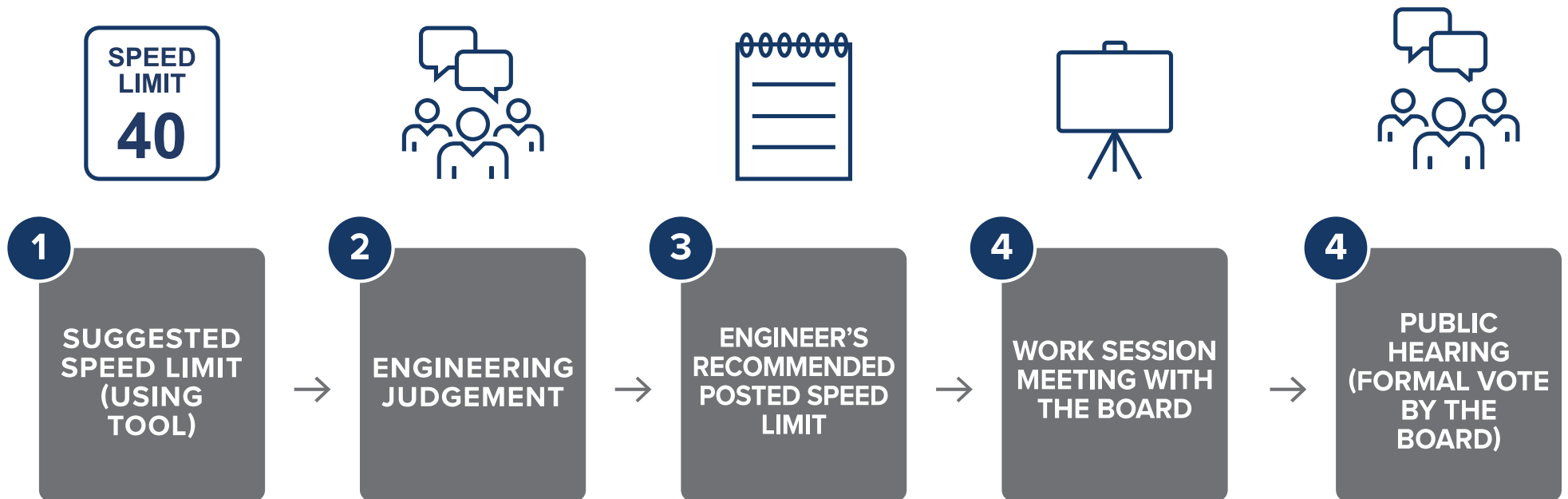




SPEED LIMIT RECOMMENDATIONS PROCESS





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 | 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 |  |
| 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 | 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) |  |



CRASH RATE

- **Calculated Crash Rate for:**
 - *All Severities*
 - *Only Injury Crashes*
- **Included intersection-related crashes on all intersecting roadway legs**
- **Compared segment crash rates to overall study area crash rates**

$$\text{Crash rate per million vehicle miles traveled} = \frac{(C \times 1,000,000)}{(V \times 365 \times N \times L)}$$

- C** Number of crashes in the study period
- V** Daily traffic volumes
- N** Number of years of data
- L** Length of the roadway segments in miles

ANNUAL COLLISION PER MILLION VEHICLE MILES TRAVELED ON COUNTY OWNED ROADS

| | |
|--------------------------|------|
| 2016-2021 ALL CRASHES | 1.92 |
| 2016-2021 INJURY CRASHES | 0.70 |

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 |