Frankly, I am appalled at this proposal to discontinue the practice of measuring 85th percentile speeds and establishing reasonable and proper speed limits based on such studies. This process, developed by traffic engineers who really know what they are doing, has served us well for nearly a century. Now, the evil forces in our midst seek to force us back to the horse and buggy days, by making life utterly miserable for anyone who needs motorized transportation. That would include breadwinners in a family, who need to commute to get to work. That would include people who live too far from a grocery store to walk. That would include retired people who waited their entire working lives to engage in tourism. Logic is meaningless to the people who reject the 85th percentile principle. They spew only hysteria and fear, as they now reject science and technology.

Our government is supposed to be of, by, and for the people. All I’m seeing in this proposal is nonsense to justify tyranny. Policing is not supposed to be an inexhaustible funding mechanism for government. Law enforcement personnel wish to be respected, but if they are burdened with ticket quotas to meet revenue enhancement goals, respect will vanish, just as it did during the years of the NEMSL. With the 85th percentile as a basis for speed limits, police still have the revenue enhancement opportunity to fleece three out of every ten motorists. Is that really not enough?

It would perhaps be different if this proposal had anything to do with safety. Many cities are embracing nonsense they call “Vision Zero”, which might more appropriately be called “Zero Vision”. In those cities, of which New York City is but one example, “Vision Zero” has resulted in more fatalities, not fewer fatalities.

I’ve seen the ill effects of zero vision in my own community. The city has abandoned engineering principles in favor of ignorant mothers who seem to feel that the streets are where their children should play. The city failed to plan adequately for growth and has so constricted arteries with syncopated traffic lights that frustrated motorists seek residential feeder routes as attractive alternatives. Now, the residents on those streets are demanding traffic calming, because compliance with artificially low speed limits is nil, and what the residents really want is less traffic. They are going about it entirely the wrong way.

Give a politician too much power, and they abuse it every time. The 2009 section **2B.13 of the** Manual on Uniform Traffic Control Devices (MUTCD), and in particular the passage “***Speed zones (other than statutory speed limits e.g., established by Federal or state law) 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.***” should survive in whatever newer edition is adopted.

If it isn’t broken, don’t fix it!