

RDB 21-08 TARGET SPEED FOR DESIGN SPEED SELECTION

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VITAL FEW

Bike/Ped Safety
Intersection Safety
Lane Departure



WHAT RDB 21-08 DOES

- Recognizes and requires interdisciplinary effort in the selection of a target speed
- Requires establishment of a target speed for any project where a design speed is also required
- Provides some limited guidance on how target speed should be selected
- Recognizes the district as the final decision maker on design speed for any project

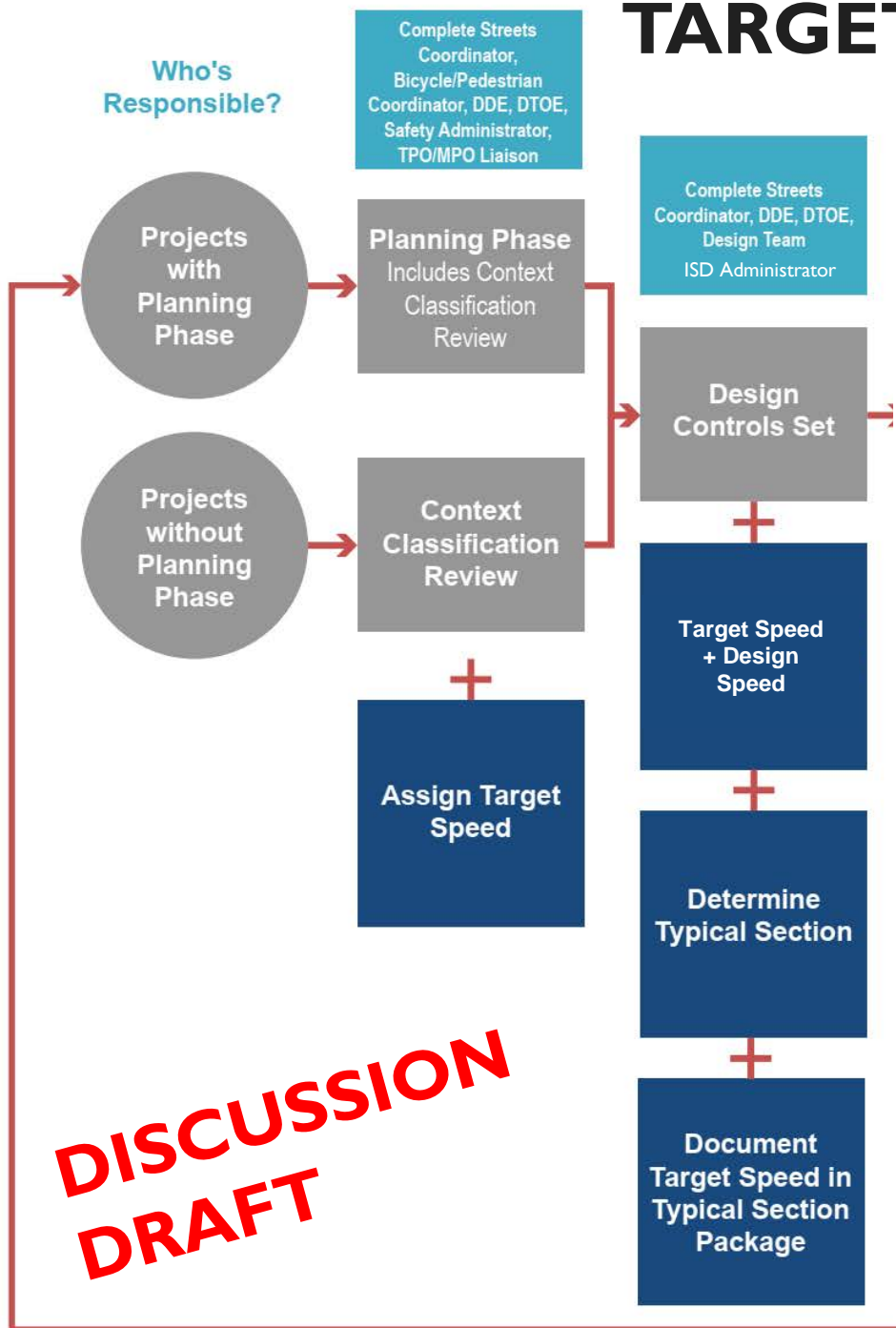
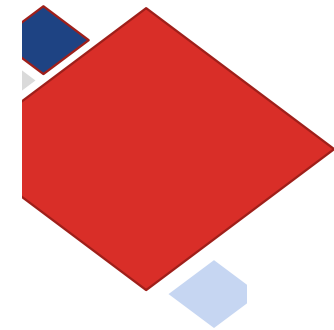
Table 201.5.1 Design Speed

Limited Access Facilities (Interstates, Freeways, and Expressways)		
Area	Allowable Range (mph)	SIS Minimum (mph)
Rural and Urban	70	70
Urbanized	50-70	60
Arterials and Collectors		
Context Classification	Allowable Range (mph)	SIS Minimum (mph)
C1 Natural	55-70	65
C2 Rural	55-70	65
C2T Rural Town	25-45	40
C3 Suburban	35-55	50
C4 Urban General	30-45	45
C5 Urban Center	25-35	35
C6 Urban Core	25-30	30

Notes:

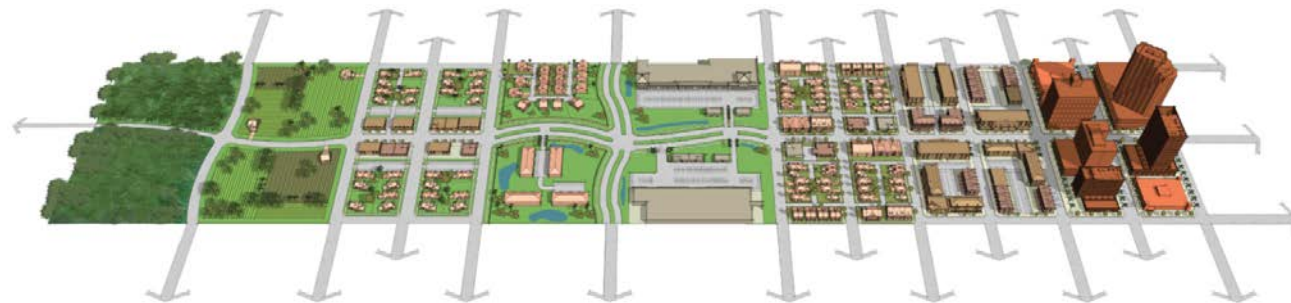
- (1) SIS Minimum Design Speed may be reduced to 35 mph for C2T Context Classification when appropriate design elements are included to support the 35 mph speed, such as on-street parking.
- (2) SIS Minimum Design Speed may be reduced to 45 mph for curbed roadways within C3 Context Classification.
- (3) For SIS facilities on the State Highway System, a selected design speed less than the SIS Minimum Design Speed requires a Design Variation as outlined in *SIS Procedure (Topic No. 525-030-260)*.
- (4) For SIS facilities not on the State Highway System, a selected design speed less than the SIS Minimum Design Speed may be approved by the District Design Engineer following a review by the District Planning (Intermodal Systems Development) Manager.

TARGET SPEED PROCESS



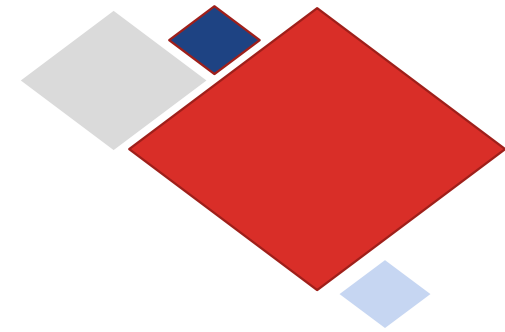
EXAMPLE PROCESS SLIDE

- Context Classification determines range of allowable design speeds
- Target Speed determines appropriate design speed **for project**
- FDM 202 provides tools to achieve target speed (but does not provide \$\$!)
- Final target speed and design speed based on balance of context, project needs, and available resources
- District must make final decision, and locals play critical role
 - Help set the current and future context classification
 - Vision and needs for the project area
 - In some cases, may also assist with funding



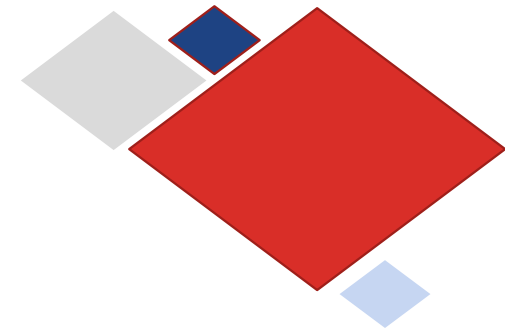
DISTRICT 4 IMPLEMENTATION

- When will target speed be determined?
 - Early in the scoping process
 - Ideally at the time of programming
 - Decisions could affect project scope
 - Multi-disciplinary decision
 - Will be reconfirmed when design commences
 - Projects already programmed / in design
 - Design team will make recommendation to the Target Speed Team



DISTRICT 4 IMPLEMENTATION

- Factors affecting target speed determination:
 - Context Class
 - Local input
 - Public Support
 - Adjacent land uses
 - Safety Issues / Accident History
 - Bicycle / Pedestrian usage
 - 85th percentile speed / observed speeds
 - Future development plans
 - Access Management
 - Any other relevant factors



Questions?



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