



## **Overall Goal:**

A *DRAFT* Speed Limit Policy and evaluation tool to assist in providing the appropriate and consistent speed limits along Island County roadways.

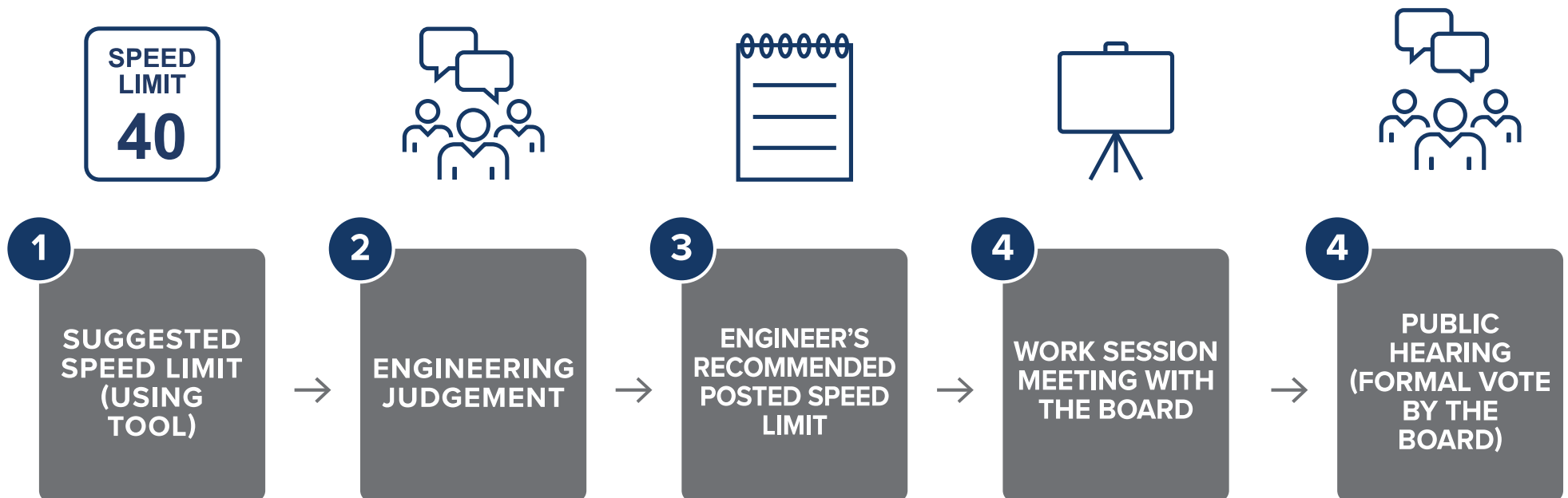
The background image shows a coastal road with a speed limit sign on the right. The sign is white with black text and a black border, displaying 'SPEED LIMIT' and '40'. The road is paved and stretches into the distance, with a grassy area and a body of water on the right. The sky is overcast.

## **Speed Limit Study Limitations:**

- Suggested speed limits do not apply to special use zones (school zones or work zones)
- We are not providing curve warning (advisory speeds)



# SPEED LIMIT RECOMMENDATIONS PROCESS





# SPEED DEFINITIONS

DEFINITION	
POSTED SPEED LIMIT	The <b>maximum speed</b> a driver is legally permitted to travel along a roadway.
OPERATING SPEED	The speed at which motor vehicles <b>generally travel</b> on that road.
85TH PERCENTILE SPEED	The speed of which <b>85% of free-flowing drivers travel</b> at or below.
50TH PERCENTILE SPEED	The speed of which <b>50% of free-flowing drivers travel</b> at or below. Often referred to as the “Median Speed”.
SUGGESTED SPEED LIMIT	Speed limit determined from the Island County <b>Speed Limit Setting Tool’s</b> decision matrix (based on data inputs).
ENGINEER’S RECOMMENDED SPEED LIMIT	Recommended speed limit based on the Suggested Speed Limit and engineering experience and judgment.
DESIGN SPEED	A design control; the speed used to determine the various geometric design features of the roadway.
TARGET SPEED	Speed limit (or range) that is considered appropriate for a given roadway context and set of characteristics.
ADVISORY SPEED (CURVE WARNING)	A speed added to warning signs to inform drivers of a safe travel speed for navigating the roadway ahead (typically a curve or turn). Not a regulatory speed limit.



# SPEED LIMIT SETTING GROUPS

## NCHRP 966 (National Highway Research Program)

TYPE	RURAL	RURAL TOWN	SUBURBAN	URBAN	URBAN CORE
FREEWAY	Limited Access	Limited Access	Limited Access	Limited Access	Limited Access
HIGHWAY/ MAJOR ARTERIAL	Undeveloped	Developed	Developed	Developed	Full Access
MINOR ARTERIAL	Undeveloped	Developed	Developed	Developed	Full Access
COLLECTOR	Undeveloped	Full Access	Developed	Full Access	Full Access
LOCAL	Undeveloped	Full Access	Full Access	Full Access	Full Access

## Island County





### CUSTOM

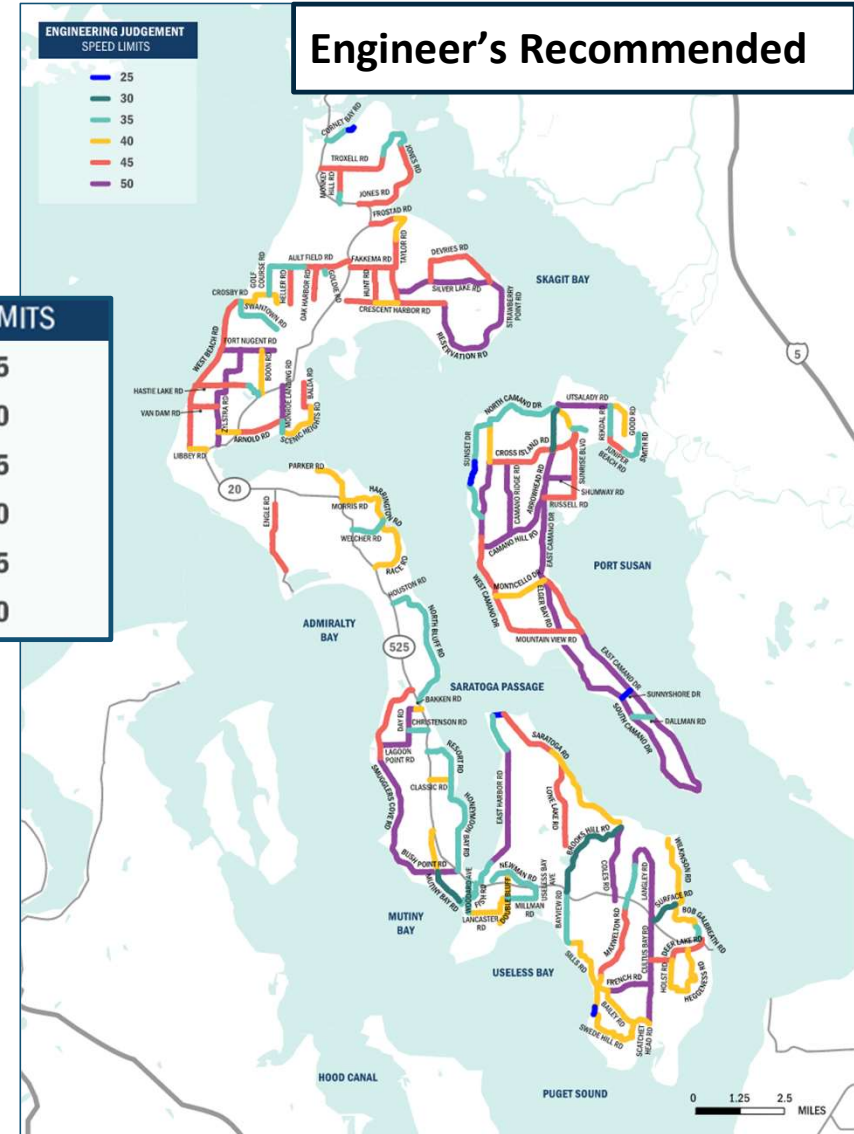
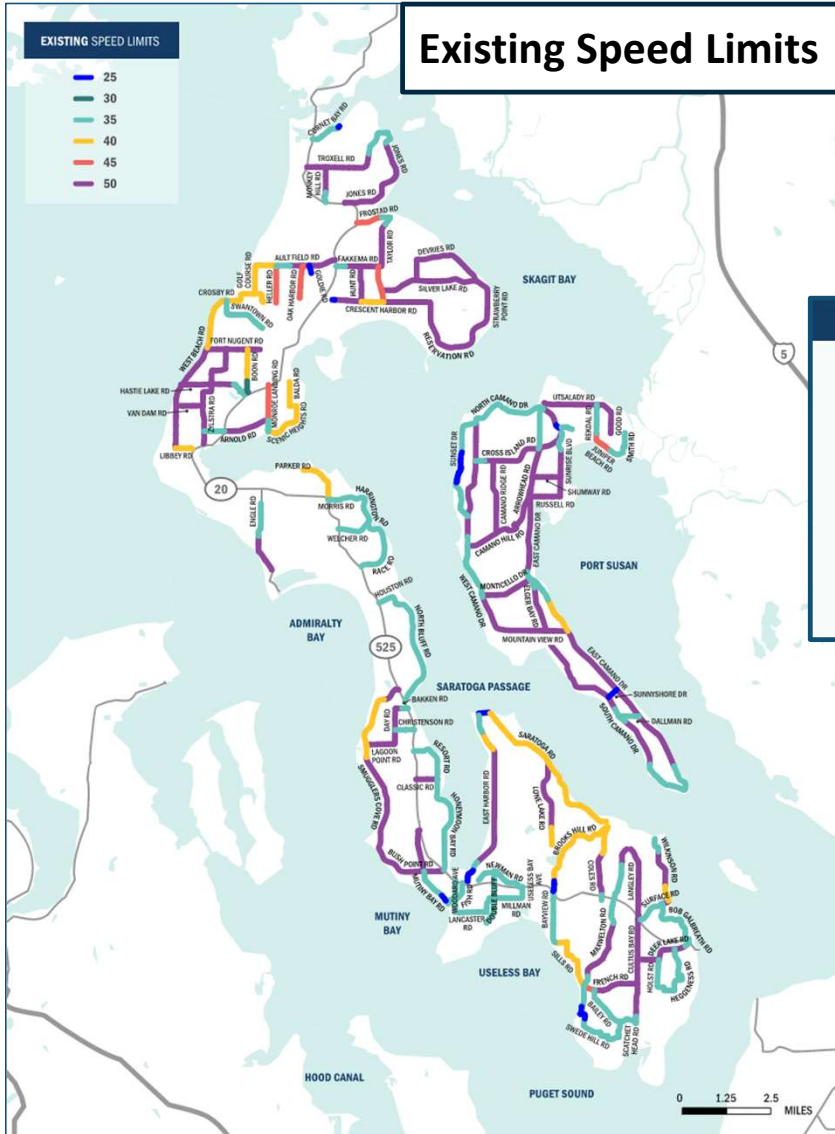
TYPE	RURAL	DENSE RURAL RESIDENTIAL	RURAL TOWN
HIGHWAY/ MAJOR ARTERIAL	Undeveloped	Undeveloped	Developed
MINOR ARTERIAL	Undeveloped	Undeveloped	Developed
COLLECTOR	Undeveloped	Developed	Full Access
LOCAL	Undeveloped	Developed	Full Access



# ROADWAY CONTEXTS

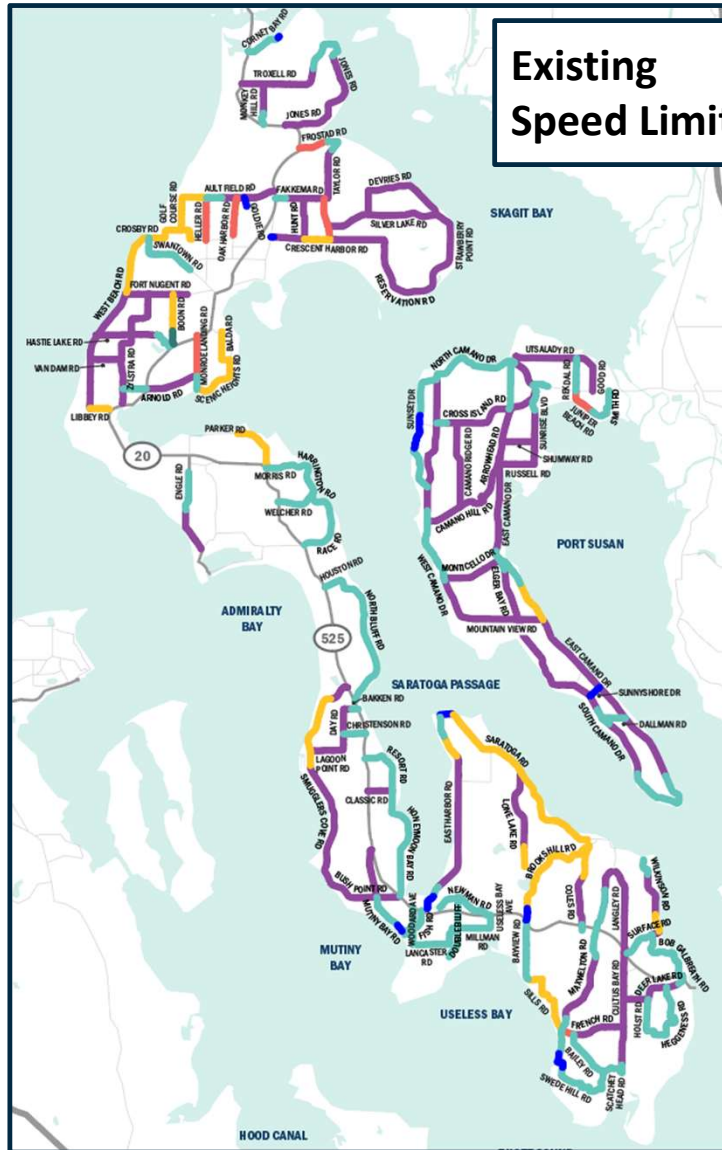
Table 1: Roadway Contexts

ROADWAY CONTEXT	DENSITY	LAND USE / STRUCTURES	SETBACK FROM ROADWAY	REPRESENTATION
RURAL	Zero (0) to One (1) address point per One (1) Acre	Agricultural, natural resource preservation, and outdoor recreation uses with some isolated residential and seasonal / temporary commercial	Setbacks greater than 80 ft	
<b>CUSTOM</b>  <b>DENSE RURAL RESIDENTIAL</b>	Include RAIDS see ICC 17.03.290 Appendix A, or RESIDENTIAL Two (2) or more address points	Residential with some isolated Varied commercial setbacks	Varied setbacks	
RURAL TOWN	May include all the above parameters within a designated area	Mixed use with a larger percentage of commercial	On-street parking and sidewalks with mostly small setbacks (less than 30 ft)	





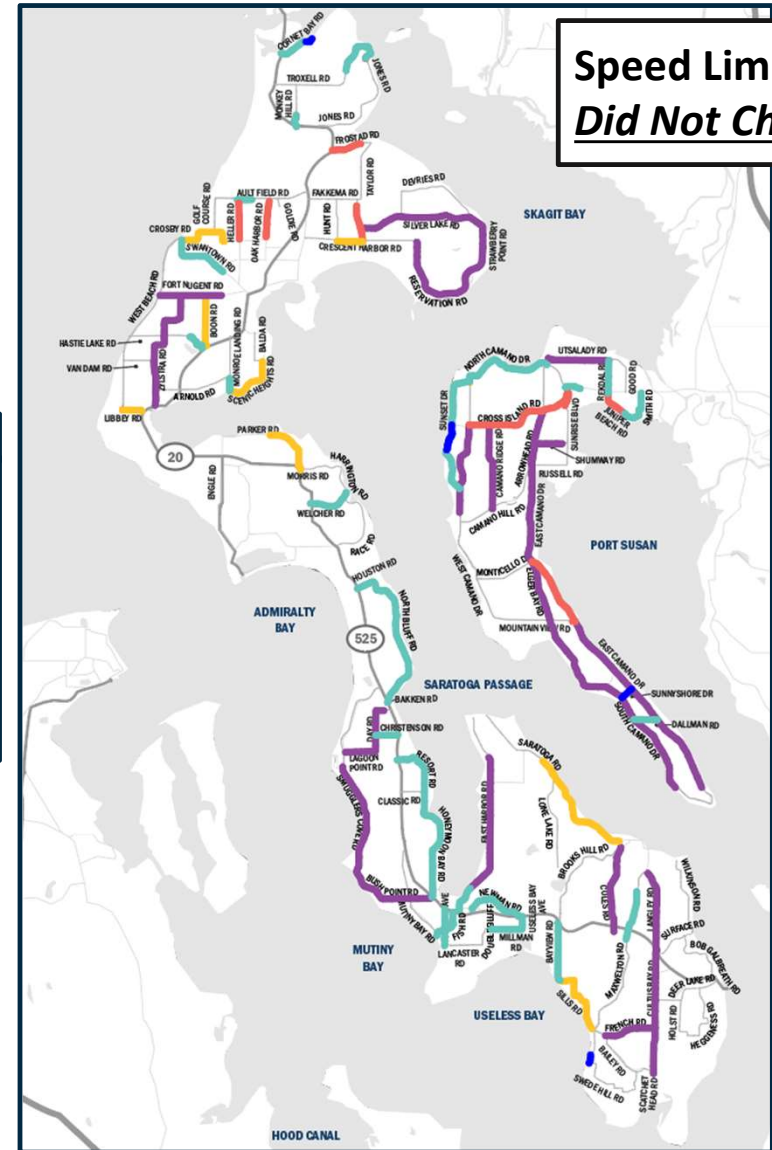
## Existing Speed Limits



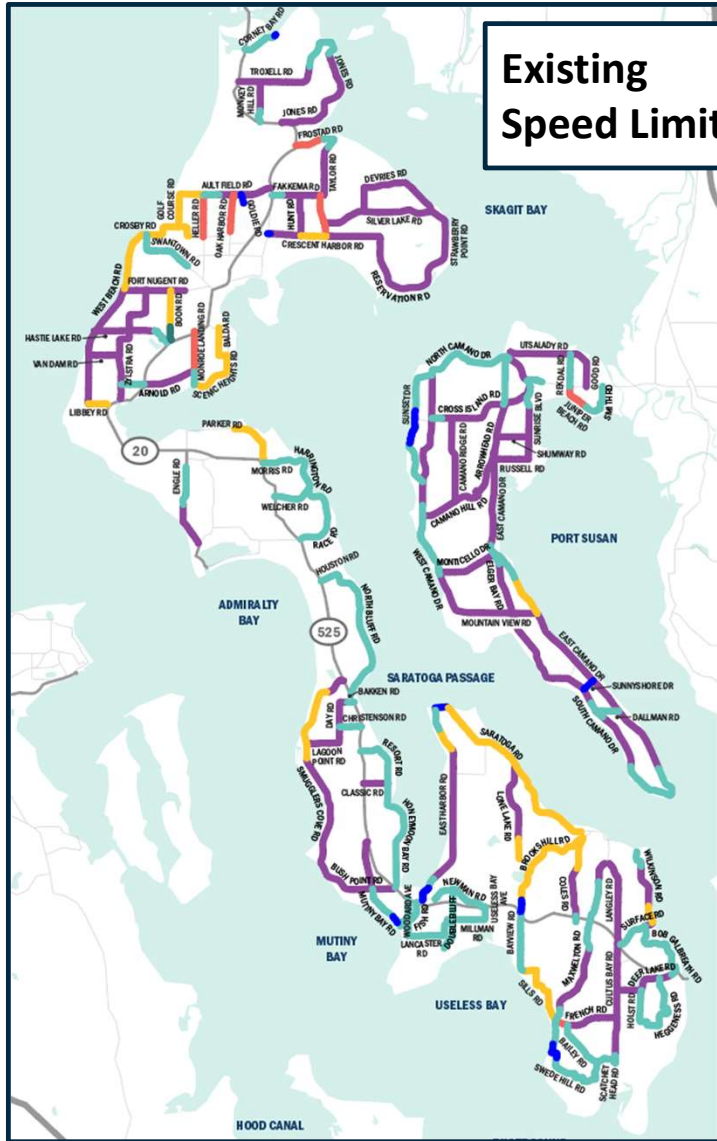
### SPEED LIMITS

- 25
- 30
- 35
- 40
- 45
- 50

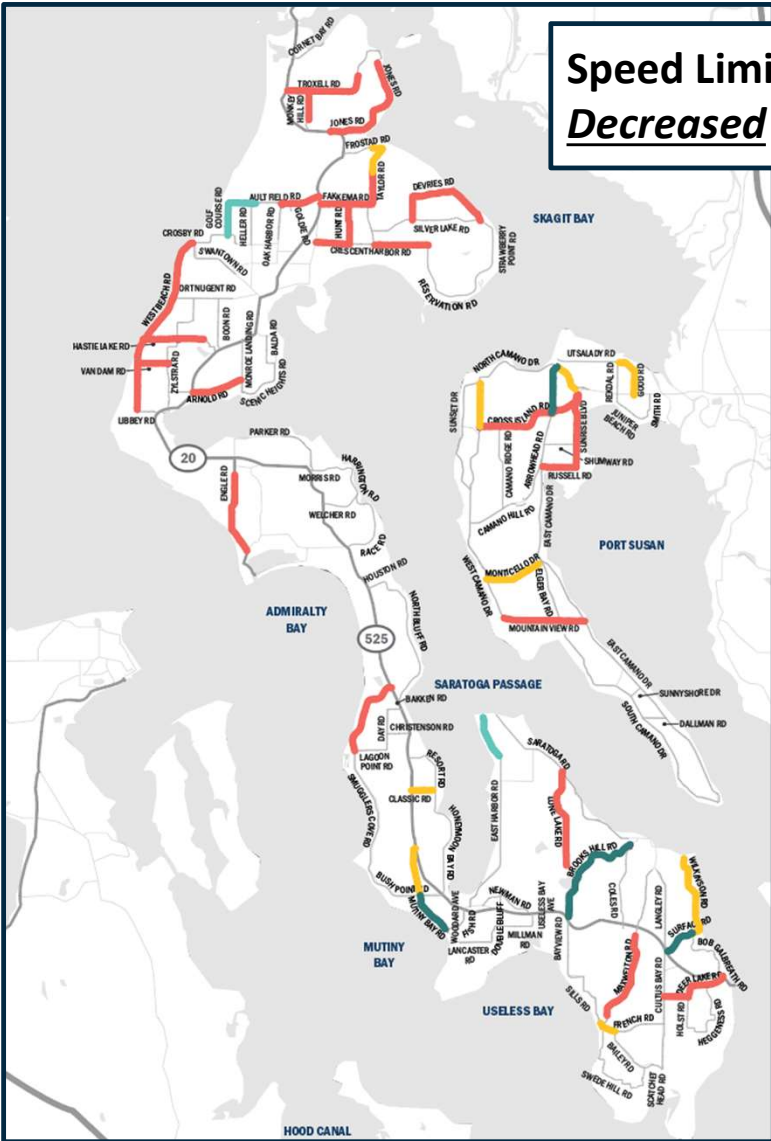
## Speed Limits that Did Not Change







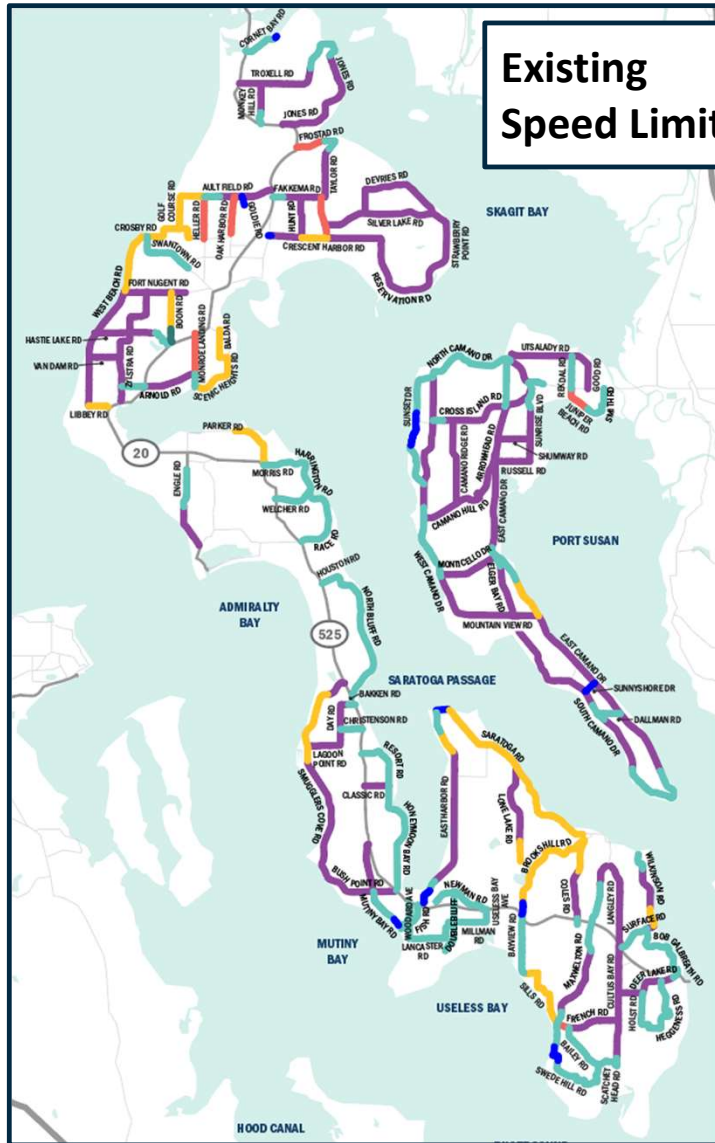
Existing  
Speed Limits



Speed Limits that  
*Decreased*

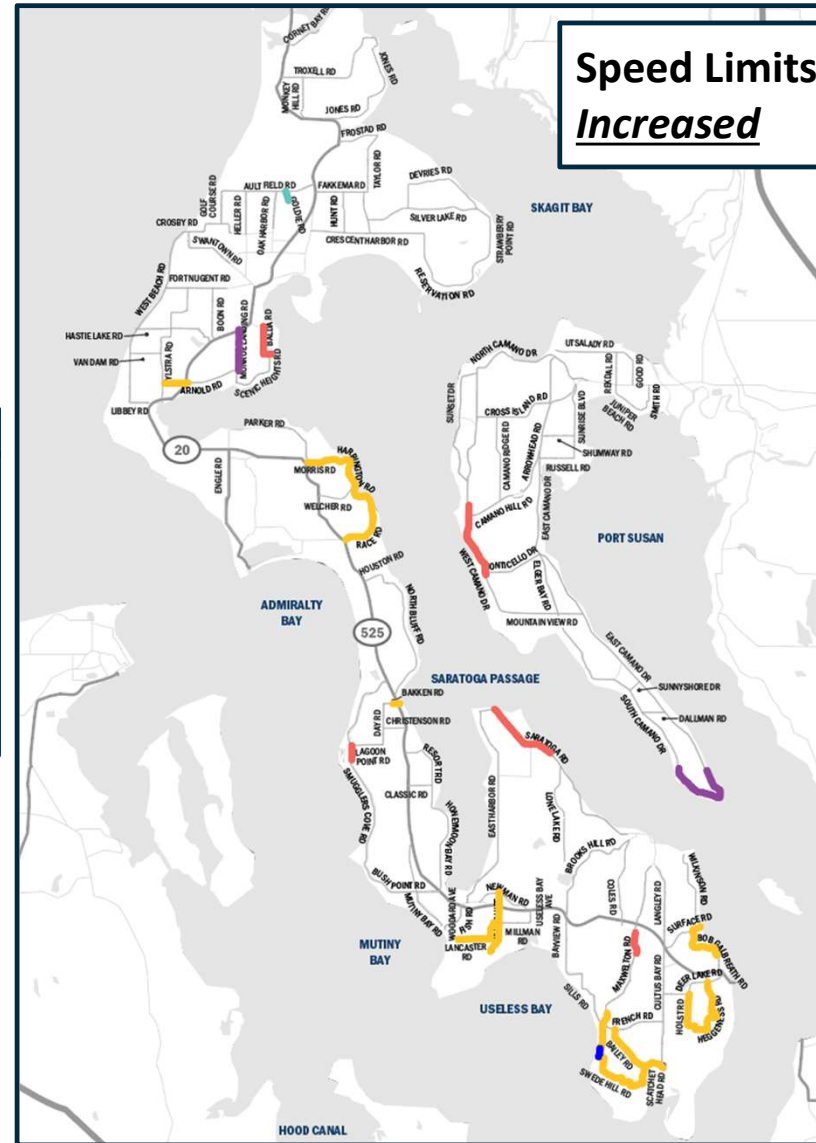


## Existing Speed Limits



SPEED LIMITS	
<span style="color: blue;">■</span>	25
<span style="color: darkgreen;">■</span>	30
<span style="color: teal;">■</span>	35
<span style="color: yellow;">■</span>	40
<span style="color: red;">■</span>	45
<span style="color: purple;">■</span>	50

## Speed Limits that Increased





# SUMMARY OF ENGINEER'S RECOMMENDATION PRELIMINARY RESULTS

VARIABLE	NUMBER OF SEGMENTS
TOTAL NUMBER OF SEGMENTS	144
SEGMENTS WHERE PROPOSED SPEED LIMIT <u>DID NOT CHANGE</u>	75
SEGMENTS WHERE PROPOSED SPEED LIMIT <u>DECREASED</u>	47
SEGMENTS WHERE PROPOSED SPEED LIMIT <u>INCREASED</u>	22