USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Belvin 25mph

Analyst: Ning Zou

Date: 10-16-2020

Basic Project Information
Route Name: Belvin St_
From: Bishop St_
To: Scott St_
State: Texas
County: Hays County
City: San Marcos city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 0.58 mile(s)
Statutory Speed Limit: 30 mph
Existing Speed Limit: 30 mph
Adverse Alignment: Yes
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Subdivision
Number of Driveways: 30
Number of Signals: 0

Crash Data Information
Crash Data Years: 0
Crash AADT: N/A
Total Number of Crashes: N/A
Total Number of Injury Crashes: N/A

Traffic Information
85th Percentile Speed: 29 mph
50th Percentile Speed: 23 mph
AADT: 1224 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: High

Recommended Speed Limit: 25

Note: Sections with adverse alignments may need specific 'advisory speed warnings' which may be different from the general speed limit for the section. See Procedures for Setting Advisory Speeds on Curves, Publication No. FHWA-SA-11-22, June 2011, for more guidance.

Note: Crash data were not entered for this project. A comprehensive crash study is a critical component of any traffic engineering study. We suggest that you repeat this process when crash data become available.

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How the Recommended Speed Limit was Calculated

The questions and responses below, and the referenced page numbers, correspond to the flowcharts found in the Decision Rules Flowchart document.

Terms Used in Calculations

- **Closest 85th**: This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th**: This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th**: This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).
- **SL_1**: Speed limit calculated using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL_2**: Speed limit calculated using crash data from the crash module.
- **SL**: Recommended Speed Limit.

Calculate SL_1 Using Site Characteristics (pg. K-23)

Note: The number of signals per mile is being calculated as 0.00 signals per mile.

Note: The number of driveways per mile is being calculated as 51.72 driveways per mile.

Question 1: Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

Results: Yes. There are 0.00 signals per mile, 51.72 driveways per mile, high pedestrian/bicyclist activity, and not high parking activity. **The SL_1 is set to the closest 50th percentile speed (25 mph)**.

Question 2: Are crash data available?

Results: No crash data are available. **The SL is being set equal to SL_1 (25 mph).**

Determine the Final Recommended Speed Limit (pg. K-28)

Question 3: Is the SL less than 20 mph or greater than 50 mph?

Results: The SL (25 mph) is between 20 mph and 50 mph. **The SL remains the same.**

Final Recommendation: The recommended speed limit is 25 mph.

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Gravel 25 mph

Analyst: Ning Zou

Date: 10-16-2020

Basic Project Information
Route Name: Gravel St_
From: 1200 Block
To: 300 Block
State: Texas
County: Hays County
City: San Marcos city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 0.58 mile(s)
Statutory Speed Limit: 30 mph
Existing Speed Limit: 30 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 47
Number of Signals: 0

Crash Data Information
Crash Data Years: 0
Crash AADT: N/A
Total Number of Crashes: N/A
Total Number of Injury Crashes: N/A

Traffic Information
85th Percentile Speed: 27 mph
50th Percentile Speed: 22 mph
AADT: 1385 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: High

Recommended Speed Limit: 20

Note: Crash data were not entered for this project. A comprehensive crash study is a critical component of any traffic engineering study. We suggest that you repeat this process when crash data become available.

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How the Recommended Speed Limit was Calculated

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Terms Used in Calculations

- **Closest 85th**: This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th**: This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th**: This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).
- **SL_1**: Speed limit calculated using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL_2**: Speed limit calculated using crash data from the crash module.
- **SL**: Recommended Speed Limit.

Calculate SL_1 Using Site Characteristics (pg. K-23)

Note: The number of signals per mile is being calculated as 0.00 signals per mile.

Note: The number of driveways per mile is being calculated as 81.03 driveways per mile.

Question 1: Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

Results: Yes. There are 0.00 signals per mile, 81.03 driveways per mile, high pedestrian/bicyclist activity, and not high parking activity. **The SL_1 is set to the closest 50th percentile speed (20 mph)**.

Question 2: Are crash data available?

Results: No crash data are available. **The SL is being set equal to SL_1 (20 mph).**

Determine the Final Recommended Speed Limit (pg. K-28)

Question 3: Is the SL less than 20 mph or greater than 50 mph?

Results: The SL (20 mph) is between 20 mph and 50 mph. **The SL remains the same.**

Final Recommendation: The recommended speed limit is 20 mph.

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Hutchison 25 mph

Analyst: Ning Zou

Date: 10-16-2020

Basic Project Information
Route Name: Hutchison
From: Scott St_
To: Moore St_
State: Texas
County: Hays County
City: San Marcos city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 0.2 mile(s)
Statutory Speed Limit: 30 mph
Existing Speed Limit: 30 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 16
Number of Signals: 1

Crash Data Information
Crash Data Years: 0
Crash AADT: N/A
Total Number of Crashes: N/A
Total Number of Injury Crashes: N/A

Traffic Information
85th Percentile Speed: 32 mph
50th Percentile Speed: 26 mph
AADT: 1602 veh/day
On Street Parking and Usage: High
Pedestrian / Bicyclist Activity: High

Recommended Speed Limit: 25

Note: Crash data were not entered for this project. A comprehensive crash study is a critical component of any traffic engineering study. We suggest that you repeat this process when crash data become available.

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How the Recommended Speed Limit was Calculated

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Terms Used in Calculations

- **Closest 85th**: This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th**: This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th**: This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).
- **SL_1**: Speed limit calculated using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL_2**: Speed limit calculated using crash data from the crash module.
- **SL**: Recommended Speed Limit.

Calculate SL_1 Using Site Characteristics (pg. K-23)

Note: The number of signals per mile is being calculated as 5.00 signals per mile.

Note: The number of driveways per mile is being calculated as 80.00 driveways per mile.

Question 1: Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

Results: Yes. There are 5.00 signals per mile, 80.00 driveways per mile, high pedestrian/bicyclist activity, and high parking activity. **The SL_1 is set to the closest 50th percentile speed (25 mph)**.

Question 2: Are crash data available?

Results: No crash data are available. **The SL is being set equal to SL_1 (25 mph).**

Determine the Final Recommended Speed Limit (pg. K-28)

Question 3: Is the SL less than 20 mph or greater than 50 mph?

Results: The SL (25 mph) is between 20 mph and 50 mph. **The SL remains the same.**

Final Recommendation: The recommended speed limit is 25 mph.

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Jackman 25mph

Analyst: Ning Zou

Date: 10-19-2020

Basic Project Information
Route Name: Jackman
From: San Antonio St
To: Gravel St_
State: Texas
County: Hays County
City: San Marcos city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 0.31 mile(s)
Statutory Speed Limit: 30 mph
Existing Speed Limit: 30 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Subdivision
Number of Driveways: 22
Number of Signals: 0

Crash Data Information
Crash Data Years: 0
Crash AADT: N/A
Total Number of Crashes: N/A
Total Number of Injury Crashes: N/A

Traffic Information
85th Percentile Speed: 28 mph
50th Percentile Speed: 22 mph
AADT: 583 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High

Recommended Speed Limit: 20

Note: Crash data were not entered for this project. A comprehensive crash study is a critical component of any traffic engineering study. We suggest that you repeat this process when crash data become available.

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How the Recommended Speed Limit was Calculated

The questions and responses below, and the referenced page numbers, correspond to the flowcharts found in the Decision Rules Flowchart document.

Terms Used in Calculations

- **Closest 85th**: This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th**: This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th**: This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).
- **SL_1**: Speed limit calculated using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL_2**: Speed limit calculated using crash data from the crash module.
- **SL**: Recommended Speed Limit.

Calculate SL_1 Using Site Characteristics (pg. K-23)

Note: The number of signals per mile is being calculated as 0.00 signals per mile.

Note: The number of driveways per mile is being calculated as 70.97 driveways per mile.

Question 1: Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

Results: Yes. There are 0.00 signals per mile, 70.97 driveways per mile, not high pedestrian/bicyclist activity, and not high parking activity. **The SL_1 is set to the closest 50th percentile speed (20 mph)**.

Question 2: Are crash data available?

Results: No crash data are available. **The SL is being set equal to SL_1 (20 mph).**

Determine the Final Recommended Speed Limit (pg. K-28)

Question 3: Is the SL less than 20 mph or greater than 50 mph?

Results: The SL (20 mph) is between 20 mph and 50 mph. **The SL remains the same.**

Final Recommendation: The recommended speed limit is 20 mph.

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Lindsey 25mph

Analyst: Ning Zou

Date: 10-19-2020

Basic Project Information
Route Name: Linsey St_
From: Scott St_
To: Moore St_
State: Texas
County: Hays County
City: San Marcos city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 0.205 mile(s)
Statutory Speed Limit: 30 mph
Existing Speed Limit: 30 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Subdivision
Number of Driveways: 21
Number of Signals: 0

Crash Data Information
Crash Data Years: 0
Crash AADT: N/A
Total Number of Crashes: N/A
Total Number of Injury Crashes: N/A

Traffic Information
85th Percentile Speed: 27 mph
50th Percentile Speed: 22 mph
AADT: 94 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High

Recommended Speed Limit: 20

Note: Crash data were not entered for this project. A comprehensive crash study is a critical component of any traffic engineering study. We suggest that you repeat this process when crash data become available.

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How the Recommended Speed Limit was Calculated

The questions and responses below, and the referenced page numbers, correspond to the flowcharts found in the Decision Rules Flowchart document.

Terms Used in Calculations

- **Closest 85th**: This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th**: This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th**: This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).
- **SL_1**: Speed limit calculated using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL_2**: Speed limit calculated using crash data from the crash module.
- **SL**: Recommended Speed Limit.

Calculate SL_1 Using Site Characteristics (pg. K-23)

Note: The number of signals per mile is being calculated as 0.00 signals per mile.

Note: The number of driveways per mile is being calculated as 102.44 driveways per mile.

Question 1: Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

Results: Yes. There are 0.00 signals per mile, 102.44 driveways per mile, not high pedestrian/bicyclist activity, and not high parking activity. **The SL_1 is set to the closest 50th percentile speed (20 mph)**.

Question 2: Are crash data available?

Results: No crash data are available. **The SL is being set equal to SL_1 (20 mph).**

Determine the Final Recommended Speed Limit (pg. K-28)

Question 3: Is the SL less than 20 mph or greater than 50 mph?

Results: The SL (20 mph) is between 20 mph and 50 mph. **The SL remains the same.**

Final Recommendation: The recommended speed limit is 20 mph.

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Mitchell 25 mph

Analyst: Ning Zou

Date: 10-19-2020

Basic Project Information
Route Name: Mitchell St_
From: MLK Dr_
To: Gravel St
State: Texas
County: Hays County
City: San Marcos city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 0.26 mile(s)
Statutory Speed Limit: 30 mph
Existing Speed Limit: 30 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Subdivision
Number of Driveways: 15
Number of Signals: 0

Crash Data Information
Crash Data Years: 0
Crash AADT: N/A
Total Number of Crashes: N/A
Total Number of Injury Crashes: N/A

Traffic Information
85th Percentile Speed: 34 mph
50th Percentile Speed: 28 mph
AADT: 818 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High

Recommended Speed Limit: 30

Note: Crash data were not entered for this project. A comprehensive crash study is a critical component of any traffic engineering study. We suggest that you repeat this process when crash data become available.

Note: A speed zone of 0.26 miles is generally too short for the recommended speed limit. Consider lengthening the speed zone (if that is possible) or using the speed limits from adjacent sections (if they are appropriate for this section). If the speed and other data you provided are representative of conditions for this short section, then the speed limit noted above may be considered.

How the Recommended Speed Limit was Calculated

The questions and responses below, and the referenced page numbers, correspond to the flowcharts found in the Decision Rules Flowchart document.

Terms Used in Calculations

- **Closest 85th**: This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th**: This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th**: This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).
- **SL_1**: Speed limit calculated using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL_2**: Speed limit calculated using crash data from the crash module.
- **SL**: Recommended Speed Limit.

Calculate SL_1 Using Site Characteristics (pg. K-23)

Note: The number of signals per mile is being calculated as 0.00 signals per mile.

Note: The number of driveways per mile is being calculated as 57.69 driveways per mile.

Question 1: Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

Results: No. There are 0.00 signals per mile, 57.69 driveways per mile, not high pedestrian/bicyclist activity, and not high parking activity.

Question 2: Are there between 40 and 60 driways per mile, more than 3 signals per mile, and the area type is commercial or residential-collector?

Results: No. There are 57.69 driveways per mile, 0.00 signals per mile, and the area type is residential-subdivision. **The SL_1 is set to the closest 85th speed (30 mph)**.

Question 3: Are crash data available?

Results: No crash data are available. **The SL is being set equal to SL_1 (30 mph).**

Determine the Final Recommended Speed Limit (pg. K-28)

Question 4: Is the SL less than 20 mph or greater than 50 mph?

Results: The SL (30 mph) is between 20 mph and 50 mph. **The SL remains the same.**

Final Recommendation: The recommended speed limit is 30 mph.

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: MLK 25mph

Analyst: Ning Zou

Date: 10-19-2020

Basic Project Information
Route Name: W MLK Dr_
From: West dead end
To: Shady Ln_
State: Texas
County: Hays County
City: San Marcos city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 0.71 mile(s)
Statutory Speed Limit: 30 mph
Existing Speed Limit: 30 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Subdivision
Number of Driveways: 60
Number of Signals: 0

Crash Data Information
Crash Data Years: 0
Crash AADT: N/A
Total Number of Crashes: N/A
Total Number of Injury Crashes: N/A

Traffic Information
85th Percentile Speed: 30 mph
50th Percentile Speed: 26 mph
AADT: 981 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High

Recommended Speed Limit: 25

Note: Crash data were not entered for this project. A comprehensive crash study is a critical component of any traffic engineering study. We suggest that you repeat this process when crash data become available.

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How the Recommended Speed Limit was Calculated

The questions and responses below, and the referenced page numbers, correspond to the flowcharts found in the Decision Rules Flowchart document.

Terms Used in Calculations

- **Closest 85th**: This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th**: This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th**: This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).
- **SL_1**: Speed limit calculated using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL_2**: Speed limit calculated using crash data from the crash module.
- **SL**: Recommended Speed Limit.

Calculate SL_1 Using Site Characteristics (pg. K-23)

Note: The number of signals per mile is being calculated as 0.00 signals per mile.

Note: The number of driveways per mile is being calculated as 84.51 driveways per mile.

Question 1: Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

Results: Yes. There are 0.00 signals per mile, 84.51 driveways per mile, not high pedestrian/bicyclist activity, and not high parking activity. **The SL_1 is set to the closest 50th percentile speed (25 mph)**.

Question 2: Are crash data available?

Results: No crash data are available. **The SL is being set equal to SL_1 (25 mph).**

Determine the Final Recommended Speed Limit (pg. K-28)

Question 3: Is the SL less than 20 mph or greater than 50 mph?

Results: The SL (25 mph) is between 20 mph and 50 mph. **The SL remains the same.**

Final Recommendation: The recommended speed limit is 25 mph.

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: San Antonio 25 mph

Analyst: Ning Zou

Date: 10-19-2020

Basic Project Information
Route Name: San Antonio
From: Hopkins St_
To: Harvey St_
State: Texas
County: Hays County
City: San Marcos city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 1.07 mile(s)
Statutory Speed Limit: 30 mph
Existing Speed Limit: 30 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 65
Number of Signals: 0

Crash Data Information
Crash Data Years: 0
Crash AADT: N/A
Total Number of Crashes: N/A
Total Number of Injury Crashes: N/A

Traffic Information
85th Percentile Speed: 32 mph
50th Percentile Speed: 27 mph
AADT: 5358 veh/day
On Street Parking and Usage: High
Pedestrian / Bicyclist Activity: High

Recommended Speed Limit: 25

Note: Crash data were not entered for this project. A comprehensive crash study is a critical component of any traffic engineering study. We suggest that you repeat this process when crash data become available.

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How the Recommended Speed Limit was Calculated

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Terms Used in Calculations

- **Closest 85th**: This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th**: This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th**: This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).
- **SL_1**: Speed limit calculated using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL_2**: Speed limit calculated using crash data from the crash module.
- **SL**: Recommended Speed Limit.

Calculate SL_1 Using Site Characteristics (pg. K-23)

Note: The number of signals per mile is being calculated as 0.00 signals per mile.

Note: The number of driveways per mile is being calculated as 60.75 driveways per mile.

Question 1: Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

Results: Yes. There are 0.00 signals per mile, 60.75 driveways per mile, high pedestrian/bicyclist activity, and high parking activity. **The SL_1 is set to the closest 50th percentile speed (25 mph)**.

Question 2: Are crash data available?

Results: No crash data are available. **The SL is being set equal to SL_1 (25 mph).**

Determine the Final Recommended Speed Limit (pg. K-28)

Question 3: Is the SL less than 20 mph or greater than 50 mph?

Results: The SL (25 mph) is between 20 mph and 50 mph. **The SL remains the same.**

Final Recommendation: The recommended speed limit is 25 mph.