



Speed Management Program

DIVISION OF TRANSPORTATION AND MOBILITY

May 22, 2024



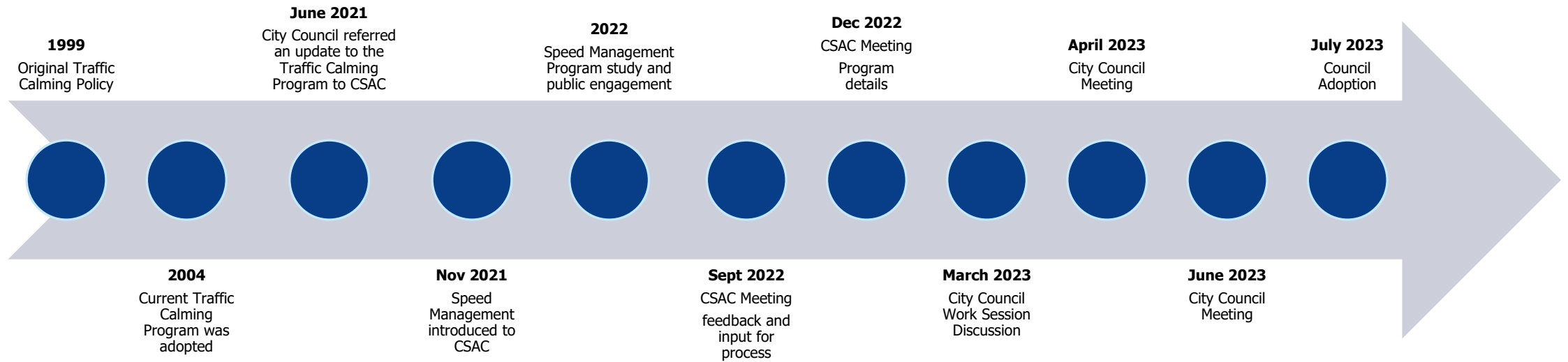
EVERYTHING GROWS HERE.

Agenda

- 1. Background**
- 2. Program Overview**
- 3. Speed Management Toolbox**
- 4. Initial Projects and Outcomes**
- 5. Next Steps**



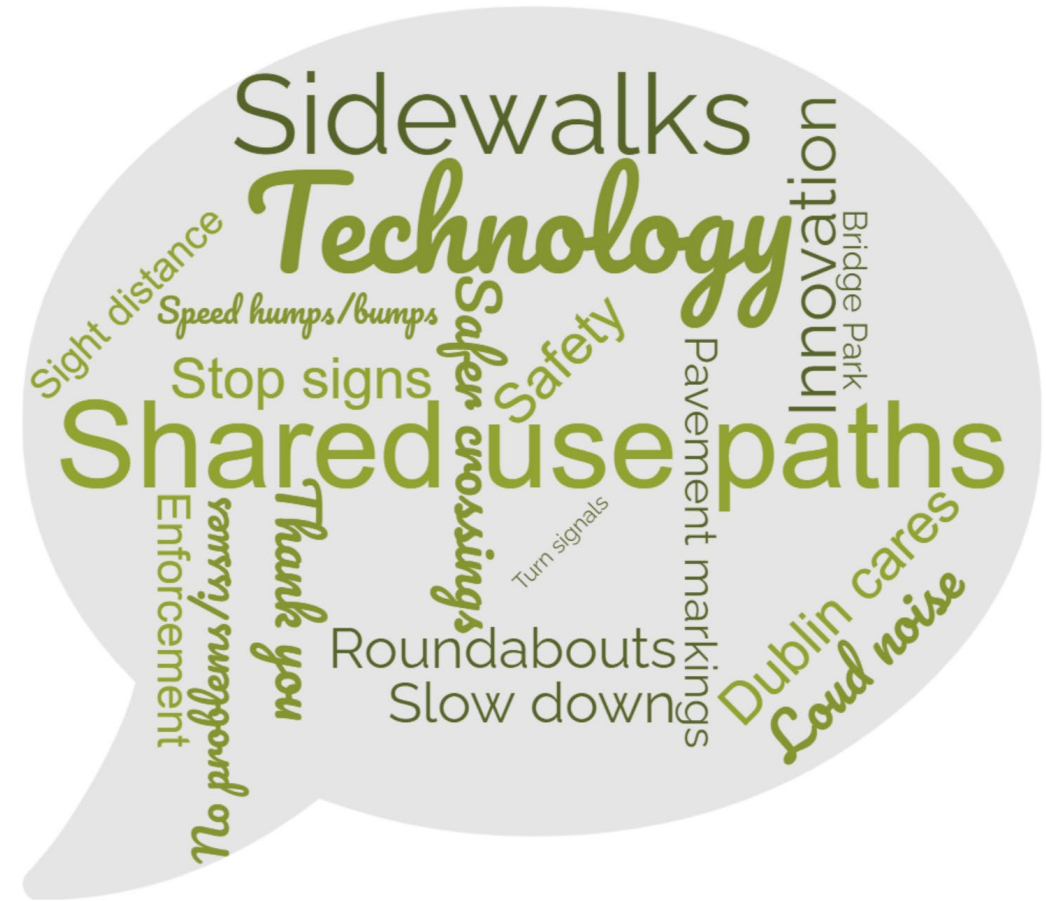
Project Timeline



Public Engagement

Over 400 people reached:

- Neighborhood Email Outreach
- Dublin News Now
- Pop-Up Events (July)
- Public Meeting (Aug 9)
- Online Survey with over 280 Responses
- Community Services Advisory Committee Meeting (Nov 2021, Sept 2022, Dec 2022)



**20
MPH**



18% likelihood of **fatality or severe injury**

**30
MPH**



50% likelihood of **fatality or severe injury**

**40
MPH**



77% likelihood of **fatality or severe injury**

Program Overview



Vision Statement

The Speed Management Program will provide a framework for a data-driven approach to speed management. The program goals **strive to create** safe and comfortable streets for residents and **all** road users across Dublin including people walking and rolling.

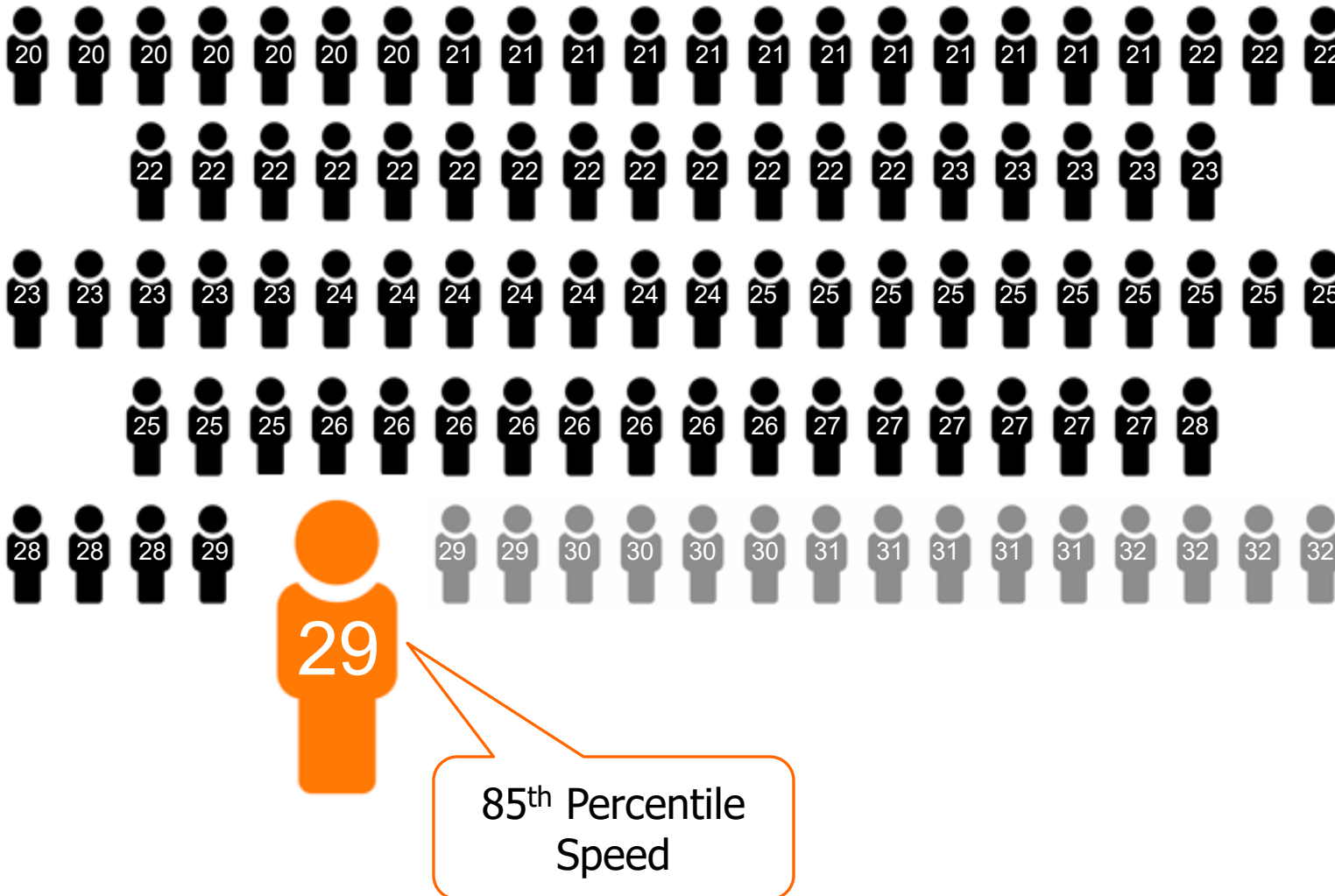


Speed Management Categories

	Speed Management Toolbox Categories			
	Category 1	Category 2	Category 3	
	85 th Percentile Speed over the Posted Speed Limit (mph)	85 th Percentile Speed over the Posted Speed Limit (mph)	85 th Percentile Speed over the Posted Speed Limit (mph)	Or one percent of motorists are traveling more than 15 mph over the posted speed limit
Posted Speed Limit – 30 mph or Over	5 mph or less	Between 6 and 10 mph	Over 10 mph	
Posted Speed Limit – 15 mph or 25 mph	3 mph or less	Between 4 and 10 mph	Over 10 mph	
School Zone – 20 mph	N/A	5 mph or less	Over 5 mph	



85th Percentile Speed



- Commonly used and universally recognized metric in speed studies and speed enforcement
- Of 100 drivers, this is the max speed of 85 drivers
- This metric is compared to the posted speed limit
- The higher the difference is between the speed limit and the 85th percentile speed, the higher the speed category
- Higher categories qualify for more aggressive solutions in the Speed Management Toolbox



Example Included in Program Materials

Speed Survey Analysis Summary

Location Nospeeding Drive
 Reference East of Sharetheroad Drive
 Conditions WB Approach, EB Recede
 Posted Speed Limit 25 mph
 Survey Dates 5/23/2023 through 5/25/2023
 Survey Times 24-hours each day

Date	Direction of Travel	Number of Vehicles	Average Speed (mph)	85th Percentile (mph)	Percent of Vehicles At or Below 35 mph	Number of Vehicles 41 mph and Over	Comments
5/23/2023	WB	637	24	30	98%	0	
5/23/2023	EB	688	24	29	99%	2	
5/24/2023	WB	700	24	27	98%	1	
5/24/2023	EB	782	23	29	99%	0	
5/25/2023	WB	717	25	28	97%	2	
5/25/2023	EB	634	24	29	99%	1	
Summary							
Direction of Travel	Average Vehicles per Day	Total # of Vehicles in Survey	Average Speed	85th Percentile	At or Below 35 mph	Percent of Excessive Speeds	Comments
WB	685	2,054	24.35	28.33	98%	0.1%	
EB	701	2,104	23.63	29.00	99%	0.1%	
Both Directions	1,386	4,158	23.98	28.67	98%	0.1%	

Invalid data points removed from dataset: 0

Example speed survey results

With typical data results for a local level roadway

	Category 1	Category 2	Category 3	<div style="border: 1px solid black; border-radius: 50%; padding: 10px; text-align: center;"> Or one percent of motorists are traveling more than 15 mph over the posted speed limit </div>
	85 th Percentile Speed over the Posted Speed Limit (mph)	85 th Percentile Speed over the Posted Speed Limit (mph)	85 th Percentile Speed over the Posted Speed Limit (mph)	
Posted Speed Limit - 30 mph or Over	5 mph or less	Between 6 & 10 mph	Over 10 mph	
Posted Speed Limit - 15 mph or 25 mph	3 mph or less	Between 4 & 10 mph	Over 10 mph	
School Zone - 20 mph	N/A	5 mph or less	Over 5 mph	

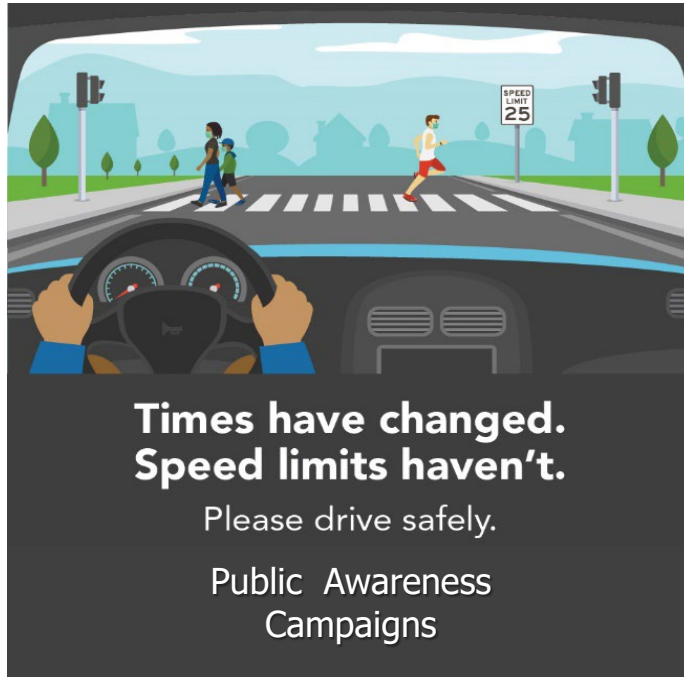
1. 85% speed over speed limit calculation: $28.67 - 25.00 = 3.67$ mph
2. Round up to 4 mph over posted speed limit
3. Category 2 solutions would apply



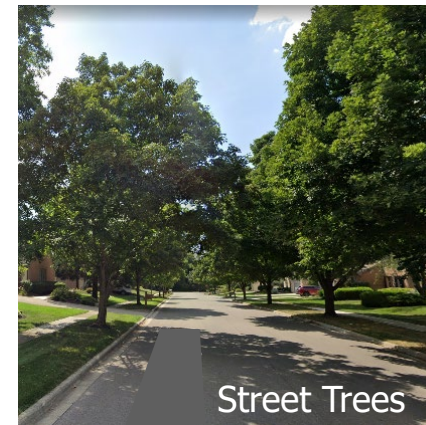
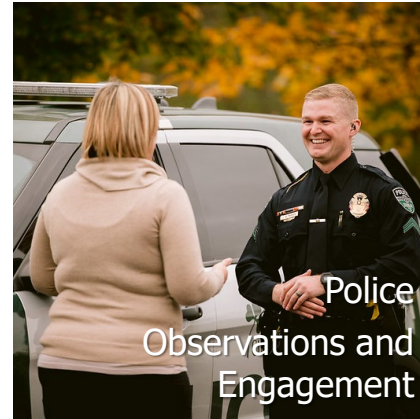
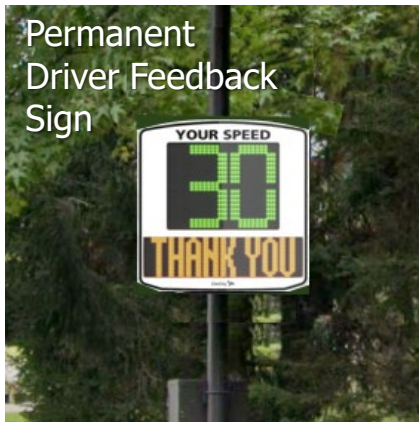
Speed Management Toolbox



Category 1 Solutions



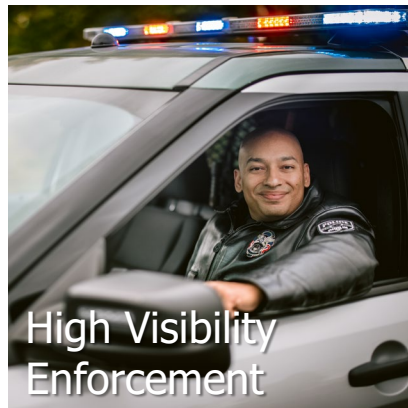
Category 2 Solutions



Category 3 Solutions

Reviewed on a case-by-case basis

- Requires additional study (example: corridor study, road safety audit)
- Additional funding required



Vertical Measures in Category 3

- **Vertical Measures**, such as speed cushions, should only be considered if other measures have been unsuccessful. If after **at least one** Category 3 Speed Management Solution has been tried and proven to be ineffective, and speeds are still in Category 3, then vertical measures **will be evaluated as described in Step 3 of the Speed Management Program.**



Education and Awareness

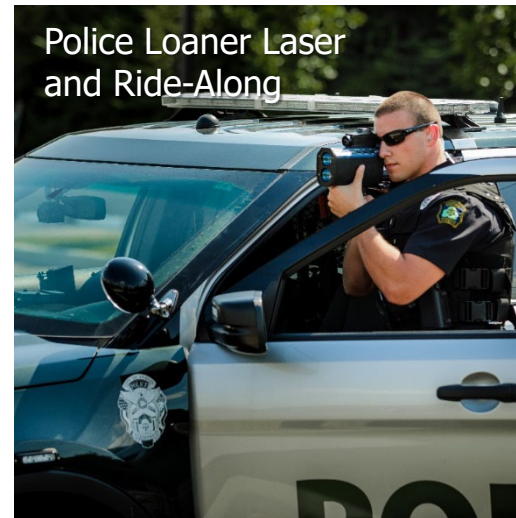
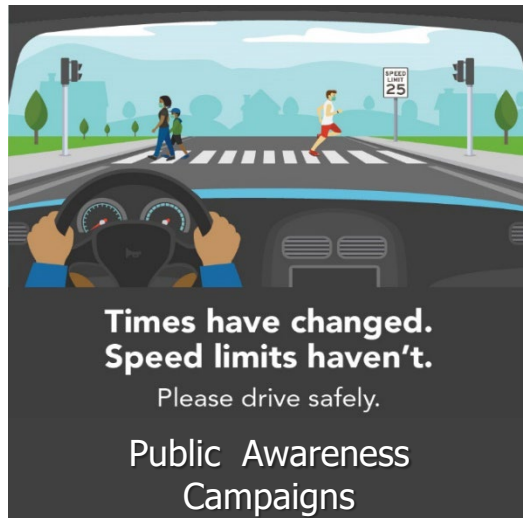
- Supporting language added to the Program:

- Step 1. Collect data and educate

- Residents have access to the Education and Awareness Solutions within the Speed Management Toolbox beginning in this step of the Speed Management Program.

- Included within the Toolbox

- Public Awareness Campaigns
 - Police Laser Program
 - Police Ride Along Program
 - Yard Signs



Initial Projects and Outcomes



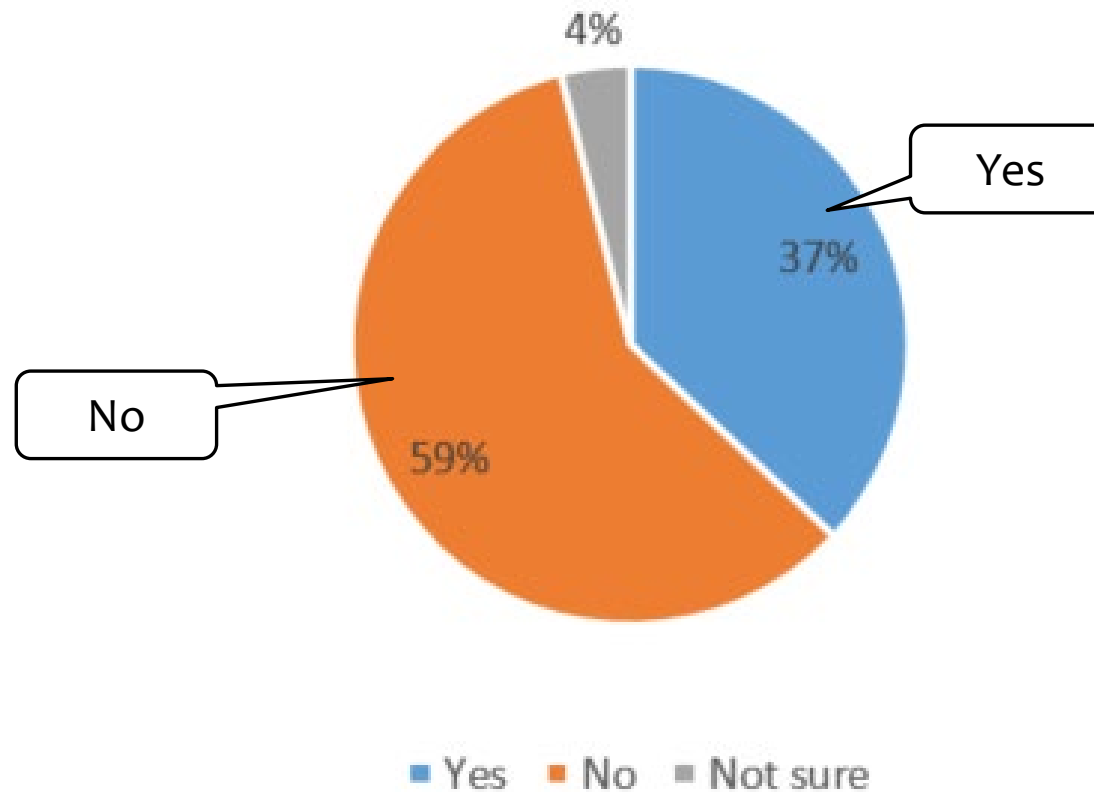
Temporary Speed Cushions on Cacchio Lane

Temporary Speed Cushion and Speed Table Installation Examples



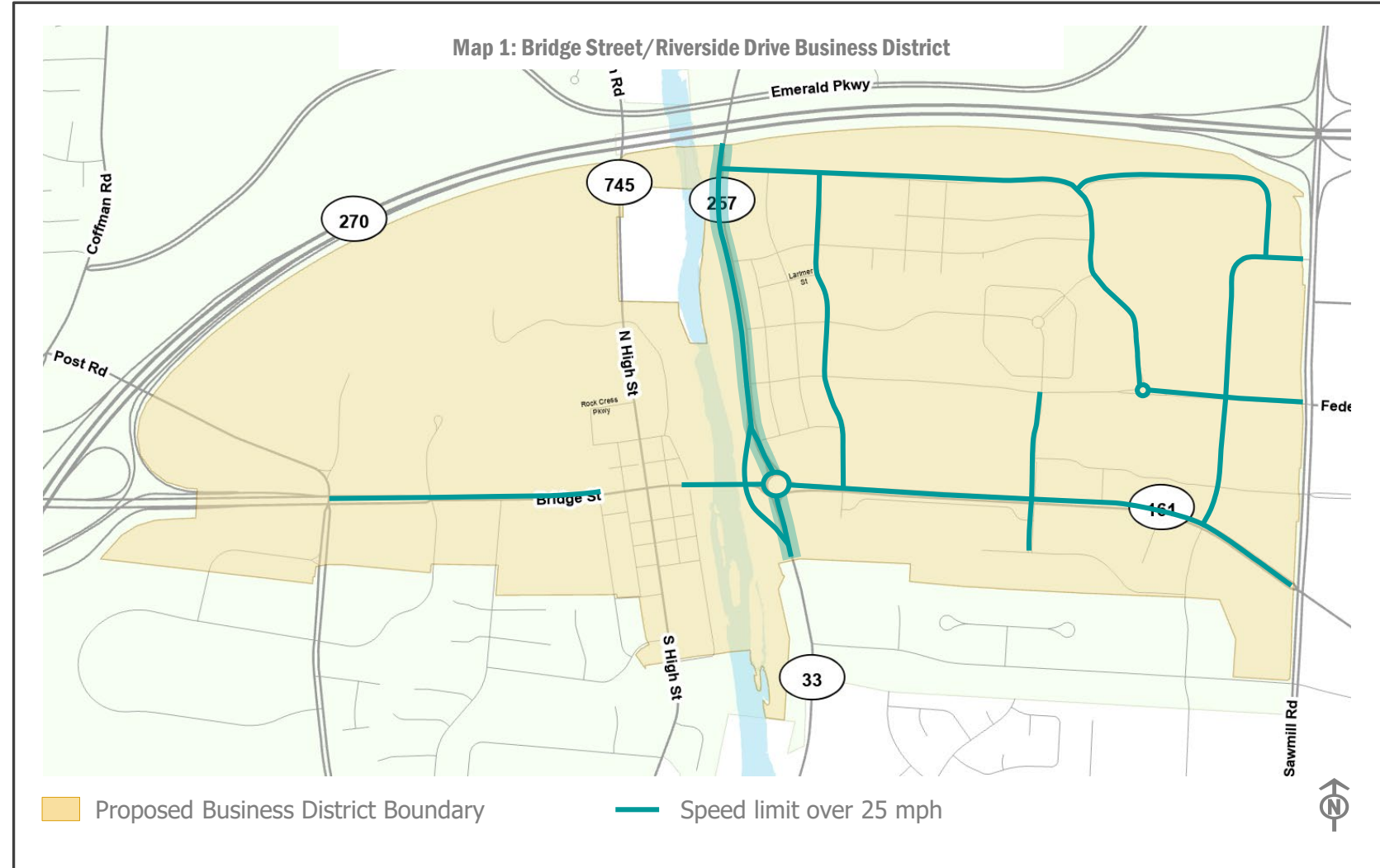
Online Survey Response

Are you in favor of installing speed cushions on Cacchio Lane to improve safety?



Establishing a Business District

- Routes with speed limits above 25 mph
 - Riverside Drive
 - SR 161/Bridge Street
 - Dale Drive
 - Bridge Park Avenue
 - Village Parkway
 - Tuller Road
 - Dublin Center Drive (north of SR 161)
 - Shamrock Boulevard



Riverside Drive Speed Limit - Action Plan

Target Date	Action
Sept 12 – 17	Update action plan and/or educational campaign
Sept 18 – Oct 10	Media campaign and outreach
Sept 28 – Oct 11	Message boards in each direction
Oct 12	Post the new speed limit signs
Oct 13 – 29	Educational enforcement and speed trailer deployment
Oct 30	Enforcement of the 25 mph zone

On Oct. 12, the speed limit along Riverside Drive, between Martin Road and Tuller Road, will be reduced to 25 mph.

The City of Dublin wants to ensure the legal speed limit supports safe pedestrian and traffic operations and reflects current conditions. The Riverside Drive corridor has changed significantly since the speed limit was set in 2004. As the area has grown to include Bridge Park, Riverside Crossing Park and The Dublin Link pedestrian bridge, it draws substantial pedestrian and vehicular traffic to the vibrant, walkable district.

Whether you walk, drive, roll or stroll, your safety as our resident, workforce member or visitor is our top priority. Thank you for driving safely in our community!



Tactical Urbanism Streetscape Improvements



Speed Safety Cameras

- Four locations
- Reads rear license plate
- Working with vendor to improve operations
- Will send warning letters (no citations)



Speed Safety Camera



Next Steps



Next Steps

1. Tactical urbanism pilot to City Council
2. Regular speed and noise enforcement campaigns
3. Emphasize speed enforcement in school zones and neighborhood streets
4. Police Department discusses recent traffic complaints and high crash areas daily with officers on a regular basis – and personally follow-up with each resident who submits a concern regarding speed management
5. This summer, a year after the speed management program was adopted, work on a Vision Zero action plan

