	12 Lanes
City Collector	
●●●● Committed Future Minor Arterial	
××××× Committed Future Collector	

August 2007

