# TOWN OF KILL DEVIL HILLS

*Land Where Flight Began*

MEMORANDUM December 12, 2022

TO: Mayor and Board of Commissioners

FROM: Debora P. Diáz, Town Manager

REF: New Business

**1. Proposed reduction of west-side speed limit to 20 m.p.h. (Attached NB-1)**

At its November 14, 2022, meeting, the BOC directed Staff to include for this meeting a discussion of a proposed reduction in the west-side speed limit from 25 to 20 m.p.h. The BOC requested Staff prepare cost estimates of any potential signage changes.

Public Services Director Steve Albright's attached memorandum outlines the potential costs for changing signage, along with relevant sections of the Manual on Uniform Traffic Control Devices (MUTCD), a guide which the BOC directed Staff to utilize in 2008 and is required for the Town to qualify for many federal roadway grant programs. Staff recommendations include the review of Police Department speed and crash data, and Town Engineer analysis.

Patrick Lewis and Pete Burkhimer of American Engineering, at Staff's request, have submitted a memorandum addressing the components necessary in evaluating speed limits.

Board guidance is requested.

# TOWN OF KILL DEVIL HILLS
## PUBLIC SERVICES

Post Office Box 1719, 107 Town Hall Drive
Kill Devil Hills, NC 27948
Administration (252) 480-4080 Fax (252) 441-6136
Office Hours: 8:00 a.m. – 5:00 p.m. Mon. – Fri.
Water Plant (252) 480-4090
www.kdhnc.com

**STEPHEN F. ALBRIGHT**
Director

**DEREK A. DAIL**
Assistant Director

**MARCIA K. OLLIS**
Administrative Services

**ALFRED BURTON**
Water Plant

**WILLIAM H. WATERFIELD**
Water Systems

**L. RANDOLPH TURNER**
Streets

**LYNN E. LINDSEY**
Solid Waste


December 12, 2022

***Memorandum***

To: Debora P. Diaz, Town Manager

From: Stephen F. Albright, Public Services Director SFA

*Subject:* **Proposed Speed Limit Change – Westside 20 MPH**

At the November 14, 2022 meeting, the Board of Commissioners discussed a possible reduction of speed limits on the westside of US 158. Public Services stands ready to assist if the Board determines changes are warranted.

Please note the following information related to any proposed change regarding existing signs:

- Public Services currently maintains approximately 350 speed limit signs on the west side of US 158. The last complete mapping occurred in 2012 with 323 identified locations. Additional signs have been added for street extensions (Palmetto, Eden, Water Oak) as well as additions directed by the Police Department. The quantity of 350 accounts for the number mapped plus these additions.
- The 2012 mapping exercise was a result of MUTCD requirements related to retroreflectivity that improves nighttime sign visibility. Two key components of this program involved:
  - Upgrading all signs to a prismatic sheeting that improves the retroreflectivity of the sign blades
  - Implemented a ten-year blanket replacement schedule that follows the manufactures life expectancy of the sheeting
- The current speed limit signs were last replaced in 2014. They are currently at about nine years of their expected ten-year life span with anticipated replacement in 2024.
- Should the Board choose to implement changes to the speed limit, we would recommend simply replacing the sign blades one year earlier

ATTACHMENT NB-1

than anticipated as opposed to any decal or other modifications. Repeating such modifications 350 times with exact placement, concerns about the permanence of any such decals, and the short remaining life of the existing blades support this recommendation.

- Potential costs associated with any such replacement should include for budget purposes:
  - (350) R2-1 20 MPH sign blades 24"x30" @ $33 per blade = $11,550
  - (100) 4x4 posts for replacement of damaged posts @ $16 each = $1,600
  - Lag bolts for installation = $200
  - **Total Budget = $13,350**
- Street Department staff believes it will require an approximate two-week time period to complete any desired blanket replacement.
- Staff also recommends based on existing driver expectations that prior to any adjustments to the standard 25 MPH residential speed limit a careful examination of the following:
  - Police Department speed data to determine if perceived violations are actual
  - Police Department crash data from areas of concern
  - Town Engineer's analysis per MUTCD of the above and its warrants for any reduction to the existing posted limits

I have attached relevant sections of the latest MUTCD manual for your reference in addition to pricing for the necessary sign blades.

I hope this information is helpful.

Vulcan Inc
410 E Berry Ave.
Foley, AL 36535
Tel 251-943-7000

# QUOTE ACKNOWLEDGEMENT

| CUSTOMER | ORDER |
|---|---|
| **Sold To:** Town Of Kill Devil Hills<br>Po Box 1719<br>Attn: Accounts Payable<br>Kill Devil Hills, NC 27948 | **Order No:** 26590<br>**Ordered By:** Steve Albright<br>**Cust PO No:** Quote<br>**Ship Via:** Best Possible Way<br>**Building Name:** Vulcan Signs<br>**Order Taker:** Jennifer Wallace |
| **Ship To:** Town Of Kill Devil Hills<br>701 Bermuda Bay Blvd<br>Kill Devil Hills, NC 27948<br>USA | **Date:** 11/17/2022<br>**Phone:** 252-480-4086<br>**FOB:** Destination<br>**Terms:** Net 30<br>**Inside Sales:** |

| Line No | Due Date | Customer Part | Description/Note | Freight Terms | Quantity | Unit | Unit Price | Extended Price |
|---|---|---|---|---|---|---|---|---|
| 1 | | R2-1-20080243039905CR | R2-1-20 .080 x 24" x 30" Rectangle 3990 SCR Speed Limit 20 | Prepaid & Add | 350 | Ea | $30.1300 | $10,545.50 |
| | | | Freight Plant 3 | | | | $390.50 | $390.50 |
| | | | Tax | | | | $738.18 | $738.18 |
| | | | | | | | **Total** | $11,674.18 |
| | | | | | | | **Grand Total** | $11,674.18 |

**Notes**

## Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 1 of 4)

| Sign or Plaque | Sign Designation | Section | Conventional Road | | Expressway | Freeway | Minimum | Oversized |
|---|---|---|---|---|---|---|---|---|
| | | | Single Lane | Multi-Lane | | | | |
| Stop | R1-1 | 2B.05 | 30 x 30* | 36 x 36 | 36 x 36 | — | 30 x 30* | 48 x 48 |
| Yield | R1-2 | 2B.08 | 36x36x36* | 48x48x48 | 48x48x48 | 60x60x60 | 30x30x30* | — |
| To Oncoming Traffic (plaque) | R1-2aP | 2B.10 | 24 x 18 | 24 x 18 | 36 x 30 | 48 x 36 | 24 x 18 | — |
| All Way (plaque) | R1-3P | 2B.05 | 18 x 6 | 18 x 6 | — | — | — | 30 x 12 |
| Yield Here to Peds | R1-5 | 2B.11 | — | 36 x 36 | — | — | — | 36 x 36 |
| Yield Here to Pedestrians | R1-5a | 2B.11 | — | 36 x 48 | — | — | — | 36 x 48 |
| Stop Here for Peds | R1-5b | 2B.11 | — | 36 x 36 | — | — | — | 36 x 36 |
| Stop Here for Pedestrians | R1-5c | 2B.11 | — | 36 x 48 | — | — | — | 36 x 48 |
| In-Street Ped Crossing | R1-6,6a | 2B.12 | 12 x 36 | 12 x 36 | — | — | — | — |
| Overhead Ped Crossing | R1-9,9a | 2B.12 | 90 x 24 | 90 x 24 | — | — | — | — |
| Except Right Turn (plaque) | R1-10P | 2B.05 | 24 x 18 | 24 x 18 | — | — | — | — |
| Speed Limit | R2-1 | 2B.13 | 24 x 30* | 30 x 36 | 36 x 48 | 48 x 60 | 18 x 24* | 30 x 36 |
| Truck Speed Limit (plaque) | R2-2P | 2B.14 | 24 x 24 | 24 x 24 | 36 x 36 | 48 x 48 | — | 36 x 36 |
| Night Speed Limit (plaque) | R2-3P | 2B.15 | 24 x 24 | 24 x 24 | 36 x 36 | 48 x 48 | — | 36 x 36 |
| Minimum Speed Limit (plaque) | R2-4P | 2B.16 | 24 x 30 | 24 x 30 | 36 x 48 | 48 x 60 | — | 36 x 48 |
| Combined Speed Limit | R2-4a | 2B.16 | 24 x 48 | 24 x 48 | 36 x 72 | 48 x 96 | — | 36 x 72 |
| Unless Otherwise Posted (plaque) | R2-5P | 2B.13 | 24 x 18 | 24 x 18 | — | — | — | — |
| Citywide (plaque) | R2-5aP | 2B.13 | 24 x 6 | 24 x 6 | — | — | — | — |
| Neighborhood (plaque) | R2-5bP | 2B.13 | 24 x 6 | 24 x 6 | — | — | — | — |
| Residential (plaque) | R2-5cP | 2B.13 | 24 x 6 | 24 x 6 | — | — | — | — |
| Fines Higher (plaque) | R2-6P | 2B.17 | 24 x 18 | 24 x 18 | 36 x 24 | 48 x 36 | — | 36 x 24 |
| Fines Double (plaque) | R2-6aP | 2B.17 | 24 x 18 | 24 x 18 | 36 x 24 | 48 x 36 | — | 36 x 24 |
| $XX Fine (plaque) | R2-6bP | 2B.17 | 24 x 18 | 24 x 18 | 36 x 24 | 48 x 36 | — | 36 x 24 |
| Begin Higher Fines Zone | R2-10 | 2B.17 | 24 x 30 | 24 x 30 | 36 x 48 | 48 x 60 | — | 36 x 48 |
| End Higher Fines Zone | R2-11 | 2B.17 | 24 x 30 | 24 x 30 | 36 x 48 | 48 x 60 | — | 36 x 48 |
| Movement Prohibition | R3-1,2,3,4,18,27 | 2B.18 | 24 x 24* | 36 x 36 | 36 x 36 | — | — | 48 x 48 |
| Mandatory Movement Lane Control | R3-5,5a | 2B.20 | 30 x 36 | 30 x 36 | — | — | — | — |
| Left Lane (plaque) | R3-5bP | 2B.20 | 30 x 12 | 30 x 12 | — | — | — | — |
| HOV 2+ (plaque) | R3-5cP | 2B.20 | 24 x 12 | 24 x 12 | — | — | — | — |
| Taxi Lane (plaque) | R3-5dP | 2B.20 | 30 x 12 | 30 x 12 | — | — | — | — |
| Center Lane (plaque) | R3-5eP | 2B.20 | 30 x 12 | 30 x 12 | — | — | — | — |
| Right Lane (plaque) | R3-5fP | 2B.20 | 30 x 12 | 30 x 12 | — | — | — | — |
| Bus Lane (plaque) | R3-5gP | 2B.20 | 30 x 12 | 30 x 12 | — | — | — | — |
| Optional Movement Lane Control | R3-6 | 2B.21 | 30 x 36 | 30 x 36 | — | — | — | — |
| Right (Left) Lane Must Turn Right (Left) | R3-7 | 2B.20 | 30 x 30* | 36 x 36 | — | — | — | — |
| Advance Intersection Lane Control | R3-8,8a,8b | 2B.22 | Varies x 30 | Varies x 30 | — | — | — | Varies x 36 |
| Two-Way Left Turn Only (overhead) | R3-9a | 2B.24 | 30 x 36 | 30 x 36 | — | — | — | — |
| Two-Way Left Turn Only (post-mounted) | R3-9b | 2B.24 | 24 x 36 | 24 x 36 | — | — | — | 36 x 48 |
| BEGIN | R3-9cP | 2B.25 | 30 x 12 | 30 x 12 | — | — | — | — |
| END | R3-9dP | 2B.25 | 30 x 12 | 30 x 12 | — | — | — | — |
| Reversible Lane Control (symbol) | R3-9e | 2B.26 | 108 x 48 | 108 x 48 | — | — | — | — |
| Reversible Lane Control (post-mounted) | R3-9f | 2B.26 | 30 x 42* | 36 x 54 | — | — | — | — |
| Advance Reversible Lane Control Transition Signing | R3-9g,9h | 2B.26 | 108 x 36 | 108 x 36 | — | — | — | — |
| End Reverse Lane | R3-9i | 2B.26 | 108 x 48 | 108 x 48 | — | — | — | — |
| Begin Right (Left) Turn Lane | R3-20 | 2B.20 | 24 x 36 | 24 x 36 | — | — | — | — |
| All Turns (U Turn) from Right Lane | R3-23,23a | 2B.27 | 60 x 36 | 60 x 36 | — | — | — | — |
| All Turns (U Turn) with arrow | R3-24,24b, 25,25b,26a | 2B.27 | 72 x 18 | 72 x 18 | — | — | — | — |
| U and Left Turns with arrow | R3-24a,25a,26 | 2B.27 | 60 x 24 | 60 x 24 | — | — | — | — |
| Right Lane Must Exit | R3-33 | 2B.23 | — | — | 78 x 36 | 78 x 36 | — | — |

02 Highway agencies may develop and apply criteria for determining the applicability of In-Street Pedestrian Crossing signs.

**Standard:**

03 **If used, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.**

04 **If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.**

05 **An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.**

*Guidance:*

06 *If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.*

Option:

07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

**Standard:**

08 **The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at signalized locations.**

09 **The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.**

10 **The In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP or YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).**

11 **Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.**

Support:

12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

**Standard:**

13 **The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.**

Option:

14 The In-Street Pedestrian Crossing sign may be used seasonably to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

15 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To (Stop Here For) Pedestrians signs may be used together at the same crosswalk.

## Section 2B.13 Speed Limit Sign (R2-1)

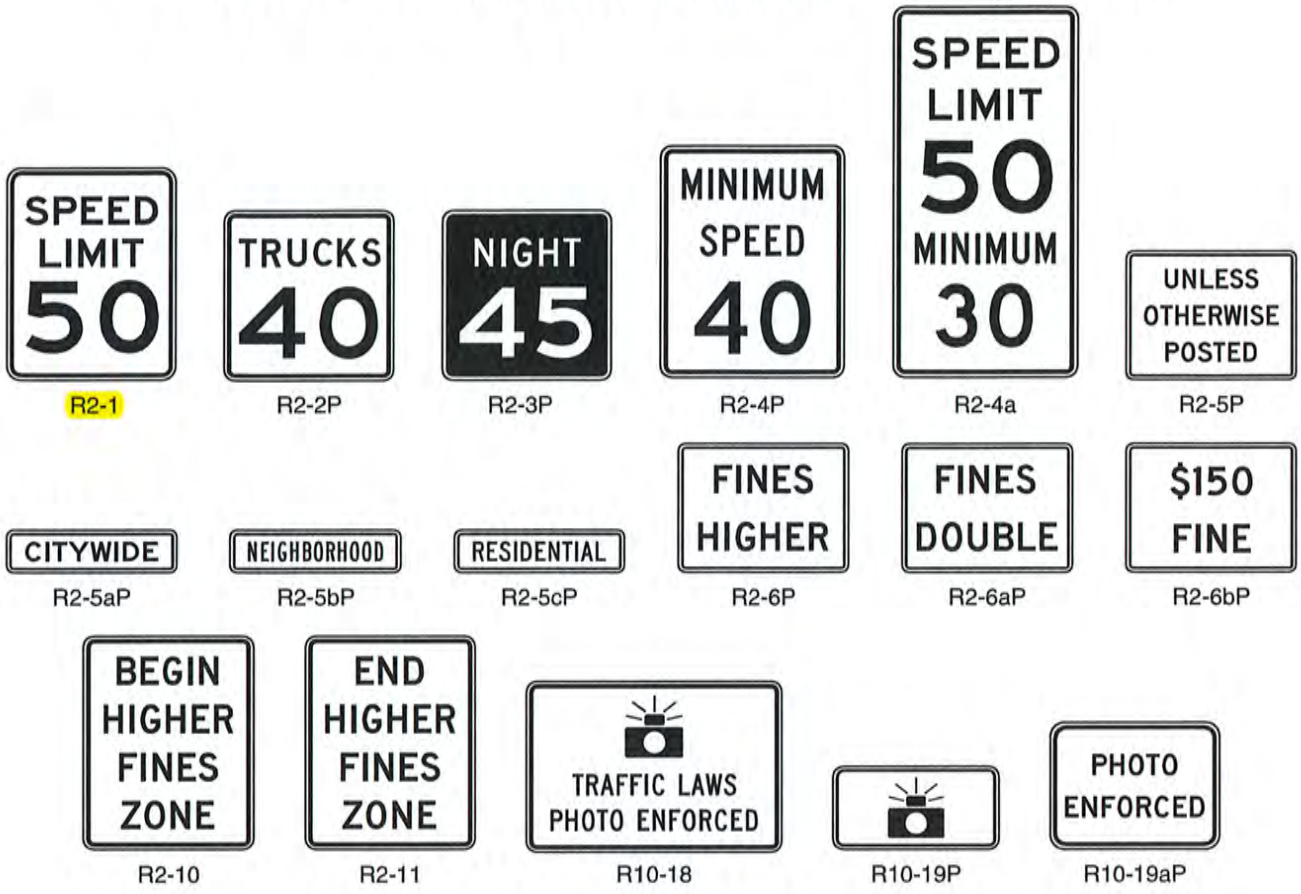
**Standard:**

01 **Speed zones (other than statutory speed limits) shall only 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.**

02 **The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.**

03 **Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.**

**Figure 2B-3. Speed Limit and Photo Enforcement Signs and Plaques**




04 **At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.**

05 **Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.**

Support:

06 In general, the maximum speed limits applicable to rural and urban roads are established:

A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or

B. As altered speed zones – based on engineering studies.

07 State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.

Option:

08 If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).

*Guidance:*

09 *A Reduced Speed Limit Ahead (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.*

10 *States and local agencies should conduct engineering studies to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.*

11 *No more than three speed limits should be displayed on any one Speed Limit sign or assembly.*

12 *When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th-percentile speed of free-flowing traffic.*

13 *Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85th-percentile speed.*

Support:

14 Advance warning signs and other traffic control devices to attract the motorist's attention to a signalized intersection are usually more effective than a reduced speed limit zone.

*Guidance:*

15 *An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.*

Option:

16 Other factors that may be considered when establishing or reevaluating speed limits are the following:

A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
B. The pace;
C. Roadside development and environment;
D. Parking practices and pedestrian activity; and
E. Reported crash experience for at least a 12-month period.

17 Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

18 A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.

19 A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

*Guidance:*

20 *If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX MPH or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.*

Support:

21 Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

## Section 2B.14 Truck Speed Limit Plaque (R2-2P)

**Standard:**

01 **Where a special speed limit applies to trucks or other vehicles, the legend TRUCKS XX or such similar legend shall be displayed below the legend Speed Limit XX on the same sign or on a separate R2-2P plaque (see Figure 2B-3) below the standard legend.**

## Section 2B.15 Night Speed Limit Plaque (R2-3P)

**Standard:**

01 **Where different speed limits are prescribed for day and night, both limits shall be posted.**

*Guidance:*

02 *A Night Speed Limit (R2-3P) plaque (see Figure 2B-3) should be reversed using a white retroreflectorized legend and border on a black background.*

Option:

03 A Night Speed Limit plaque may be combined with or installed below the standard Speed Limit (R2-1) sign.

## Section 2B.16 Minimum Speed Limit Plaque (R2-4P)

**Standard:**

01 **A Minimum Speed Limit (R2-4P) plaque (see Figure 2B-3) shall be displayed only in combination with a Speed Limit sign.**

Option:

02 Where engineering judgment determines that slow speeds on a highway might impede the normal and reasonable movement of traffic, the Minimum Speed Limit plaque may be installed below a Speed Limit (R2-1) sign to indicate the minimum legal speed. If desired, the Speed Limit sign and the Minimum Speed Limit plaque may be combined on the R2-4a sign (see Figure 2B-3).

## Section 2B.17 Higher Fines Signs and Plaque (R2-6P, R2-10, and R2-11)

**Standard:**

01 **If increased fines are imposed for traffic violations within a designated zone of a roadway, a BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 2B-3) or a FINES HIGHER (R2-6P) plaque (see Figure 2B-3) shall be used to provide notice to road users. If used, the FINES HIGHER plaque shall be mounted below an applicable regulatory or warning sign in a temporary traffic control zone, a school zone, or other applicable designated zone.**

02 **If an R2-10 sign or an R2-6P plaque is posted to provide notice of increased fines for traffic violations, an END HIGHER FINES ZONE (R2-11) sign (see Figure 2B-3) shall be installed at the downstream end of the zone to provide notice to road users of the termination of the increased fines zone.**

*Guidance:*

03 *If used, the BEGIN HIGHER FINES ZONE sign or FINES HIGHER plaque should be located at the beginning of the temporary traffic control zone, school zone, or other applicable designated zone and just beyond any interchanges, major intersections, or other major traffic generators.*

**Standard:**

04 **The Higher Fines signs and plaque shall have a black legend and border on a white rectangular background. All supplemental plaques mounted below the Higher Fines signs and plaque shall have a black legend and border on a white rectangular background.**

*Guidance:*

05 *Agencies should limit the use of the Higher Fines signs and plaque to locations where work is actually underway, or to locations where the roadway, shoulder, or other conditions, including the presence of a school zone and/or a reduced school speed limit zone, require a speed reduction or extra caution on the part of the road user.*

Option:

06 Alternate legends such as BEGIN (or END) DOUBLE FINES ZONE may also be used for the R2-10 and R2-11 signs.

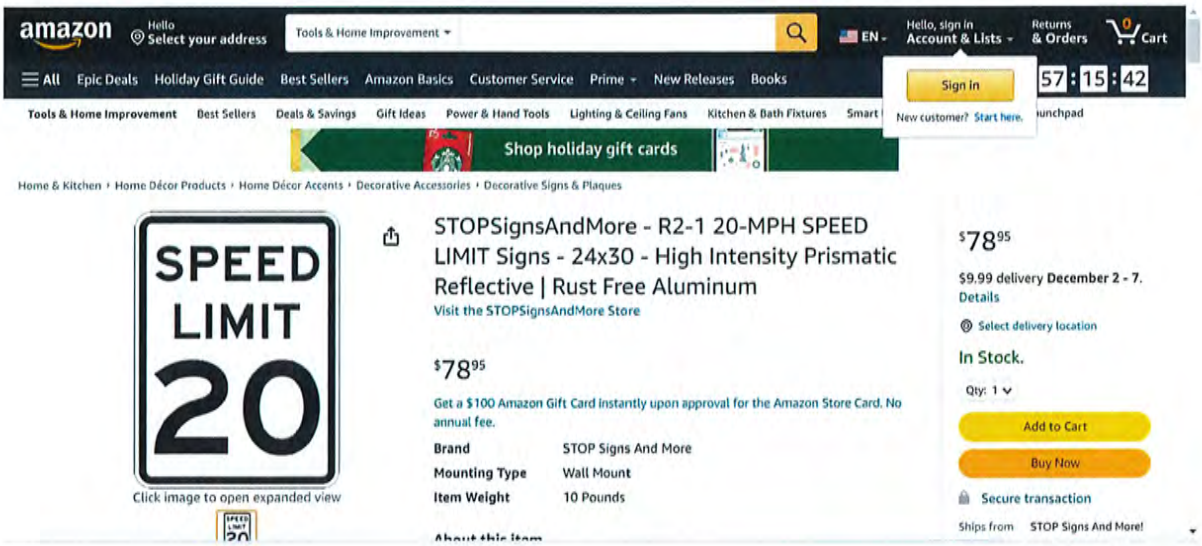
07 The legend FINES HIGHER on the R2-6P plaque may be replaced by FINES DOUBLE (R2-6aP), $XX FINE (R2-6bP), or another legend appropriate to the specific regulation (see Figure 2B-3).

08 The following may be mounted below an R2-10 sign or R2-6P plaque:

A. A supplemental plaque specifying the times that the higher fines are in effect (similar to the S4-1P plaque shown in Figure 7B-1), or
B. A supplemental plaque WHEN CHILDREN (WORKERS) ARE PRESENT, or
C. A supplemental plaque WHEN FLASHING (similar to the S4-4P plaque shown in Figure 7B-1) if used in conjunction with a yellow flashing beacon.

Support:

09 Section 6F.12 contains information regarding other signs and plaques associated with increased fines for traffic violations in temporary traffic control zones. Section 7B.10 contains information regarding other signs and plaques associated with increased fines for traffic violations in designated school zones.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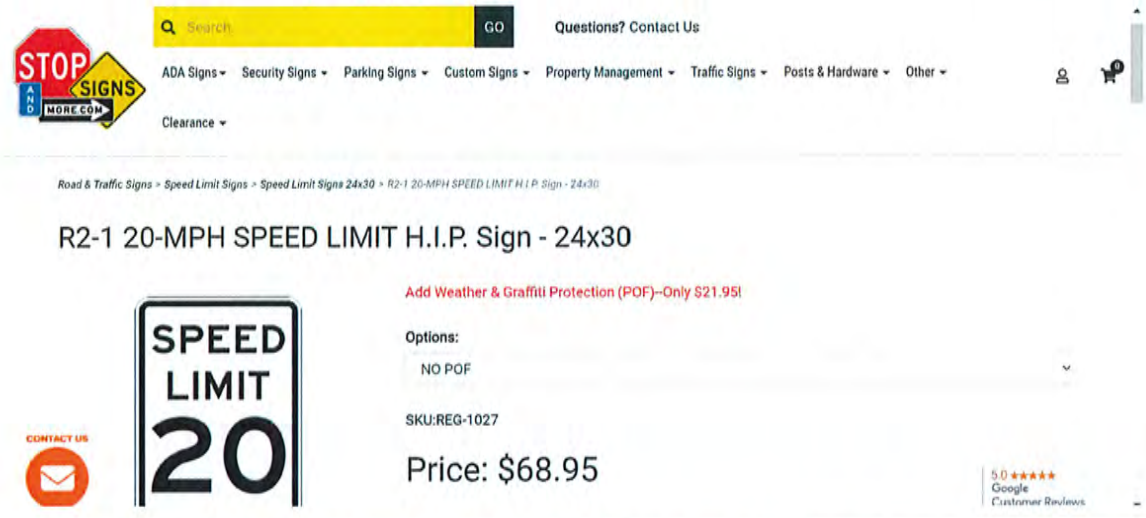
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Traffic Signs
Posts & Hardware
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Clearance
Road & Traffic Signs > Speed Limit Signs > Speed Limit Signs 24x30 > R2-1 20-MPH SPEED LIMIT H.I.P. Sign - 24x30
R2-1 20-MPH SPEED LIMIT H.I.P. Sign - 24x30
SPEED LIMIT 20
Add Weather & Graffiti Protection (POF)--Only $21.95!
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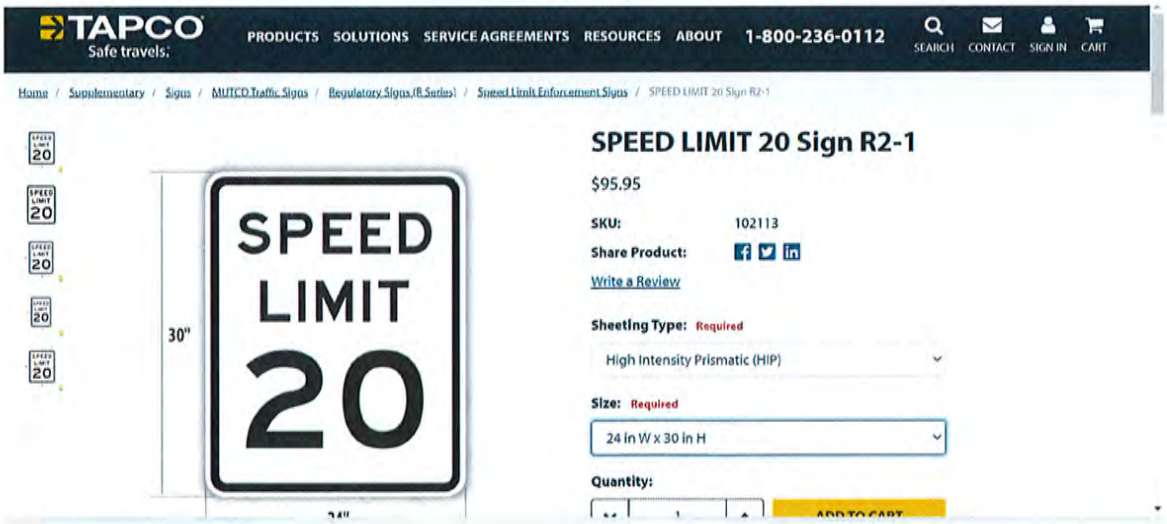
5.0 ★★★★★ Google Customer Reviews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High Intensity Prismatic (HIP)
Size: Required
24 in W x 30 in H
Quantity:
ADD TO CART

AMERICAN Engineering

December 5, 2022

Debora P. Diaz, Town Manager
Benjamin A. Sproul, Mayor, and
Board of Commissioners
Town of Kill Devil Hills
P. O. Box 1719
Kill Devil Hills, NC 27948

Reference: Request to Review Requirements to Change Speed Limits on Streets within Town Jurisdiction

Honorable Mayor, Commissioners and Manager:

In response to a request for information on engineering practices and guidance related to setting speed limits, we have researched the industry standards and engineering guidance for setting and changing speed limits. Guidance regarding speed limits can be found in the Manual of Uniform Traffic Control Devices (MUTCD), dated July 2022, as well as the Federal Highway Administration (FHWA) Publication SA-16-076, "Speed Limit Basics," which is the FHWA guideline for setting speed limits.

Speed limits within the Town of Kill Devil Hills that either match state law or are more restrictive as set by Town code are considered "statutory speed limits." In order to ensure that any change of speed limits in the town from the currently established limits, it is recommended that the following guidance be adhered to so that the industry standards and engineering guidance on speed limits can be followed, minimizing risk of adverse outcome due to any speed limit changes that are made.

Per Section 2B.13 of the MUTCD, "*Speed zones (other than statutory speed limits) shall only 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.*"

FWHA Publication SA-16-076 states that an engineering speed study is required to change speed limits from statutory limits, and shall have the following components:

- *Speeds of motorists in normal conditions*
- *Traffic volume*
- *Roadway type (e.g., interstate, freeway, city street)*
- *Roadway features (e.g., curves, hills, number of lanes)*
- *Roadway setting (e.g., urban, rural, residential, woodland, farmland)*
- *Number and spacing of driveways or intersections*
- *Sight distances*
- *Presence of on-street parking*

- *Pedestrian or bicyclist activity*
- *Crash history*
- *Pavement condition*

Based on these recommendations, it is American Engineering's recommendation that the Town complete an engineering speed study that meets the above requirements. This study should provide recommendations as to what, if any, speed limit changes should be undertaken on the roads in question. At that time, it would be recommended that such speed changes be enacted in code so that they can be properly enforced.

Our team is capable of completing this study for the Town and would be honored to develop a scope of work and fees, in consultation with appropriate Town staff, to do so.

Please contact us with any questions regarding this information. We appreciate the opportunity to assist you in whatever capacity we can as this plan moves forward.

Sincerely,

American Engineering Associates – Southeast, PA

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