

## **Guidance on establishing 25 MPH Speed Limits in Subdivisions and Short Dead-end Roads and Streets.**

The residential subdivisions and on short dead-end roads and streets on the State Highway System, requests for 25 mph speed zones may warrant special consideration. Requests for these speed zones are generally requested by resident with a particular concern for maintain a safe family living environment, especially with regard to children.

The following factors may be considered in the traffic engineering investigation:

1. Location is a short dead-end road of generally less than about one mile in length and/or residential subdivisions.
2. Roadside development and culture, and roadside friction i.e. driveway entrances.
3. Strong support by residents indicated by: neighborhood groups or association support, or appeals to elected representatives, and/or petition received.
4. The location is not a significant collector street traffic, for example more than about 100 residences being served by the road or street. In some instances where cut through traffic is present and is creating a problem, traffic volume may not be the deciding factor.
5. Road surface characteristics, shoulder condition, grade, alignment and sight distance.
6. Safe speed for curves or hazardous locations within the zone.
7. Parking practices and pedestrian activity lacks of sidewalks, particularly children and school bus stops.
8. Reported accident experience for a recent 12-month period, or up to three years.
9. The 85-percentile speed and pace speed may be considered, but may not be the major factor.

Considerable latitude in judgement is afforded the traffic engineer by the MUTCD in general. In the case of small subdivisions and short dead-end streets the 25 mph speed zones may be an effective tool to help maintain residential character of the location as safe family living area both in rural and suburban locals.