

# USLIMITS2 Speed Zoning Report

## Project Overview

**Project Name:** Forest Hills Traffic Study

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**Date:** 2021-05-24

### Basic Project Information

Route Name: Quail Creek St.

From: 100

To: 200

State: Texas

County: Hays County

City: San Marcos city

Route Type: Road Section in Developed Area

Route Status: Existing

### 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: 31 mph

50th Percentile Speed: 25 mph

AADT: 280 veh/day

On Street Parking and Usage: Not High

Pedestrian / Bicyclist Activity: Not High

### Roadway Information

Section Length: 0.33 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-Collector/Arterial

Number of Driveways: 23

Number of Signals: 0

**Project Description:** Traffic speed and roadway safety assessment

### Recommended Speed Limit:



**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 Determined

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

### Terms Used in the Recommendation

- **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 determined using site characteristics (e.g., AADT, interchange spacing, roadside

- hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL\_2**: Speed limit determined using crash data from the crash module.
- **SL**: Recommended Speed Limit.

#### Determine 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 69.70 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, 69.70 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.**