## Unposted Speed Limits

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## How speed limits are determined

Engineering approach – 85<sup>th</sup> percentile travel speed

Expert system approach – set by a computer program

Optimization – set to minimize the total societal costs of transit

 Injury minimization/safety system approach – set according to crash types and data

## Denver's Unposted Speed Limits

#### According to DRMC Sec. 54-157 unposted speed limits are:

- Fifteen (15) miles per hour in alleys;
- Twenty (20) miles per hour on park roadways;
- Twenty-five (25) miles per hour on streets and highways

#### Who has the authority?

- The City Traffic Engineer has the power and authority to determine the basic maximum speed limit §54-43(a). D.R.M.C.
- The Colorado Department of Transportation and local authorities may change the speed limit for any road under their respective jurisdictions if the department or local authority determine that the speed limit is unreasonable for safe road or traffic conditions. §42-4-1101 (4), C.R.S.

#### **Seattle**

- Non-arterials streets shall not exceed 20 mph
- Arterial streets shall not exceed
  25 mph
- Recently lowered speed limit in 2016 as a part of its Vision Zero strategy



#### **Portland**

- Residential streets set at 20 mph
- Narrow residential streets are set at 15 mph
- Portland Bureau of Transportation (PBOT) has authority over designating speed limits
- Recently lowered unposted speed limits in alignment with Vision Zero strategy



#### **Minneapolis**

- The state transportation authority determines minimum speed limits
- Local municipalities must request MnDOT perform engineering traffic study
- Local authorities have the authority to reduce speed limits to 25 mph on residential roadways



#### San Francisco

- San Francisco's Municpal Transportation Authority determines speed limits
- San Francisco lowered its speed limits in areas that have experienced high pedestrian injury from 30 mph to 25 mph
- The decision to lower speed limits was in alignment with its Vision Zero plan



# Arguments For Reducing Unposted Speed Limits

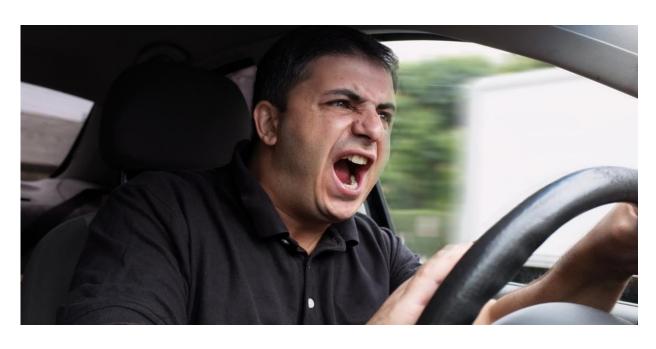


 Significantly reduces pedestrian and cyclist death or injury

Can reduce or eliminate crashes

 Aligns with Denver's Vision Zero goals to reduce traffic-related injury and deaths

## Arguments Against Reducing Unposted Speed Limits



There is a possibility of accident displacement

 Enforcement of lower speed limits is difficult

 Automatic Speed Enforcement is a contentious enforcement method in communities