The proposed guidelines for setting speed limits is removing the 85th percentile standard for setting speed limits. This is a grave mistake! The 85th percentile standard is the accepted traffic engineering standard for setting proper speed limits and its removal is ignoring the research and data that it generates. This research and data when combined with engineering judgement results in the most appropriate speed limit. When you use the data from all the drivers and determine the speed that they feel they can travel safely and then apply engineering you get the optimal speed limit.

Without data driven decision making, many municipalities will not spend the money to generate the data required to determine the proper speed limit. When you have non optimal speed limit that is not backed by driver data, traffic will not flow properly, costs of enforcement will rise and accidents will increase.

Speed limits should only be set after conducting an engineering study that is in accordance with traffic engineering practices and should include an analysis of the current speed distribution of free flowing traffic.