



Procedures for Speed Zoning on State Highways and Municipal Roads

Standards and Practices to Promote Safe and Efficient Travel in Massachusetts

Revised February, 2017

Table of Contents

Part 1.	Introduction	1
Part 2.	Laws Governing Massachusetts Speed Regulations	1
Part 3.	Purpose of Speed Regulation.....	3
Part 4.	Process for Establishing New Speed Limits.....	4
Part 5.	Traffic Engineering Studies for Special Speed Regulations.....	7
5.a	Trial Runs.....	7
5.b	Speed Data Collection	8
5.c	Mapping of Conditions.....	11
5.d	Crash History	12
5.e	Safe Speed Range.....	14
5.f	Establishing Speed Limits and Length of Speed Zones	15
5.g	Rechecks with Trial Runs.....	16
Part 6.	Secondary Impacts of New Speed Zones	16
Part 7.	Follow-up Studies.....	16
Part 8.	Speed Limit Signs	17
Part 9.	Other Speed Signage.....	19
9.a	Advisory Speed Signs and Plaques	19
9.b	Reduced Speed Limit Ahead Signs	20
9.c	Safety Zone Speed Limits	20
9.d	School Zone Speed Limits	21
9.e	Thickly Settled or Business Districts.....	22
9.f	Speed Feedback Signs	23

List of Figures

Fig. 2-1: Typical Speed Limit Sign (Source: MUTCD)	1
Fig. 4-1: Speed Limit Procedures on Municipal Roads.....	6
Fig. 5-1: Sample Speed Control Trial Run Sheet.....	8
Fig. 5-2: Sample Speed Distribution Worksheet	10
Fig. 5-3: Sample Speed Control Summary Sheet	11
Fig. 8-1: Standard R2-1 (Speed Limit) Sign with Dimensions (Source: <i>Standard Highway Signs, 2004</i>)....	18
Fig. 9-1: W1-1 Sign w/ W13-1P Plaque (Source: MUTCD)	19
Fig. 9-2: W3-5 Sign (Source: MUTCD)	20
Fig. 9-3: MA-R2-8 Sign.....	20
Fig. 9-4: R2-1 Sign with S4-3P and S4-1P Plaques (Source: MUTCD)	21
Fig. 9-5: MA-R2-9A, MA-R2-9B, and MA-W13-4 Signs.....	22

List of Tables

Table 8-1: R2-1 (Speed Limit) Sign Standard Dimensions, in Inches (Source: MUTCD).....	18
Table 9-1: Maximum Ball-Bank Readings for Various Advisory Speeds (Source: MUTCD).....	19

Definitions

10 mph pace is a calculated 10 mph range that encompasses the largest total number of vehicles in the sample.

50th percentile speed, or median speed, is a measured value of prevailing speeds at which 50% of all vehicles are traveling at or below in free-flowing traffic.

85th percentile speed is a measured value of prevailing speeds at which 85% of all vehicles are traveling at or below in free-flowing traffic.

95th percentile speed is a measured value of prevailing speeds at which 95% of all vehicles are traveling at or below in free-flowing traffic.

Free-flow speed is the rate of travel that a driver will typically choose on a tangent roadway section during ideal conditions, including: daylight, good weather, unsaturated flow, and free from influence areas such as traffic signals or work zones.

Mean speed, or average speed, is calculated by summing all of the measured speeds collected and dividing by the total sample size.

Mode speed is a calculated value of speed that occurs most frequently in the sample.

Part 1. Introduction

It is the Massachusetts Department of Transportation – Highway Division’s (MassDOT) objective to provide means to promote safe and efficient traffic flow in the Commonwealth. To achieve this goal, speed limits on streets and highways should be set at a rate that is in the best interest of the public's right to use a roadway in a reasonable and proper manner. The ideal speed limit maintains safe operating speeds for all road users, is acceptable to the prudent driver, and is enforceable by police.

Speed regulation is, and always has been, a subject of both interest and controversy to almost everyone. Whether we drive or not, most of us are directly affected by the speed of motor vehicles. The Federal Highway Administration (FHWA) document *Methods and Practices for Setting Speed Limits: An Informational Report* conveys this sentiment accurately when it states “Selecting an appropriate speed limit for a facility can be a polarizing issue for a community. Residents and vulnerable road users generally seek lower speeds to promote quality of life for the community and increased security for pedestrians and cyclists; motorists seek higher speeds that minimize travel time. Despite the controversy surrounding maximum speed limits, it is clear that the overall goal of setting the speed limit is almost always to increase safety within the context of retaining reasonable mobility.”¹

Posted speed limits in Massachusetts shall only be established after an engineering study has been conducted in compliance with standard traffic engineering practices. The purpose of this document is to provide procedures for instituting uniform speed limits on all streets and highways throughout the Commonwealth of Massachusetts.

Part 2. Laws Governing Massachusetts Speed Regulations

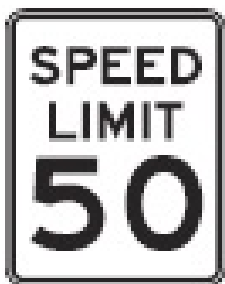


Fig. 2-1: Typical Speed Limit Sign
(Source: MUTCD)

Sections 17, 17A, 17C, 18 and 18B of Chapter 90 of the Massachusetts General Laws (MGL) govern speed limits on all streets and highways throughout the Commonwealth, with exception to the Massachusetts Turnpike. In addition, MassDOT and all municipalities are required by MGL c. 85 § 2 to conform to the *Manual on Uniform Traffic Control Devices* (MUTCD) for the posting of all regulatory and warning signage, including speed limit signs, on all streets and highways.

MGL c. 90 § 17 sets the basic premise of speed limits in Massachusetts. It states: “No person operating a motor vehicle on any way shall run it at a rate of speed greater than is reasonable and proper, having regard to traffic and the use of the

¹ Forbes, Gerald J. et al, *Methods and Practices for Setting Speed Limits: An Informational Report* (Washington, D.C.: Institute of Transportation Engineers for the Federal Highway Administration, April, 2012), 1.

way and the safety of the public.”² This is fundamentally important, for no form of regulation or control may supersede it. A road may be legally posted for 50 mph, but weather conditions, traffic, construction activity, emergency scenes, etc. may establish the “reasonable and proper” limit to be much lower.

Under satisfactory operating conditions, speed limits can be classified into two different categories: regulatory (posted) speed limits and statutory (unposted, with some exceptions) speed limits. MGL c. 90 §§ 18 and 18B establish the requirements for posting regulatory speed limits. MGL c. 90 §§ 17, 17A and 17C cover the criteria for statutory speed limits.

A regulatory speed limit is one that has a completed a thorough traffic engineering study, has a Special Speed Regulation that has been signed by the roadway owner, the Registry of Motor Vehicles, and the MassDOT Traffic & Safety Engineering Section, and has the appropriate numerical speed limit signage erected to clearly define the special speed zones. A detailed description of these procedures may be found in **Part 3** of this document. With exception to Safety Zones as noted in **Section 9.c**, the establishment of a regulatory speed limit must follow this procedure or it is in violation of MGL c. 90 § 18 and is therefore considered unenforceable.

Statutory speed limits exist in the absence of Special Speed Regulations. With exception to School Zones, if a Special Speed Regulation exists it will always supersede the statutory speed limit. On roads without posted speed limits, MGL c. 90 § 17 requires that drivers operate motor vehicles at a rate of speed that is no greater than reasonable and proper with regard to the use of the road and safety of the public. The law states:

“It shall be prima facie evidence of a rate of speed greater than is reasonable and proper if a motor vehicle is operated in excess of:

1. 50 miles per hour on a divided highway outside of a thickly settled or business district for at least ¼ of a mile.
2. 40 miles per hour on an undivided highway outside of a thickly settled or business district for at least ¼ of a mile.
3. 30 miles per hour in a thickly settled or business district for at least ⅓ of a mile.
4. 20 miles per hour in a legally established school zone.”³

MGL c. 90 § 17C allows municipalities to establish a statutory speed limit of 25 miles per hour in thickly settled or business districts on any city or town way that is not a State Highway. Additional information on this option may be found in **Section 9.e**.

MGL c. 90 § 1 defines a thickly settled or business district as "the territory contiguous to any way which is built up with structures devoted to business, or the territory contiguous to any way where dwelling

² <https://malegislature.gov/Laws/GeneralLaws/PartI/TitleXIV/Chapter90/Section17>, 11/2016.

³ Ibid

houses are situated at such distances as will average less than two hundred feet between them for a distance of a quarter of a mile or over."⁴

The distance requirements associated with the enforcement of MGL c. 90 § 17 should be noted. Instantaneous radar or laser readings are not adequate; to be in violation, the motor vehicle must be shown to have been in excess of these speed limits for at least the entire distance associated with each respective speed limit.

Finally, in Massachusetts the numerical speed limits represent the maximum speed under ideal driving conditions. However, it is the responsibility of each motorist to reduce their speed for unfavorable weather conditions, poor visibility, heavy traffic volume, vehicle condition, and for his/her own driving abilities.

Part 3. Purpose of Speed Regulation

There are many factors, both conscious and subconscious, that influence how and why a driver chooses the rate at which they travel; posted speed limits are just one of many. These factors have been accurately summarized by the Florida Department of Transportation in [*Speed Zoning for Highways, Roads & Streets in Florida*](#), and include:

1. Length, purpose, and urgency of trip.
2. Time of day.
3. Personal schedule of driver (early, late, etc.).
4. Number and type of passengers.
5. Type and condition of vehicle.
6. Presence and/or history of enforcement.
7. Presence of a work zone or construction vehicles.
8. Interval since witnessing a crash or results of a crash.
9. Driver skill.
10. Personality and emotional condition of driver.
11. Influence of alcohol and/or drugs.
12. Lane width.
13. Shoulder width and condition.
14. Lateral clearance.
15. Speed of other vehicles.
16. Adjacent land use and density.
17. Pavement type, condition, and roughness.
18. Traffic volumes.
19. Presence of pedestrians, especially children.
20. Presence and location of cyclists.
21. Presence of parked vehicles.

⁴ <https://malegislature.gov/Laws/GeneralLaws/PartI/TitleXIV/Chapter90/Section1>, 11/2016.

22. Ambient light.
23. Weather.
24. Pavement wetness (including standing and running water).
25. Presence of snow, ice, mud, and/or sand on pavement.
26. Familiarity of driver with road.
27. Running speed of previous 5-10 miles.

To effectively reduce vehicle speeds, setting speed limits should be included only as a part of a broader strategy that includes geometric changes to the road and other educational and enforcement components. Studies have shown that arbitrarily raising or lowering posted speed limits alone will result in a difference of less than 2 mph in mean and 85th percentile speeds. This small change is not practically meaningful and it appears that “new posted speed limits alone, without some additional engineering, enforcement, or educational measures, [do] not have a major effect on driver behavior or encourage most drivers to comply with the posted speed limit.”⁵ There is also no evidence that shows arbitrarily lowering or raising the posted speed limit will have a statistically significant impact on crash reductions.

Based upon this information, the purpose of creating a speed zone should not solely be based upon an anticipation of reducing speeds. Rather, the zone should be established to increase safety for all road users by setting a reasonable and proper speed that prudent drivers will follow. A speed limit that has been established in accordance to standard traffic engineering practices will diminish the likelihood of vehicles traveling unsafely at disparate rates, aids in driver expectancy, and assists in law enforcement’s ability to enforce.

Part 4. Process for Establishing New Speed Limits

With exception to those noted in **Part 9**, MassDOT requires Special Speed Regulations for all new speed limits on all State Highways and municipally-owned streets and highways. However, the steps for initiating this process are contingent upon road ownership.

For locally-owned ways, the city or town should put a request for a new Special Speed Regulation in writing to their MassDOT District Office. The District may advise the municipality on matters such as extents of proposed speed zones, overlap with any existing Special Speed Regulations, and other items that may assist in the municipality’s development of the Traffic Engineering Study (see **Part 5**).

Upon receipt of the city or town’s completion of the Traffic Engineering Study, the District will review for accuracy and, if in conformance with **Part 5**, will forward to the MassDOT Traffic & Safety Section. The Traffic & Safety Section will then prepare the Special Speed Regulation and return it to the city or town for approval by

“The overall goal of setting the speed limit is almost always to increase safety within the context of retaining reasonable mobility.”

--- ITE

⁵ Parker Jr., M. R., *Effects of Raising and Lowering Speed Limits on Selected Roadway Sections*, FHWA-RD-9 7-084 (McLean, Virginia: Martin R. Parker Associates for the Federal Highway Administration, January, 1997), 43.

the body that governs their municipal traffic code. Once the municipality has adopted the regulation, signed copies are returned to the Traffic & Safety Section where they are signed and approved by the State Traffic Engineer and the Registrar of Motor Vehicles. Following this final approval from MassDOT, the municipality may erect the new speed limit signage and the limit is now enforceable. The municipality is required to notify the District Office that the signs have been erected so that MassDOT personnel may review for conformance. A flow chart of this process is shown in **Fig. 4-1**.

On State Highways, new speed limits are established by either a request from the municipality or through the MassDOT Traffic & Safety Section's routine updates to the Special Speed Regulations on State Highways. For requests that come from cities and towns, it is at the District's discretion to review the request for reasonability prior to forwarding to the Traffic & Safety Section. The process for developing a new regulation is similar to that on municipally-owned streets, except that MassDOT is responsible for the Traffic Engineering Study and installation of signs.

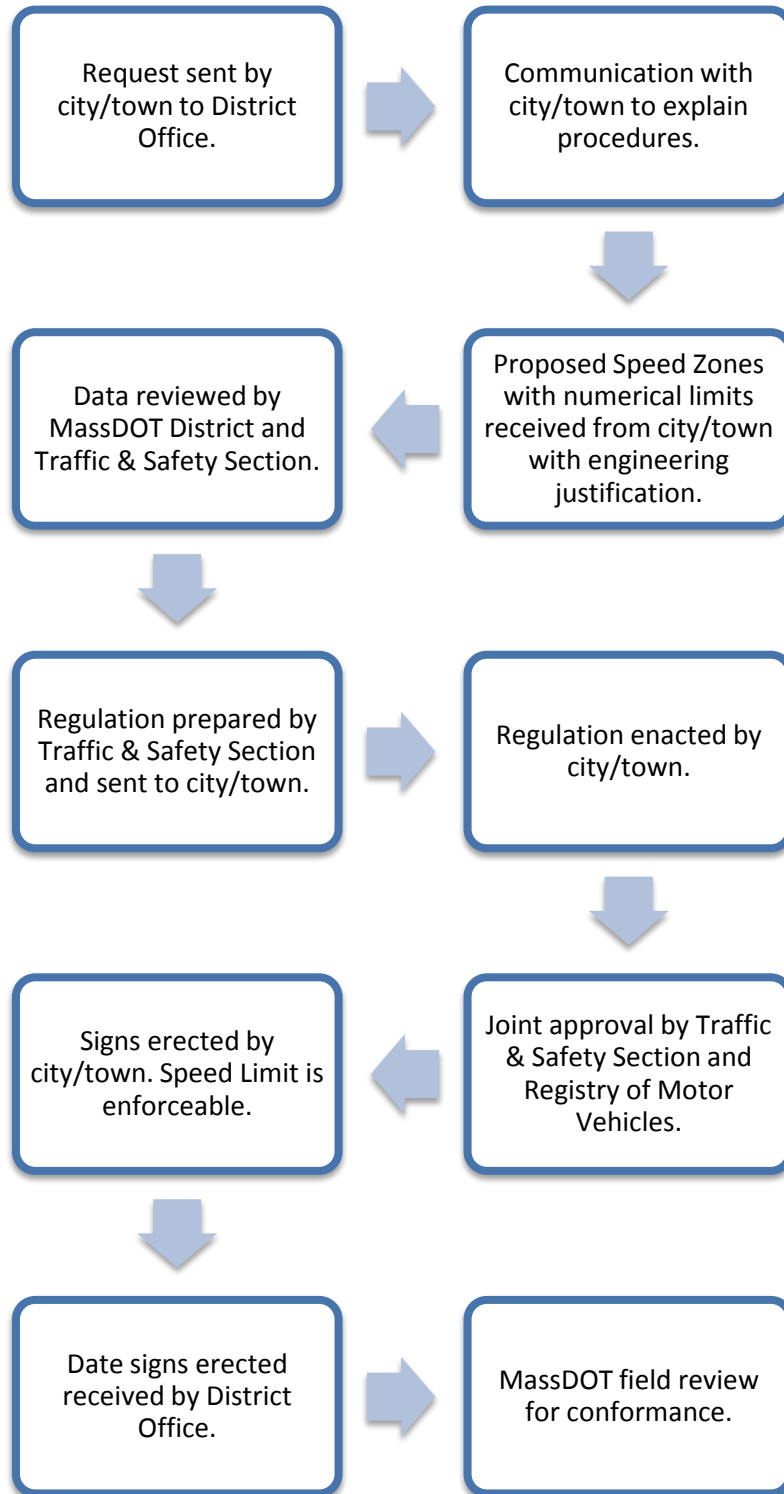


Fig. 4-1: Speed Limit Procedures on Municipal Roads

Part 5. Traffic Engineering Studies for Special Speed Regulations

MassDOT conforms to MUTCD standards and guidance for developing Special Speed Regulations both because it is the law, but also to ensure that speed limits are applied consistently across all streets and highways within the Commonwealth. Specifically, when developing a Special Speed Regulation, it must “be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.”⁶ The purpose of this study is to document the conditions that will justify a proposed speed limit that is safe, reasonable, and self-enforcing.

The following sections outline the complete traffic engineering study that MassDOT requires to create a Special Speed Regulation.

5.a Trial Runs

Upon establishment of the extents of the proposed speed zone(s), at least one trial run each should be made over the entire length by engineers and/or law enforcement officers using at least three different drivers, for a minimum of three total runs. To do so, an observer should sit directly behind the driver and record readings of the speedometer and odometer for every tenth of a mile on a Speed Control Trial Run Sheet, as shown in **Fig. 5-1**, while each driver operates the vehicle at the maximum comfortable safe speed. The location of any traffic control devices that may affect free-flow speeds should be noted.

After the three trial runs in each direction are completed, the median speed at each tenth of a mile may then be used to draw a speed curve.

⁶ Federal Highway Administration, *Manual on Uniform Traffic Control Devices for Streets and Highways* (2009), 56.

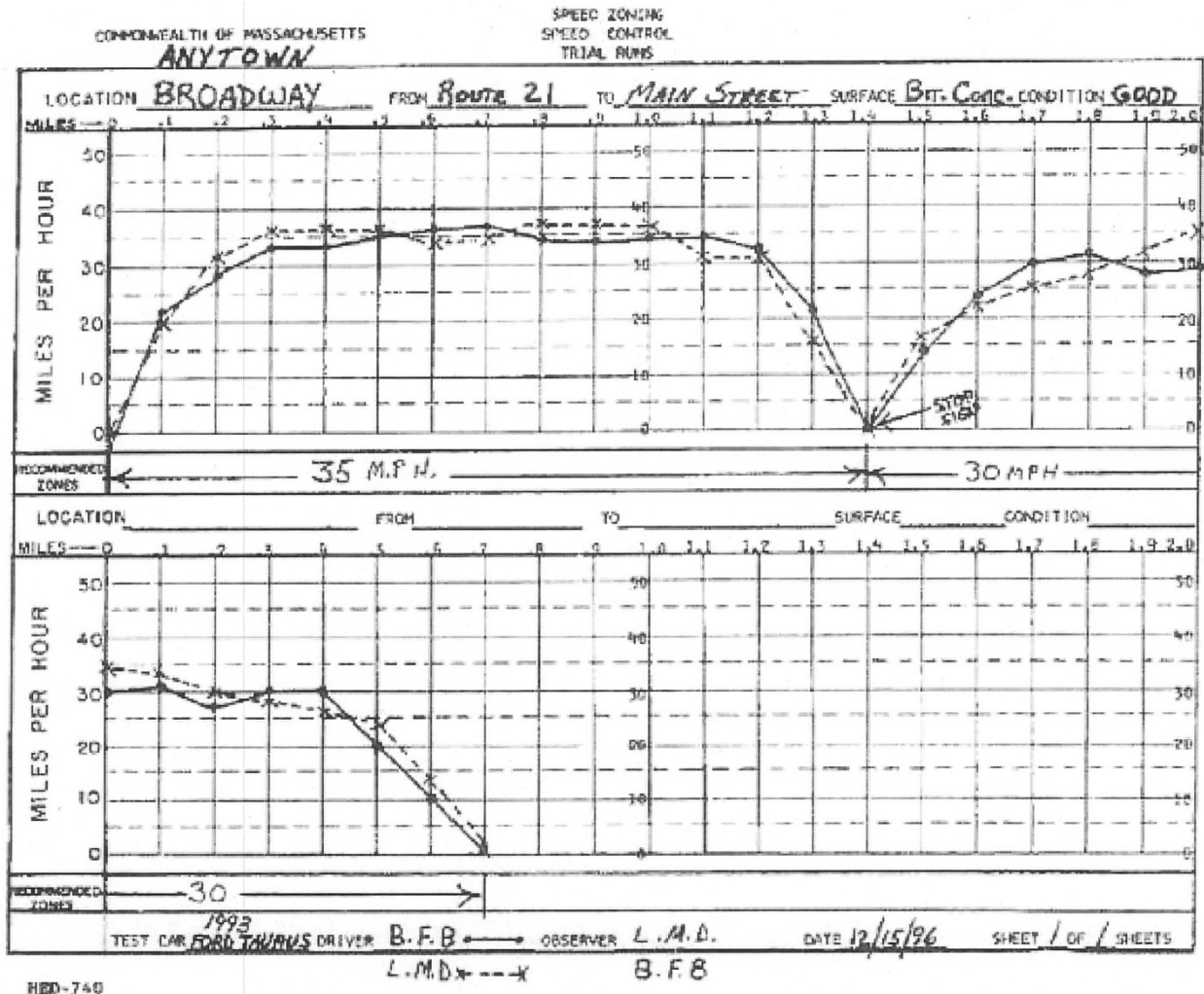


Fig. 5-1: Sample Speed Control Trial Run Sheet

5.b Speed Data Collection

Spot speed observations of free-flow traffic are a significantly important step in developing a traffic engineering study as a basis for Special Speed Regulations since they represent what random drivers believe to be a safe operating speed. Ideally, these observations should be taken continuously throughout a proposed speed zone, but realistically it is not practical to do so. As a general rule of thumb, speed check stations should be located at intervals not to exceed 0.25 miles, depending upon the locality and the uniformity of physical and traffic conditions. In urban areas it may be necessary to reduce this spacing, whereas in rural areas it may be increased. However, there must be at least one observation for each directions of travel in each speed zone. Trial runs through the area may be of help in locating the appropriate speed check stations.

Observations should be made on a weekday, at off-peak hours, and under ideal weather conditions. In most cases, speed data collection is conducted in a passenger car or light truck, but should not look like a police vehicle (roof-mounted lights, etc.) so that motorists do not perceive the recorder's presence as an enforcement activity and adjust their speeds accordingly. The recording vehicle should also be parked

in such a way that it does not affect the speed of vehicles using the roadway, preferably being positioned off the traveled way out of plain view.

Speeds are measured by a radar or laser gun. Either instrument is extremely accurate and provides the user with invaluable data when used properly. Care should be taken that the manufacturer's instructions are followed properly in order to insure that collected data is correct and accurate for speed zoning purposes. A city or town requesting the establishment of a speed limit on a locally-owned state numbered route may request MassDOT's assistance in this step since most municipalities do not possess the proper equipment to do the work; however, municipalities are solely responsible for data collection on non-numbered, locally-owned roads. MassDOT will always collect speed data on State Highways.

A minimum of 100 or more speed observations should be recorded in each direction at each station. The recorded speeds should be documented on a Speed Distribution Worksheet, such as the example shown in **Fig. 5-2**. On roads carrying low traffic volumes, observations may be terminated after two hours even if 100 vehicles have not been recorded. Passenger cars should be noted with an "X" and other vehicles such as trucks and buses shall be recorded as "T," "B," etc. At locations where traffic volumes are low and one hundred cars cannot be recorded within two hours the observations may not be reliable and the need for speed zoning should be reexamined to determine if it will ultimately be beneficial.

If a platoon of closely spaced vehicles passes the observation station, only the speed of the first vehicle in the platoon should be recorded since the trailing ones are limited by the speed of the lead vehicle. In addition, vehicles involved in short passing or turning maneuvers should not be recorded since they are usually traveling at an atypical rate of speed. Speed measurements should be recorded as frequently as possible, but it is not necessary to check the speed of every vehicle that passes by the speed check station.

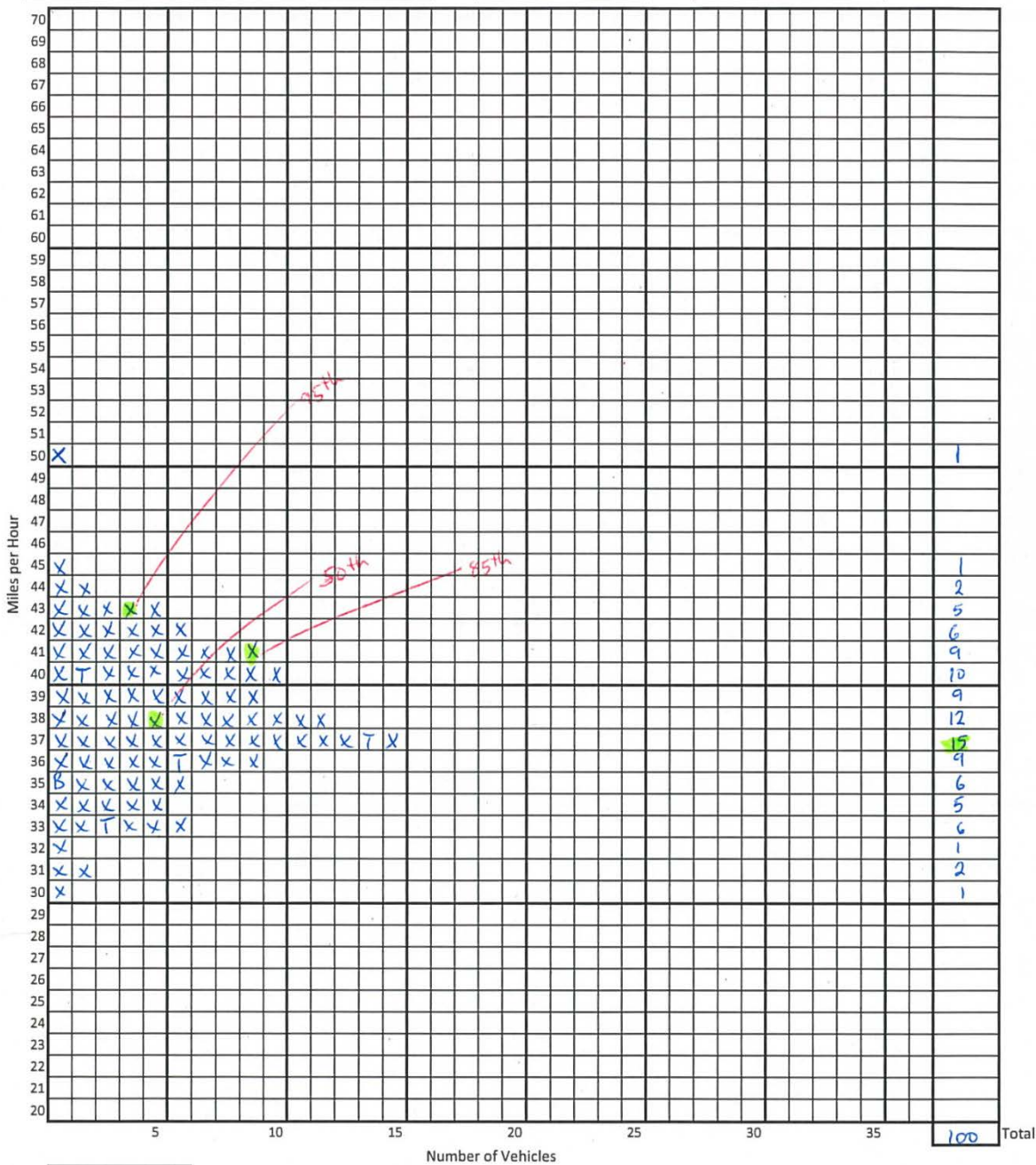
For each observation station, the following information should be recorded on the Speed Distribution Worksheet:

1. 95th percentile speed;
2. 85th percentile speed;
3. 50th percentile speed;
4. Mode; and
5. Pace.

Establishing the nth percentile speed from the data collected on the Speed Distribution Worksheet is determined by calculating what n% of the total number of vehicles recorded is. For example, if 100 vehicles are logged, the 85th percentile speed is calculated by determining 85% of 100 ($0.85 \times 100 = 85$) and then counting up from the slowest vehicle recorded until the 85th slowest vehicle is reached; the speed of the 85th slowest vehicle is the 85th percentile speed. Alternatively, this count could be done in reverse noting that the 16th fastest vehicle is the same as the 85th slowest.

Speed Distribution Worksheet

Location: Route 66 Town: Centerville
 Direction of Travel: EB Station: 2 Main St. Interval
 Date: 2/8/16 Time: 12:15 To: 13:30 Total



Legend
 X = Passenger Car
 T = Truck
 S = Semi Trailer
 B = Bus

Road Surface: Bit Conc
 Weather: clear dry
 Existing Posted Speed: 40 mph
 Observed By: JP

95th % Speed: 43 MPH
 85th % Speed: 41 MPH
 50th % Speed: 38 MPH
 Mode: 37 MPH
 Pace: 33-42



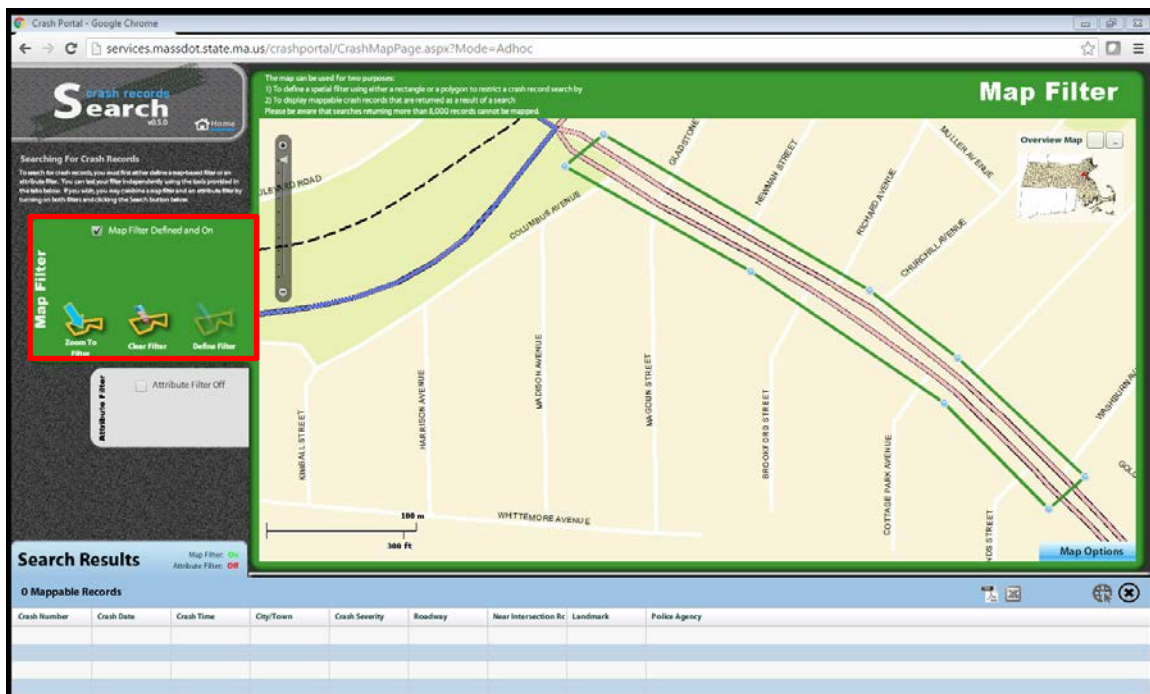
Fig. 5-2: Sample Speed Distribution Worksheet

5.d Crash History

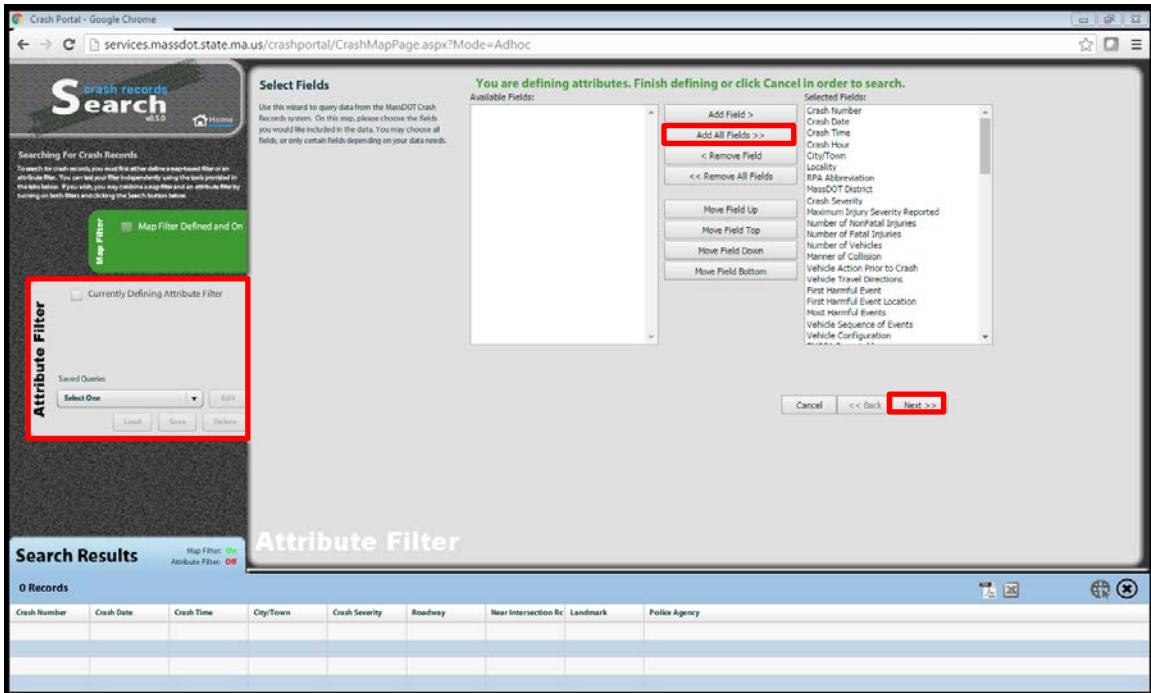
A review of the recent crash history within the proposed speed zone is required unless the genesis of the new speed zone is a significant roadway reconstruction that has changed the profile, alignment, cross-section, etc. Crash reports from the most recent 5 years of data should be pulled and both the standard reporting items and the police officer's narrative should be reviewed. Crashes that are identified by having a Manner of Collision that are typically associated with driving in excess of what is considered reasonable and proper such as angle, single vehicle, or rear-end; First Harmful Events that are collisions with fixed objects; and any collisions with non-motorists such as pedestrians or bicycles should be flagged. Note that exceeding the speed limit as a Driver Contributing Code is not always identified by the reporting police officer on a crash report and, even if a speeding citation is issued, is not likely a true and accurate representation of whether speed was a factor in the crash.

For locally owned roadways where the municipality will be collecting the necessary data and making the speed zoning request, the preferred crash data source is the local police department. However, absent actual police reports, MassDOT's [Ad Hoc Query Tool](#) found within the MassDOT Crash Portal may alternatively be used to identify crashes that may be associated with speeding. The following steps should be taken:

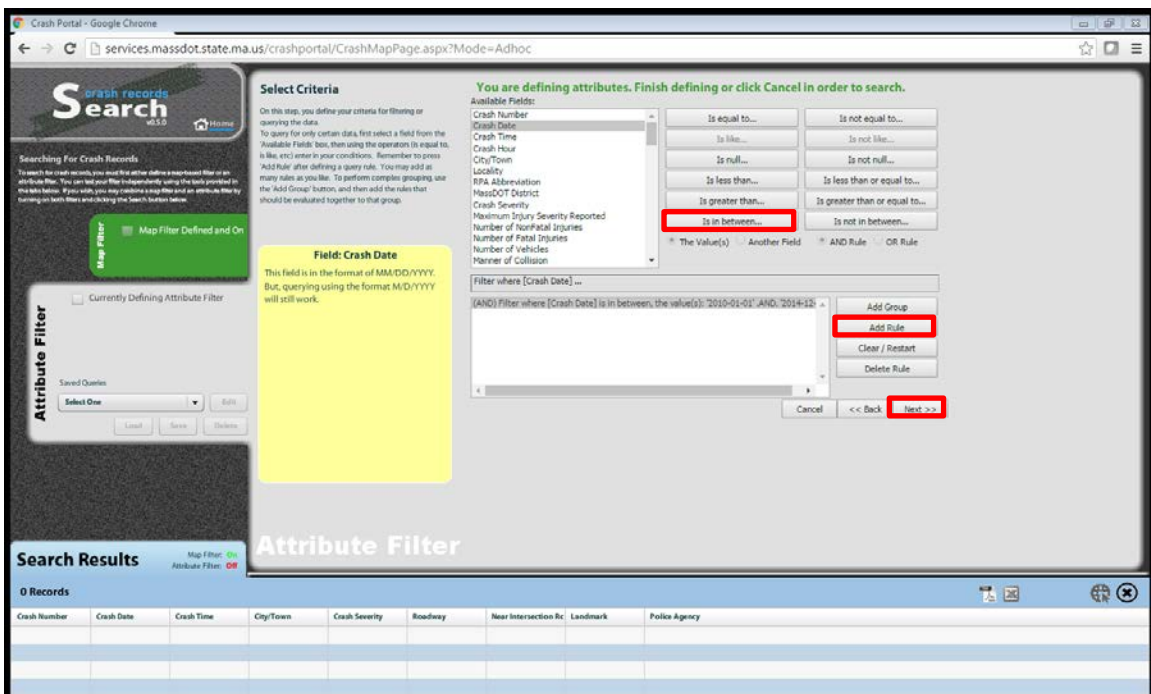
1. Using the Map Filter, zoom to the study area and draw a polygon around the extents of the proposed speed zone.



2. Using the Attribute Filter, add all fields and click on Next.



3. Add Crash Date as a Rule, selecting the range of dates encompassing the last 5 years of available data and click on Next. Note that it takes approximately two years for the Registry of Motor Vehicles to close out and process crash data, so the most recent crash data may not be available. MassDOT’s [Crash Data](#) page provides information on what years are available.



- Click on the Search Results tab to see a listing of all crashes that were located within the limits of the polygon defined in Step 1. The results may be exported to an .xls file by clicking on the “Export to Excel” icon and viewed geographically by clicking on the “Zoom to Data” icon.

The screenshot displays the 'Search Results' tab of the MassDOT Crash Portal. The search criteria section is visible, showing an 'Attribute Filter' tab. Below this, a table lists 76 records. The table columns are: Crash Number, Crash Date, Crash Time, Crash Hour, City/Town, Locality, RPA Abbreviation, MassHighway District, Crash Severity, Maximum Injury Severity, Number of Non-Fatal, Number of Fatal Inj., Number of Vehicles, and Manner of Collision. The records show various crash incidents in Cambridge, MA, with details on dates, times, and severity levels.

Crash Number	Crash Date	Crash Time	Crash Hour	City/Town	Locality	RPA Abbreviation	MassHighway District	Crash Severity	Maximum Injury Sev.	Number of Non-Fatal	Number of Fatal Inj.	Number of Vehicles	Manner of Collision	Val.
103772	10/01/10	4:42 PM	04:00PM to 04:59PM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Not Reported	Not reported	0	0	2	Angle	V1
2712011	03/01/11	9:43 AM	09:00AM to 09:59AM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Non-fatal injury	Non-fatal injury - Non-f	1	0	1	Sideways, same direc	V1
2813354	06/07/10	5:00 PM	05:00PM to 05:59PM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Not Reported	Not reported	0	0	2	Unknown	V1
2700861	02/08/11	5:00 PM	05:00PM to 05:59PM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	2	Angle	V1
2588725	01/21/10	11:30 PM	11:00PM to 11:59PM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	2	Angle	V1
2604109	05/04/10	8:00 AM	08:00AM to 08:59AM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	2	Angle	V1
2604844	05/19/10	7:19 AM	07:00AM to 07:59AM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Not Reported	Not reported	0	0	2	Sideways, same direc	V1
2624332	06/10/10	7:20 AM	07:00AM to 07:59AM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	2	Sideways, same direc	V1
2697956	01/28/11	4:05 PM	04:00PM to 04:59PM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Non-fatal injury	Non-fatal injury - Non-f	1	0	2	Angle	V1
2596309	04/19/10	3:26 PM	03:00PM to 03:59PM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	3	Rear-end	V1
2643585	09/06/10	10:05 AM	10:00AM to 10:59AM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	2	Rear-end	V1
269243	02/01/11	8:27 AM	08:00AM to 08:59AM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	2	Rear-end	V1
2695454	01/11/11	5:00 PM	05:00PM to 05:59PM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	2	Rear-end	V1
2714594	03/20/11	4:00 PM	04:00PM to 04:59PM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	2	Angle	V1
2714395	03/20/11	3:22 PM	03:00PM to 03:59PM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	2	Rear-end	V1
2716601	05/18/11	12:00 PM	12:00PM to 12:59PM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Not Reported	Not reported	0	0	2	Unknown	V1
2708443	02/11/11	6:20 AM	06:00AM to 06:59AM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	2	Sideways, same direc	V1
2682329	01/29/10	12:10 PM	12:00PM to 12:59PM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	2	Angle	V1
2713567	02/21/11	1:00 AM	01:00AM to 01:59AM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	1	Angle	V1
2640993	09/01/12	3:50 PM	03:00PM to 03:59PM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Non-fatal injury	Non-fatal injury - Non-f	1	0	1	Sideways, same direc	V1
1427378	04/24/13	9:30 AM	09:00AM to 09:59AM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Property damage only	No injury	0	0	2	Rear-end	V1
1420071	05/06/12	6:00 PM	05:00PM to 05:59PM	CAMBRIDGE	CAMBRIDGE	MAPC	6	Not Reported	Not reported	0	0	2	Sideways, same direc	V1

Once the review of the crash data has been completed, regardless of whether it is by using actual crash reports or the Ad Hoc Query Tool, all flagged crashes should be located on the Speed Control Summary Sheet.

Due to limitations associated with geo-locating crashes on interstate highways and other limited-access roadways, it may not be realistic to perform a detailed collision analysis on those facility types. In those cases a broader safety analysis may be acceptable.

5.e Safe Speed Range

The safe speed range within the vicinity of the observation stations is determined after analyzing the data collected. The following criteria are used to determine safe speed values for each location:

- The sight distance should be measured at any critical vertical or horizontal curves. Using this measured distance, the design speed should be determined from the appropriate table in AASHTO’s *A Policy on Geometric Design of Highways and Streets*, latest edition. This speed should be compared to the observed 95th percentile speed and the lower of the two should be selected as the upper value for the Safe Speed Range.
- The observed 85th percentile speed should be noted at each location and the 7 mph below that value should be selected as the lower value for the Safe Speed Range.

The safe speed range should be indicated on the Speed Control Summary Sheet for all observation areas.

5.f Establishing Speed Limits and Length of Speed Zones

The observed 85th percentile speed is the basis for establishing speed zoning. This method assumes that a majority of motorists are prudent and capable of selecting safe speeds and is in conformance with the MUTCD. Thus, speeds established in this manner meet the legal requirement that they be “reasonable and proper.”

Generally, once the 85th percentile speed has been calculated, the value is rounded to the nearest multiple of 5 to determine the limit. However, there may be some conditions that justify a speed limit that varies from the 85th percentile speed, including:

- In sections that have been identified as having an unusual rate of crashes that can be attributed to speeding the area may be zoned lower than the 85th percentile speed, but in no case more than 7 miles per hour lower. This should be considered more as an exception than the rule, and should be done only where enforcement agencies will ensure consistent enforcement which will increase the effectiveness of the zone to an acceptable level of conformance.
- Where physical constraints exist such as narrow shoulders that lack sufficient space for maneuvering in the event of an emergency or other conditions or adjacent land uses that may require particular caution on the part of motorists it may be desirable to use a limit lower than the 85th percentile as long as the value remains within the safe speed range.
- Observed 85th percentile speeds through a series of three speed observation stations may be similar at the first and third station, while being slightly higher or lower at the second. Under this condition it may be acceptable to average the observed speeds to create one consistent speed zone rather than having the posted speed limit change multiple times over a short distance. However, if the averaged speeds fall outside of the calculated safe speed range then multiple zones are required.

Under all conditions the final speed limit posted shall be a multiple of 5.

In some unique cases, the 85th percentile speeds will differ considerably by direction at a particular location. For example, a relatively heavy development on one side of the road may cause motorists nearest to it to travel at a lower rate of speed. In such cases it is acceptable to zone for different speeds in opposite directions.

The length of all speed zones shall be computed to the nearest tenth of a mile. Each speed zone should be as long as possible while taking into consideration the constraints due to stopping sight distance and changes in adjacent land use. Zones should, generally, be a minimum of ½ mile in length.

Where a street or highway enters a residential or business district from a less densely developed area, graduated speed zones should be considered, when feasible. Graduated speed zones may be less than ½ mile, but shall still be at least two tenths of a mile long. In addition, if the speed limit is reduced from

one zone by more than 10 mph, a Reduced Speed Limit Ahead (MUTCD code W3-5) sign shall be used in accordance with the MUTCD and **Section 8.b** of this document.

5.g Rechecks with Trial Runs

After the proposed speed limits and zone lengths have been determined, repeat the trial speed runs, driving in each direction over each part of the zone at the recommended speed for that direction. Make notes on whether the limits and the lengths of the separate zones appear to be satisfactory. If some revisions to the zones appear to be necessary, make the required adjustments and recheck with test runs accordingly.

In general, the speed zones determined through the methodology presented in **Section 5.f** will not have limits that are below statutory speed limits unless geometric designs have been implemented that have a significant impact on limiting vehicle speeds. However, if conditions such as crash history or roadside development favor a speed limit that is on the lower end of the safe speed range and that value is lower than the statutory limit, selecting this lower value will still conform to a reasonable and proper speed limit. It is, however, imperative that the data obtained through the trial speed runs is documented to justify the posting of that limit.

After all of the necessary field data has been collected and analyzed, it should be forwarded to the appropriate MassDOT District Office so that the results of the study may be reviewed. For locally-owned streets and highways a tentative agreement between the municipality and the District Office should be reached as to what speed limits will be established because the speed zones cannot receive full approval until it is reviewed by the MassDOT Traffic and Safety Engineering Section in Boston.

Part 6. Secondary Impacts of New Speed Zones

Collection of new speed data and approval of a Special Speed Regulation by MassDOT may impact other parts of the roadway network. These modifications need not be a part of the Special Speed Regulation, but remain a vital safety component of overall operations. Potential items within the extents of the new regulation that should be reviewed following the establishment of a new regulation include:

- All curves, particularly horizontal curves, should be examined for potential additions, modifications, or deletions to warning signage. More details on the use of these signs may be found in **Section 9.a**.
- Points where the differential between two adjacent speed zones is 10 mph or greater should have additional warning signage in conformance with the MUTCD and **Section 9.b**.
- The timing of yellow and all-red clearance intervals at traffic signals should be reviewed to meet current engineering guidance.

Part 7. Follow-up Studies

Once new speed limit signs have been in place for at least six months it may be beneficial to conduct a follow-up spot speed observations to determine the zone's effectiveness and to evaluate any changes in

speed patterns. The comparison of the speed observations made before and after the zoning should be recorded. Consideration should be given to revising numerical limits which vary by 7 mph or more from the newly recorded 85th percentile speeds. If changed, a new Special Speed Regulation will be required.

After new speed zones have been in effect for at least one year, it may be beneficial to review police crash reports for the 12+ months, if available. While it should be acknowledged that one year of data is not sufficient for a true crash analysis, this snapshot should be able to provide insight into whether speed-related crashes have changed in frequency and if the new speed zones have affected overall safety.

Part 8. Speed Limit Signs

Standard Speed Limit (MUTCD code R2-1) signs, as shown in **Fig. 8-1**, are rectangular in shape with black, non-reflective legend and border on white, reflectorized sheeting. The white sheeting material used should conform to ASTM D4956 Type III or better. The actual dimensions of the sign should conform to those shown in **Table 8-1**.

Where Special Speed Regulations exist, an R2-1 sign must be placed at each location where a change in the numerical limit occurs. In unusually long zones, confirmatory speed signs should also be erected at strategic locations, such as downstream of major intersections, to remind the driver of the legal speed limit. On Interstates and other controlled-access facilities confirmatory signs are usually erected downstream from all on-ramps.



Fig. 8-1: Standard R2-1 (Speed Limit) Sign with Dimensions
 (Source: *Standard Highway Signs, 2004*)

	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>	<u>J</u>	<u>K</u>	<u>L</u>
Single-Lane Road	24	30	.375	.625	4	*4E	2	*10E	9.563	7.313	1.5
Multi-Lane Road	30	36	.5	.75	5	*5E	2	*12E	11.979	9.167	1.875
Expressway	36	48	.625	.875	6	*6E	5	*14E	14.375	11	2.25
Freeway	48	60	.75	1.25	8	*8E	6	*16E	19.125	14.625	3

*Series E Standard Alphabet for Traffic Control Devices

Table 8-1: R2-1 (Speed Limit) Sign Standard Dimensions, in Inches (Source: MUTCD)

Part 9. Other Speed Signage

In addition to the speed zoning procedures discussed earlier in this document, there are several other types of speed signage that may be found on streets and highway in Massachusetts. These may be generally categorized as one of the following types:

- Advisory speeds;
- Regulatory speeds, conforming to MGL c. 90 §§ 18 and 18B; or
- Statutory speeds, conforming to MGL c. 90 §§ 17, 17A and 17C.

9.a Advisory Speed Signs and Plaques

Advisory speed plaques are used to supplement other warning signs of a condition that may require a reduction in operating speed. Advisory speeds are most commonly used to supplement horizontal alignment signs such as Turn (MUTCD code W1-1), Curve (W1-2), or Winding Road (W1-5), but may be used under condition where a geometric or other roadside condition necessitates an advisory speed. *Advisory speed plaques (W13-1P), displaying “XX MPH” cannot be used alone; they must supplement a primary warning sign.*

The speed exhibited on all advisory speed signs and plaques is the maximum comfortable and safe speed, rather than an actual speed limit, so the signs are designed with a black legend on a yellow background. Advisory speeds are not enforceable limits.

Use of a ball-bank indicator is the simplest and most widely used device to measure safe, comfortable speeds on horizontal curves. A ball-bank indicator is a curved level that measures the combined effect of the body roll angle, the centrifugal force, and the superelevation angle as a vehicle negotiates a horizontal curve at various speeds.



Fig. 9-1: W1-1 Sign w/ W13-1P Plaque (Source: MUTCD)

In order to properly set advisory speeds through changes in horizontal alignment, the guidance found in FHWA’s *Procedures for Setting Advisory Speeds on Curves* should be incorporated. If a ball-bank indicator is used, **Table 9-1** should be the basis of the criteria for determining the advisory speed through horizontal curves:

Ball-Bank Reading	Speed
16 degrees	20 mph or less
14 degrees	25 mph to 30 mph
12 degrees	35 mph and higher

Table 9-1: Maximum Ball-Bank Readings for Various Advisory Speeds (Source: MUTCD)

In addition to the use of a ball-bank indicator, other methods to determine advisory speeds through curves include manual calculation using a design speed equation or driving the curves using an accelerometer that can provide a determination of the side friction factors.

The use of advisory speed plaques in conjunction with Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve (W1-4), Winding Road (W1-5), combination Curve/Intersection (W10-1 series), Chevrons

(W1-8), One Direction Large Arrow (W1-6) shall conform to the Table 2C-5 of the MUTCD. These standards are based upon the difference between the speed limit and the calculated advisory speed. If the speed limit is:

- 10 mph or greater than the calculated advisory speed, an advisory speed plaque must be used;
- 5 mph greater than the calculated advisory speed, an advisory speed plaque is optional; and
- Equal to or less than the calculated advisory speed, an advisory speed plaque cannot be used.*

**Under this condition it is strongly encouraged to perform a speed study on the tangent sections of road upstream and downstream from the horizontal curve to determine if the speed limit has been set artificially low. While seemingly counterintuitive, it may be appropriate to raise the speed limit to a rate that matches travel speeds on tangent sections in order to fully utilize proper curve warning signs and advisory speed plaques.*

Advisory speed signs and plaques may be installed by municipalities on any locally-owned street or highway without permission from MassDOT as long as their use conforms to the MUTCD.

9.b Reduced Speed Limit Ahead Signs



Fig. 9-2: W3-5 Sign
(Source: MUTCD)

Reduced Speed Limit Ahead (MUTCD code W3-5) signs are warning signs that inform road users of an upcoming reduction in the regulatory speed limit. The MUTCD recommends their use any time the speed limit is being reduced by more than 10 mph. When used properly it can be an effective tool to reduce the likelihood of sudden drops in free-flow speed.

Under conditions where a School Zone will reduce the speed limit by 10 mph or more, a Reduced School Zone Speed Limit ahead (S4-5) sign should be used in place of a standard Reduced Speed Limit Ahead sign.

Reduced Speed Limit Ahead signs are advisory and cannot be used in place of a regulatory Speed Limit sign. The legal speed limit becomes enforceable only at the point at which the Speed Limit sign is placed.

9.c Safety Zone Speed Limits

Safety Zone speed limits are the only regulatory speed limits that municipalities can adopt on city- and town-owned ways without approval from MassDOT. Safety Zones cannot be placed on State Highway without prior written approval of MassDOT. Speed limits within a Safety Zone must be set at 20 mph and are intended to be used in areas where vulnerable road users are likely to be present, such as parks and playgrounds, senior citizen housing and centers, hospitals or other medical facilities, high schools and higher education centers, and daycare facilities. Please note that Safety Zones should not be used in place of School Zones for streets adjacent to grades 1-8 schools.

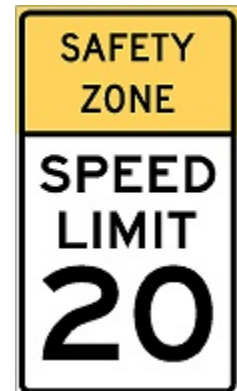


Fig. 9-3:
MA-R2-8 Sign

To establish a Safety Zone, the following minimum criteria should apply:

- The street should be adjacent to a land use that is likely to attract vulnerable road users.
- The Safety Zone should contain one or more areas that have potential conflicts between motor vehicles and vulnerable road users that warrant a reduction in speeds such as crosswalks, driveways, or side streets.
- The minimum length of the Safety Zone should be at least ¼ of a mile and it should not extend more than 500' beyond a side street unless an applicable land use continues along the adjacent block.

Regulatory speed limit signs, including Safety Zone speed limit signs, are required to conform to the MUTCD, per MGL c. 85 § 2. Therefore, an engineering study must be performed to validate the posting of signage. The engineering study “shall include an analysis of the current speed distribution of free-flowing vehicles.”

Proper signage is also necessary to inform road users of the downstream end of a Safety Zone. In an area where a legal Special Speed Regulation has been enacted, the Safety Zone should be terminated with a Speed Limit (MUTCD code R2-1) sign that corresponds to the regulatory limit shown in the regulation. If the Safety Zone is in an area that has no Special Speed Regulation, it should be terminated with an End Speed Zone (MassDOT code MA-R2-7) sign.

Cities and towns are responsible for modifying their Municipal Traffic Code to reflect the locations of all Safety Zones prior to the posting any signage.

9.d School Zone Speed Limits

School Zone speed limits are a statutory speed limit, but may be marked with regulatory (black legend on white background) signage. Speed limits within a School Zone must be set at 20 mph, but the limit is only in effect during days of the week and hours of the day when children are accessing the school grounds. School Zone warrants, design, and operation are governed by the Massachusetts Amendments to the MUTCD. The following is a summary of these criteria, but the full document should be reviewed to ensure all standards are met:

- The school property abuts the public right of way within the limits of the proposed School Zone;
- School children have direct access to the street or roadway from the school property;
- There is a marked, ADA-compliant crosswalk within the School Zone; and
- The school includes one or more grades between Grade 1 and Grade 8, inclusive.



Fig. 9-4: R2-1 Sign with S4-3P and S4-1P Plaques (Source: MUTCD)

Cities and towns are responsible for modifying their Municipal Traffic Code to reflect the locations and days and times of operation for all School Zones prior to the posting any signage. The sign assembly that is used to identify the school zone speed limit for drivers should be similar to Fig. 9-4; the assembly may

also contain sign plaques stating the days of the week (MUTCD code S4-6P) or “When Children Are Present” (S4-2P) or it may be supplemented with yellow flashing beacons and a plaque stating “When Flashing” (S4-4P).

9.e Thickly Settled or Business Districts

Thickly Settled or Business Districts, as defined in MGL c. 90 § 1, have a default statutory speed limit of 30 mph unless the municipality has adopted MGL c. 90 § 17C., wherein the statutory speed limit in these areas is reduced to 25 mph. However, if a Special Speed Regulation has been enacted on this section of roadway the regulatory speed will govern. With exception to School Zone Speed Limits discussed in Section 9.d, *Special Speed Regulations will always supersede a statutory speed limit.*

A municipality has the option of adopting MGL c. 90 § 17C on either a city- or town-wide basis or on a street-by-street basis. MassDOT recommends the former since it allows for consistent messaging and is less likely to create confusion for motor vehicle operators. In addition, adopting the 25 mph statutory limit on a city- or town-wide basis will allow vehicles to place MA-R2-9A or MA-R2-9B regulatory (black legend on white background) signs at the municipal boundaries while staying in conformance with the MUTCD, whereas MA-W13-4 warning (black legend on yellow background) signs may only be used for individual streets (Fig. 9-5).

A thickly settled or business district is "the territory contiguous to any way which is built up with structures devoted to business, or the territory contiguous to any way where dwelling houses are situated at such distances as will average less than two hundred feet between them for a distance of a quarter of a mile or over."

--- MGL c. 90 § 1

Cities and towns are responsible for modifying their Municipal Traffic Code if they have adopted the 25 mph statutory limit in Thickly Settled or Business Districts. In the case that it is adopted on a street-by-street basis, those streets and the extents of those limits should clearly be identified. In addition, MGL c. 90 § 17C requires the municipality to notify MassDOT if the 25 mph statutory limit is adopted.

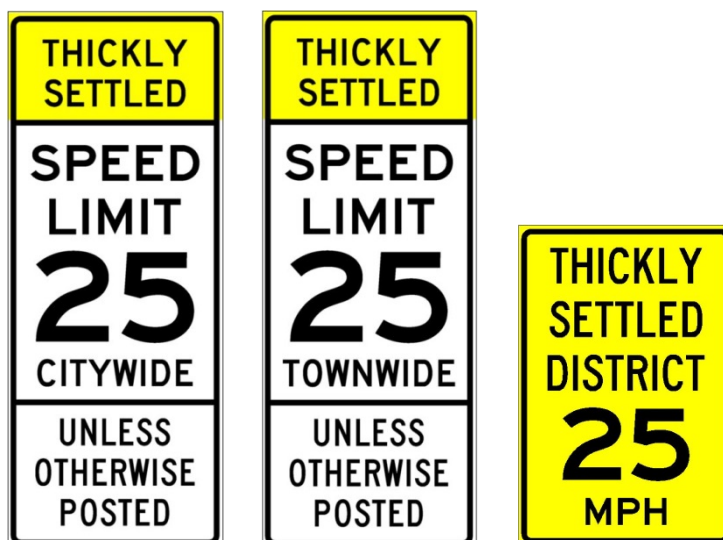


Fig. 9-5: MA-R2-9A, MA-R2-9B, and MA-W13-4 Signs

9.f Speed Feedback Signs

Speed Feedback Signs (SFS) may be a valuable tool in reducing vehicle speeds under many different conditions, including work zones, areas where it is not possible to make physical roadway changes, or where constant police enforcement is not practical. Most newer SFS systems will also log and store speeds over time so that the owner may track changes to speed profiles over time to determine its effectiveness and also to identify possible patterns of violators which can be used to deploy enforcement at times when it will be most efficient.

However, SFS systems are not a panacea for long-term reductions in speed profiles under all conditions. Under most scenarios, general speeds will drop immediately after installation due to a “novelty” effect of the device; the extent speeds increase back to the pre-installation rate over time is oftentimes related to the setting in which it was installed. Research has shown that SFS systems are not effective everywhere, and when used they may only be effective over short distances.^{7,8,9} Therefore, MassDOT advises that SFS systems are limited to the following conditions:

- In School Zones, where the speed limit may vary by times of day;
- In transition areas, where a regulatory speed limit decreases;
- On approaches to signalized intersections on high-speed roadways; and
- In work zones, where traffic flow may unexpectedly slow or stop.

A SFS should always be installed below a speed limit sign; it should never be installed by itself. In addition, MassDOT advises that the size of the “Speed Limit” and number legends should be mimicked by the “Your Speed” and the changeable speed display legends.

⁷ Rose, Elisabeth R. and Ullman, Gerald L., *Evaluation of Dynamic Speed Display Signs*, (College Station, TX: Texas Transportation Institute, September, 2003).

⁸ Jeihani, Mansoureh, et al, *Evaluating the Effectiveness of Dynamic Speed Display Signs*, (Baltimore, MD: Morgan State University, September, 2012).

⁹ Sandberg, Wayne, et al, *Long-Term Effectiveness of Dynamic Speed Monitoring Displays for Speed Management at Speed Limit Transitions*, (Washington, Dakota, and Ramsey Counties, MN: 2009).