

## Park Drive Findings of the Traffic Engineering study to establish the speed limit

- 85<sup>th</sup> percentile speed
  - The speed at or below which 85 percent of a sample of free flowing vehicles is traveling.
  - The Manual on Uniform Traffic Control (MUTCD)
    - Section 2B.13-12 when a speed limit within a speed zone is posted, it should be within 5mph of the 85<sup>th</sup> percentile speed of free flowing traffic.
- The 85<sup>th</sup> percentile speed on Park Drive between Blanton Ave and Shirley Lane
  - 42.5mph
- Average daily traffic for 2015
  - 10,500 vehicles a day
- Functionally classified as a Principal Arterial
- **DPW recommends retaining the existing 35mph speed limit**

## Considerations

- **Institute of Transportation Engineers ITE Committee 4M-25 Speed Zone Guidelines Recommended Practice**
  - “Where speed limits are artificially low, the enforcement tolerance must be high. Since enforcement action against a large proportion of a traffic stream is not possible, the enforcement tolerance must be increased when the speed limit is set below the 85th percentile speed.”
- **National Motorists Association - Don't higher speed limits cause more accidents and traffic fatalities?**
  - “No, if a speed limit is raised to actually reflect real travel speeds, the new higher limit will make the roads safer. When the majority of traffic is traveling at the same speed, traffic flow improves, and there are fewer accidents. Speed alone is rarely the cause of accidents. Differences in speed are the main problem. Reasonable speed limits help traffic to flow at a safer, more uniform pace.”
- **Martin R. Parker. "Effects of Raising and Lowering Speed Limits: Final Report." U.S. Department of Transportation, Federal Highway Administration, 1992 October**
  - “Lowering speed limits more than 5 mi/h (8 km/h) below the 85th percentile speed of traffic did not reduce accidents.”

# Park Drive – Speed samples

