



Overall Goal:

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

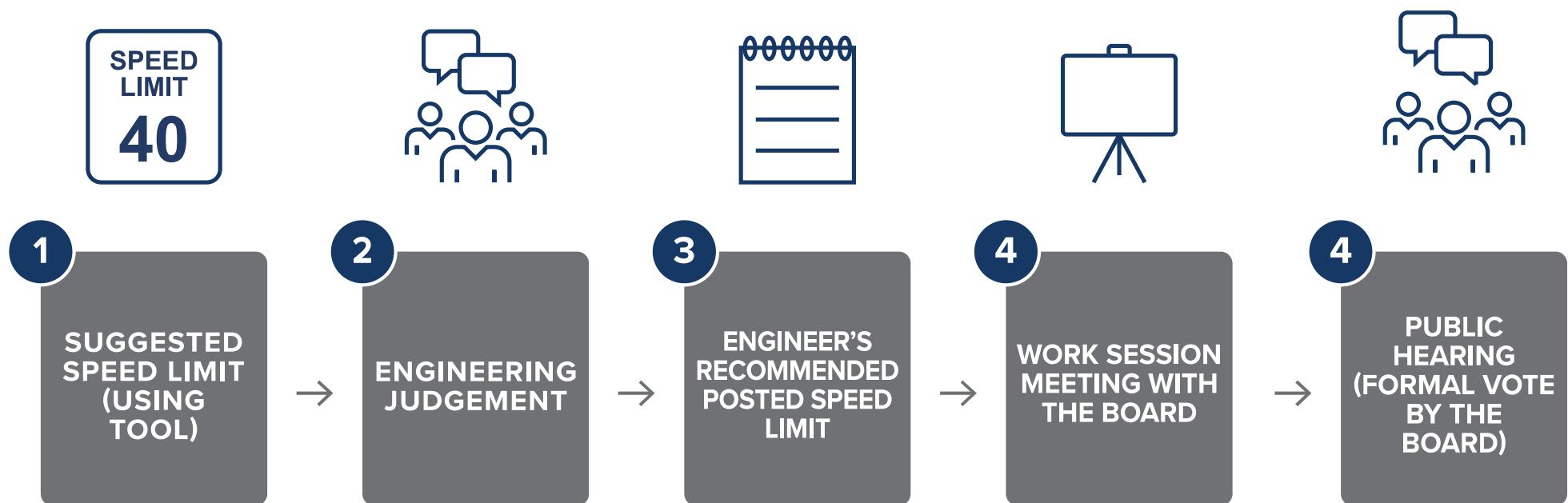
Speed Limit Study Limitations:

- 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 **maximum speed** a driver is legally permitted to travel along a roadway.

OPERATING SPEED The speed at which motor vehicles **generally travel** on that road.

85TH PERCENTILE SPEED The speed of which **85% of free-flowing drivers travel** at or below.

50TH PERCENTILE SPEED The speed of which **50% of free-flowing drivers travel** at or below. Often referred to as the "Median Speed".

SUGGESTED SPEED LIMIT Speed limit determined from the Island County **Speed Limit Setting Tool's** 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 |
| 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

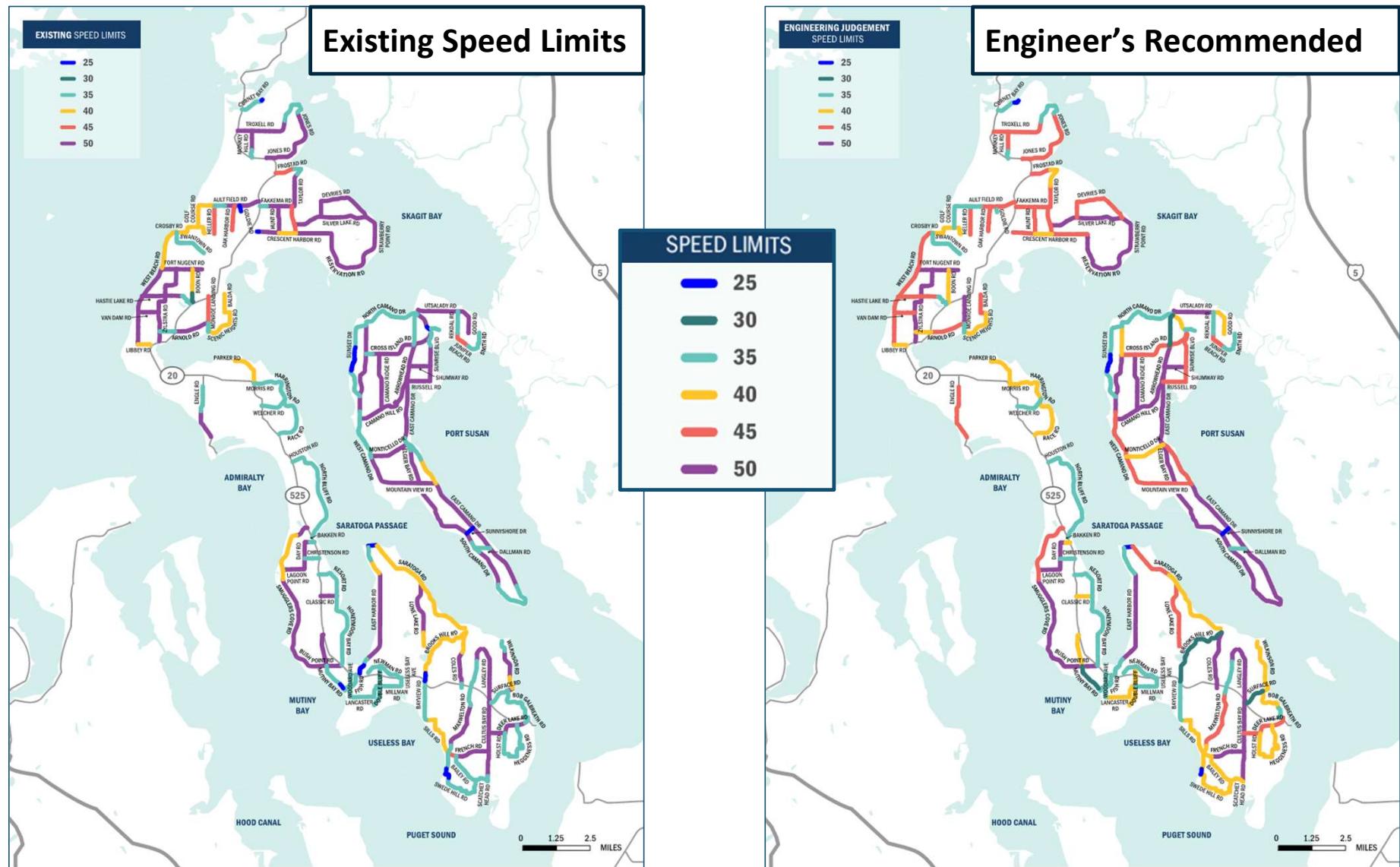
| TYPE | RURAL | DENSE RURAL RESIDENTIAL | RURAL TOWN |
|--------------------------------|-------------|-------------------------|-------------|
| HIGHWAY/ MAJOR ARTERIAL | Undeveloped | Undeveloped | Developed |
| MINOR ARTERIAL | Undeveloped | Undeveloped | Developed |
| COLLECTOR | Undeveloped | Developed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

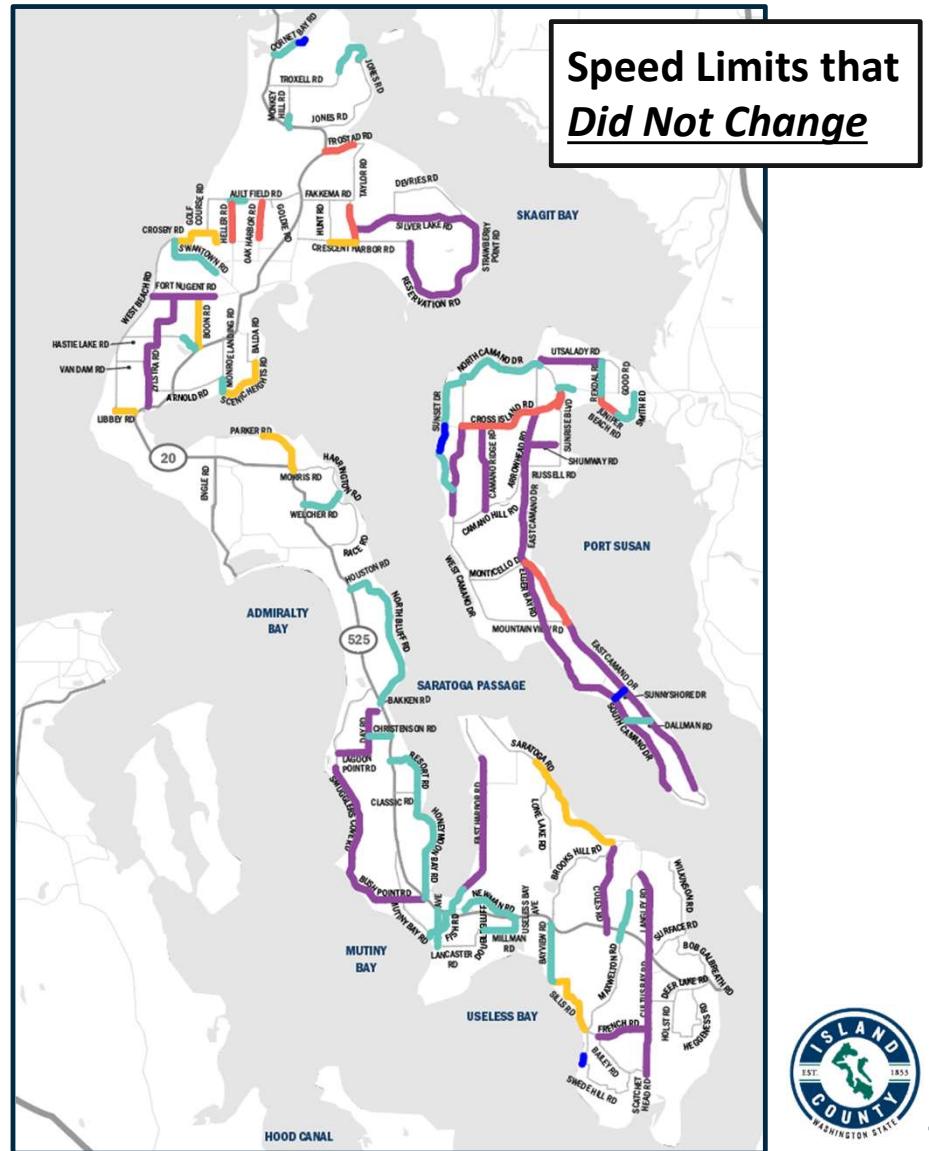
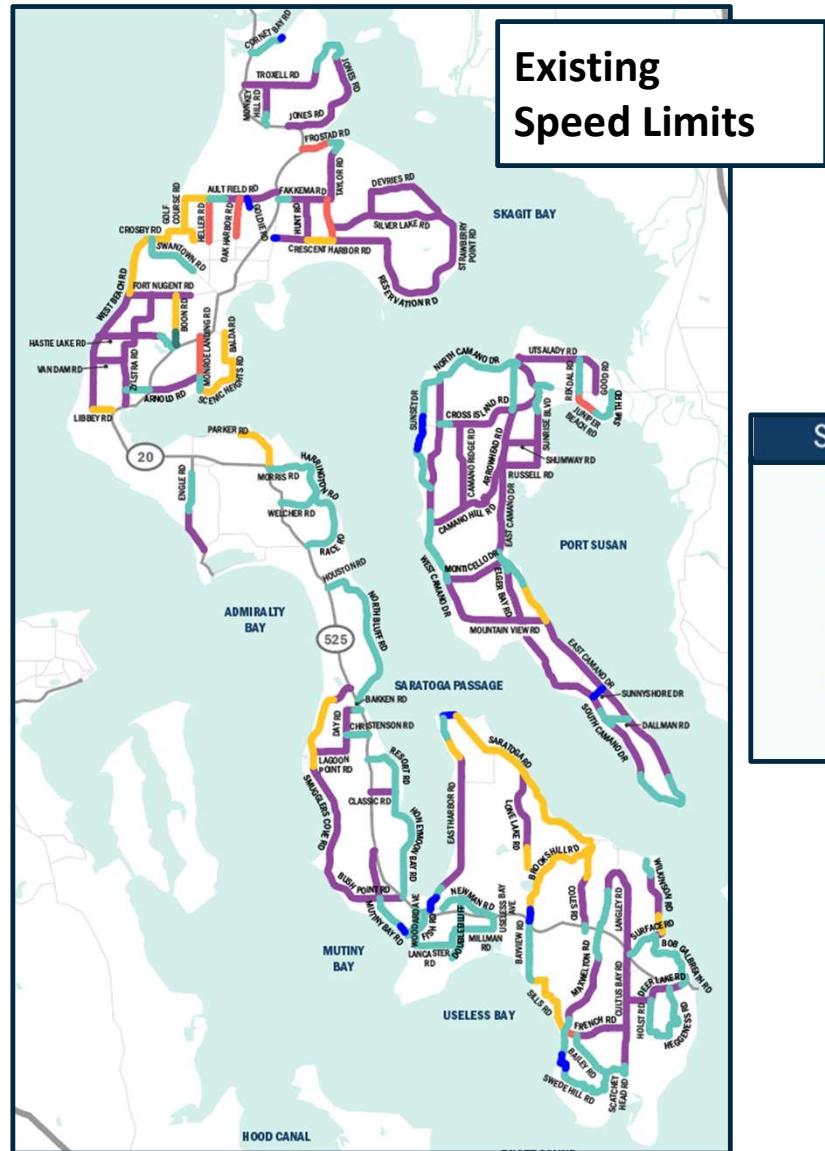


ROADWAY CONTEXTS

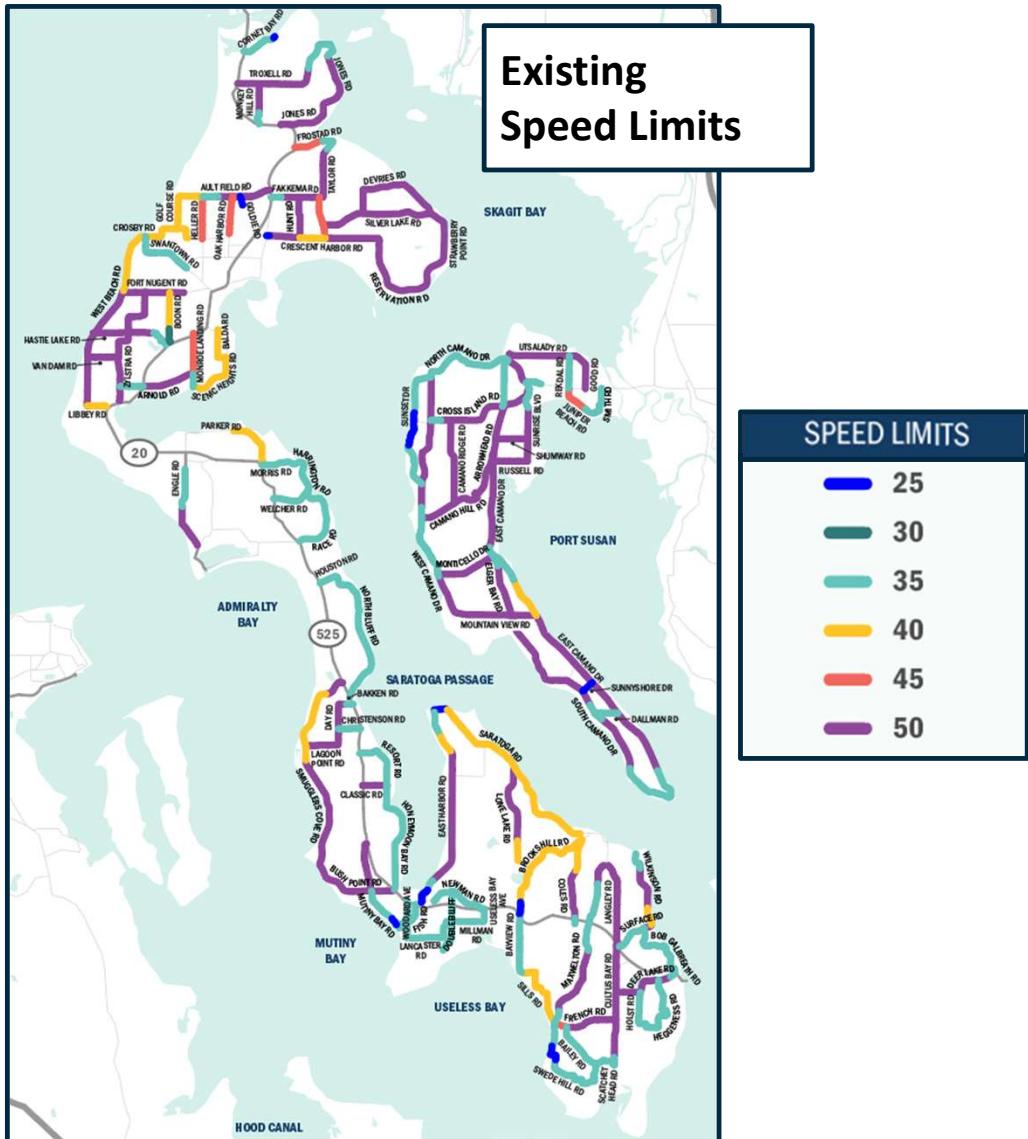
Table 1: Roadway Contexts

| 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 | |
| CUSTOM | DENSE RURAL RESIDENTIAL | Include RAIDS see ICC 17.03.290 Appendix A, or RESIDENTIAL Two (2) or more address points | Residential with some isolated Varied commercial 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) | |

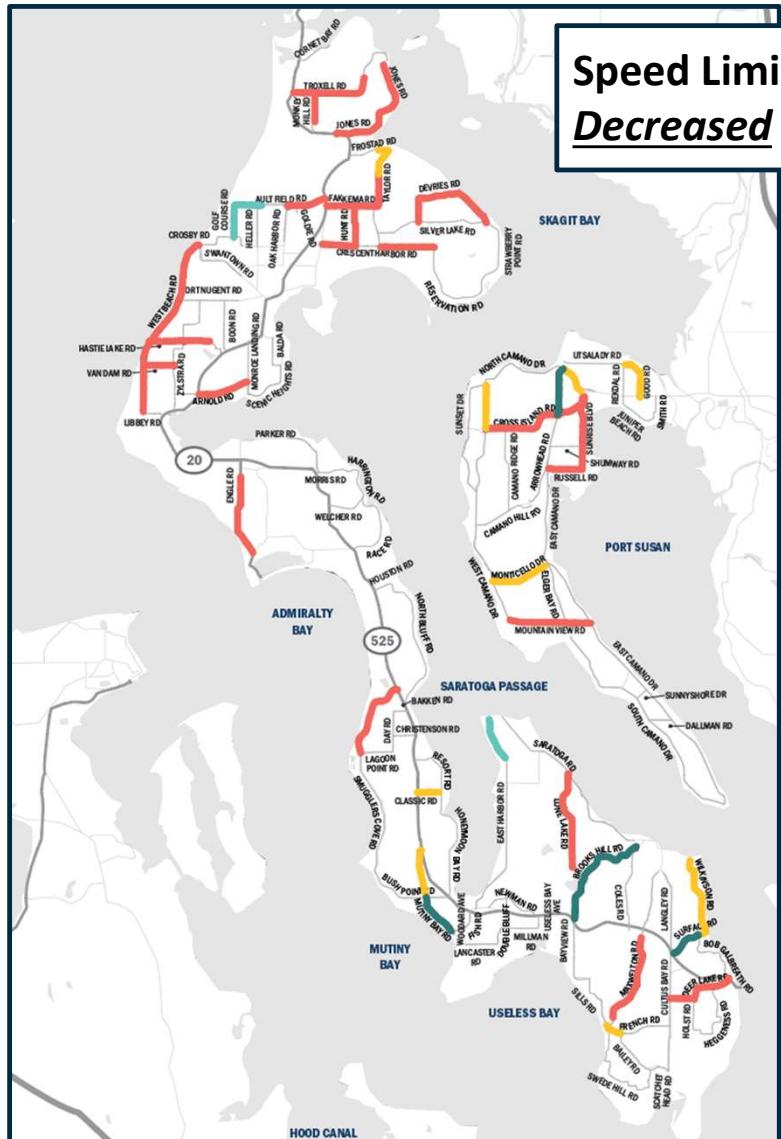


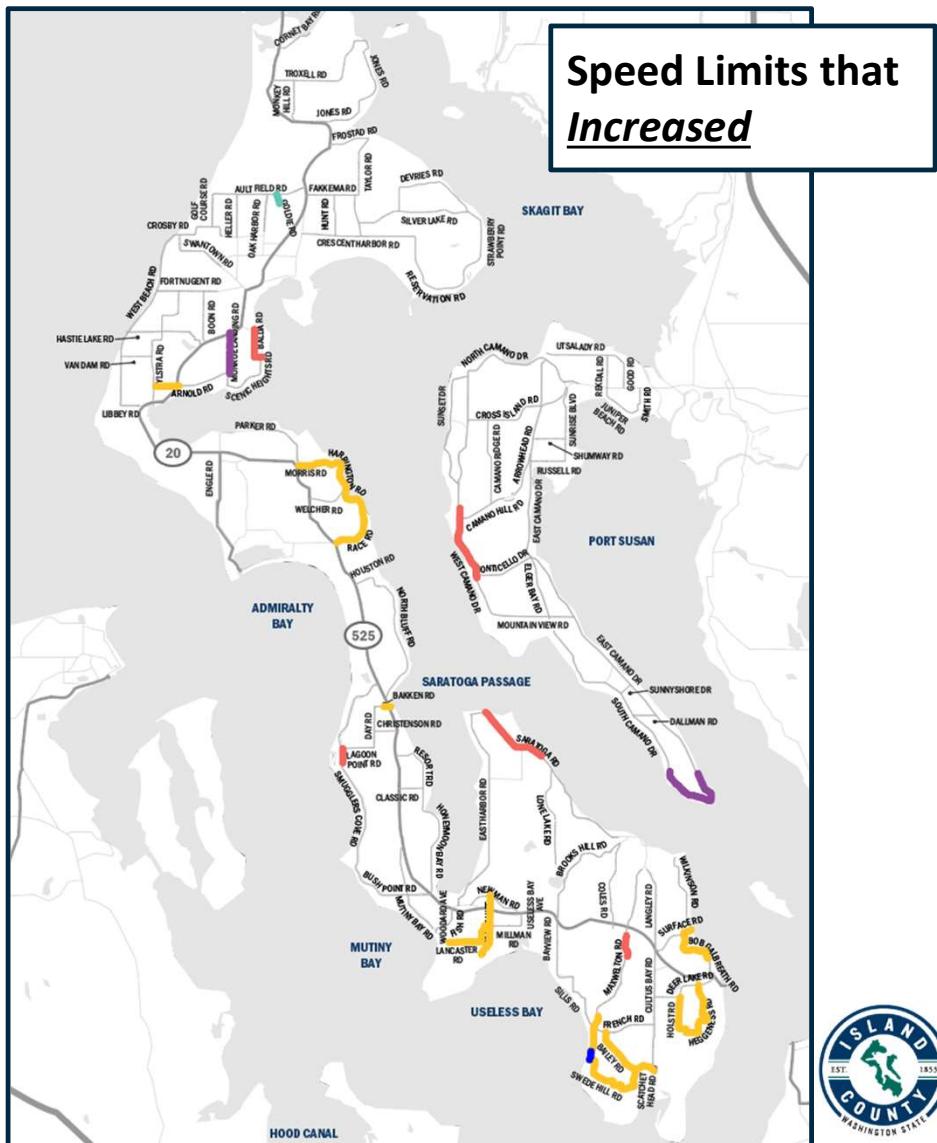
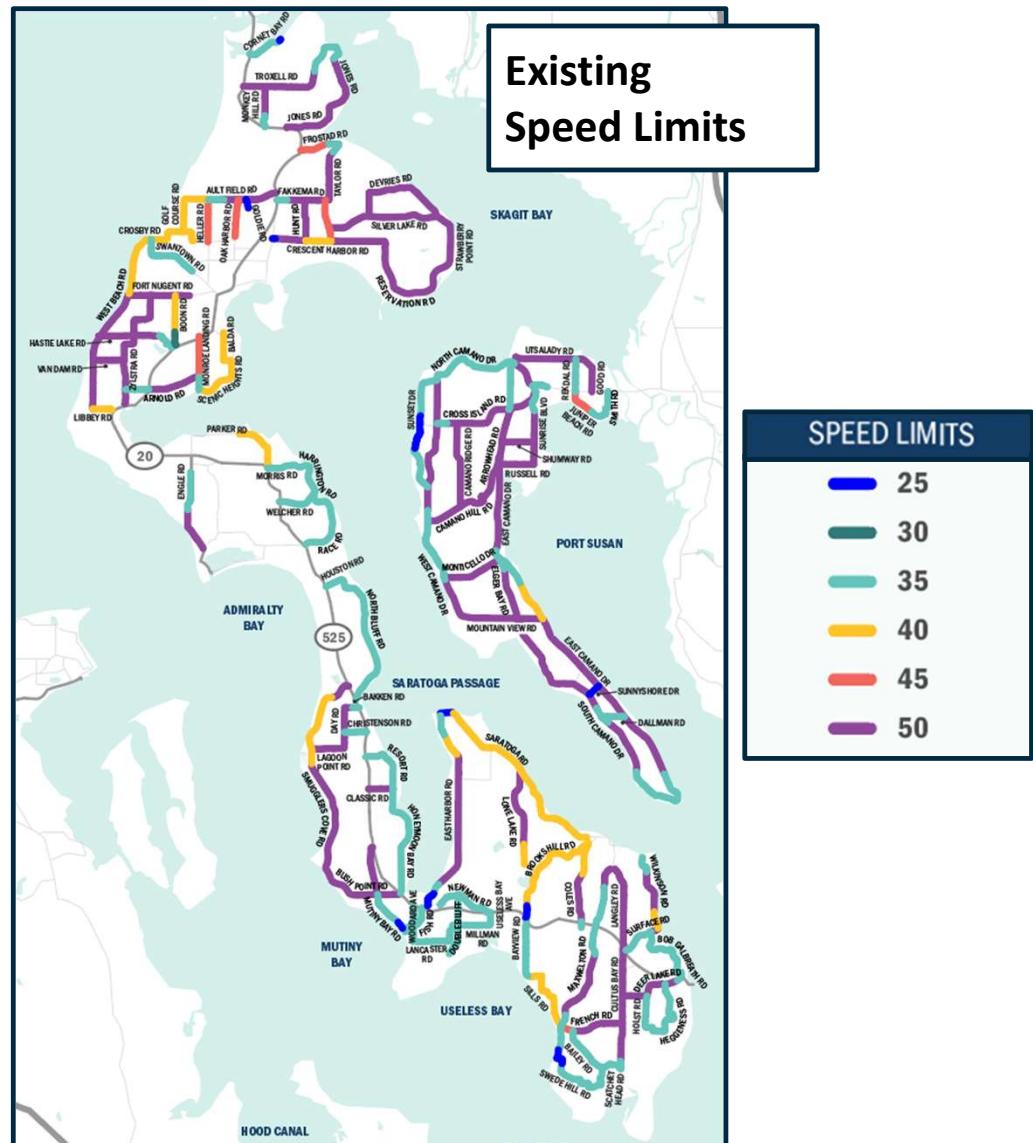


Existing Speed Limits



Speed Limits that Decreased





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 |