Exhibit A

Key Safety Comparisons When the 85th Percentile—the Actual Prevailing Speeds--Are Disregarded

Table 1
Traffic Control "Cone Zone" Comparison

		Taper Length (in Feet) For 12' Width -- See Equations	"Min" Yellow Time (in Seconds)
Posted	**35 mph**	245	3.6
85 %tile	**45 mph**	540	4.3
Difference	**10 mph**	**295**	**0.7**
		Rounds to 300 Feet Short (Length of a Football Field)	***Rounds to 1 Second Short***

Note: *Already today, many urban roadways have common differences of 10 mph or more between the 85th percentile (prevailing) speed and the posted speed. When this occurs, safety transitions/tapers will be too short by a football field--100 yards--for traffic control areas with lane drops.* ***This does not support safety goals.*** *Similarly, the amount of yellow warning traffic signal time in advance of the red light indication, will be too short, by roughly one second while most red light running occurs within the first ½ to full second.* ***Factual 85th percentile data helps protect safety*** *and must continue to be* ***required*** *as part of the MUTCD's safe setting of speed limits.*

Exhibit A, Continued

Key Safety Comparisons When the 85th Percentile—the Actual Prevailing Speeds--Are Disregarded

Table 2
Sight Distances Comparison Table in Feet*

		Stopping	Decision (Case E)	Passing
Posted	**55 mph**	495	1135	1985
85 %tile	**75 mph**	820	1545	2580
Difference	**20 mph**	**325**	**410**	**595**
				Rounds to 600 Feet Short

Note**: Already today, suburban & rural roadways will have common differences between the 85th percentile (prevailing) speed and the posted speeds of 20 mph or more which can result in passing zones that are too short by 600' just as drivers try to safely pass a slower vehicle in opposing traffic on a two-lane roadway. In the picture shown, a child apparently was killed in a crash on a two-lane road.* ***Factual 85th percentile data helps protect safety *and must continue to be* ***required*** *as part of the MUTCD's safe setting of speed limits.*