



May 2025

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

Table of Contents

Purpose.....	1
Definitions	2
Traffic Calming Study Request	3
Traffic Calming Study Data Collection	3
Traffic Calming Study Evaluation.....	4
Residential/Local Streets.....	4
Collector Streets.....	5
Arterial Streets.....	6
Traffic Calming Implementation:	6
Review of Existing Traffic Calming Measures:.....	6
Questions / Contact Info	6
Appendix A - Traffic Calming Flow Charts	7
Appendix B - Eligible Traffic Calming Measures	11
Education	11
Public Information	11
Portable Changeable Message Signs	12
Enforcement	12
Targeted Enforcement.....	12
Automated Enforcement/Portable Driver Feedback Trailers	12
Permanent Driver Feedback Signs.....	12
Engineering	13
Vertical Deflection Traffic Calming Measures.....	13
Speed Humps / Speed Tables / Raised Intersections	13
Horizontal Deflection Traffic Calming Measures.....	14
Appendix C - Ineligible Traffic Calming Measures	18
Stop Signs	18
Other Non-Standard Traffic Signs	18
Lower Speed Limits.....	19

Purpose

This policy outlines the procedures for conducting a Traffic Calming Study (TCS) to assess whether traffic calming measures are necessary. It also specifies the analysis criteria for residential, local, and arterial roads.

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

Definitions

85th Percentile Speed: The speed at or below which 85% of vehicles travel on a road segment under free-flowing conditions.

Eligible Roadways: All public residential/local, collector, and arterial streets that are operated and maintained under the jurisdiction of the City.

Emergency Medical Services (EMS) Response Route: Roadways that are designated as the primary means of access for fire trucks and ambulances into or through a neighborhood. Some residential/local and all collector and arterial streets are considered to be EMS response routes.

Horizontal Deflection Traffic Calming Measures: Bulb outs, median islands, chicanes, and chokers are all traffic calming measures that can be used to divert a driver's path from a straight line (horizontal deflection) and requiring them to slow down or yield to other traffic.

Impacted Properties: Those with access on the street segment being considered for traffic calming. Other properties that use the street segment on a routine basis (e.g. side facing the subject street) may also be considered impacted properties.

Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD): Nationally recognized document published by the Federal Highway Administration (FHWA) which defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets, highways, pedestrian and bicycle facilities, and site roadways open to public travel.

Noneligible Roadways: Private streets including parking lots and drive aisles in commercial developments and state highways (not maintained by the City) are not eligible for traffic calming measures covered by this policy.

National Cooperative Highway Research Program (NCHRP) Research Report 966 Speed Limit Setting Tool: A procedure for setting speed limits based on a range of factors such as land-use context, pedestrian and bicyclist activity, crash history, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds.

Posted Speed: Also known as the regulatory speed limits are those that are sign-posted along the road and are enforceable by law.

Roadway Functional Classifications: A system that groups roads into classes based on how they fit into the overall road network governed by the the USDOT through the FHWA. The five functional classes are: principle arterial, minor arterial, major collector, minor collector, and residential/local. A street's functional classification can be found in the City's web map ([VisionView](#)) by turning on the Streets layer.

Speed Limit:The maximum lawful vehicle speed for a specific location. Reference t he City's Municipal Code Section 12-6-1 for additional details.

Traffic Safety Advisory Committee (TSAC): A committee composed of representatives from Public Works Engineering, the Fire and Police Departments, Rio Rancho Public Schools, and the Development Services Department.

Traffic Calming: A combination of measures that reduce the negative effects of motor vehicle usage, alter driver behavior, and improve conditions for nonmotorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists.

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

Traffic Calming Study (TCS): A study conducted by the City at the request of a citizen to evaluate the need for and the implementation of traffic calming measures.

Vertical Deflection Traffic Calming Measures: Speed humps, speed tables, speed cushions, and raised intersections are all similar measures that change the roadway surface (vertical deflection), so drivers must reduce their speed to drive over the device comfortably.

Traffic Calming Study Request

A request can be made by using the [Traffic Calming Study Request Form](#) online and completing all required fields including the following information.

- Contact information (i.e. name, phone number, email, and physical address) must be provided, so that Traffic Section staff can follow up with additional questions or discussion;
- Location of the Traffic Calming request including street name and adjacent property addresses or cross-streets (e.g., “Little St between #123 and #456” or “Little St between Apple Ave and Lemon Lane”) should be provided; and
- Reason for the study request.

Requests for similar locations will only be evaluated once (1) per a three (3)-year period unless there has been a significant change in development shown to affect the area.

Requested section of roadway must be at least 1,000 feet long between signalized or stop controlled intersections or the end of a cul-de-sac.

Residents requesting traffic calming, in a neighborhood covered by a Home Owners Associations (HOA), are encouraged to work through their designated HOA representative or property manager for traffic calming requests.

For neighborhoods not covered by HOAs, requests should be made directly by the property owner(s) and not by a tenant of a rental property.

All requests will be reviewed . Once a clearly defined traffic calming request is submitted, the road segment will be evaluated based on the below criteria.

Traffic Calming Study Data Collection

Speed and volume data are collected for a consecutive 48-hour period typically within Tuesday to Thursday during non-holiday weeks when school or school-related traffic contributes significantly to traffic flows.

Five years' of the most recent crash data is requested from the Rio Rancho Police Department (RRPD) for the specific road where traffic calming is being requested.

The following roadway characteristics are documented in each study.

- Current traffic speeds and volumes
- Crash data for the most recent five years
- Speed limit
- Road functional classification
- Designation as an EMS route
- Roadway width
- Presence of pedestrian facilities

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

Where traffic data suggest that an evaluation of the speed limit is required, the following are also included in the study.

- Land-use context
- Pedestrian and bicyclist activity
- Intersection spacing
- Driveway density
- Roadway geometry
- Roadside conditions

Traffic Calming Study Evaluation

Residential/Local Streets

Requests may not proceed to the next step if they do not meet the below minimum criteria, or fail to receive any of the necessary approvals. The requestor will be notified of the results of the traffic calming study and any recommendations for traffic calming at the conclusion of steps 1 and 4. Only vertical deflection traffic calming measures require approvals 2 and 3 before proceeding to implementation.

- 1) **Traffic Data Analysis**. minimum criteria required.
 - The 85th Percentile Speed on the roadway exceeds 7 MPH over the posted speed limit, and
 - One of the following:
 - The traffic volume exceeds 1,000 vehicles per day or,
 - 800 vehicles per day and three or more reported crashes within the limits of the study area within five years where excessive speed was a primary or contributing cause of the crash.
- 2) **TSAC Approval**. Recommendations for Traffic Calming requires TSAC Approval in accordance with the City's Municipal Code Section 12-2-9.
- 3) **Approval of Impacted Property Owners**. Consensus from property owners must be reached before traffic calming can be implemented. Written approval by a majority (i.e., at least 50% plus one) of impacted property owners of record (no lessees) is required. The City's Traffic staff will identify and are responsible for contacting impacted property owners.

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

Collector Streets

Requests may not proceed to the next step if they do not meet the below minimum criteria, or fail to receive any of the necessary approvals. The requestor will be notified of the results of the traffic calming study and any recommendations for traffic calming at the conclusion of steps 2 and 4. Only vertical deflection traffic calming measures require approvals 3 and 4 before proceeding to implementation.

- 1) **Traffic Data Analysis.** minimum criteria required.
 - The traffic volume exceeds 3,000 vehicles per day (in accordance with the City's *Development Process Manual*). Collector roadways are anticipated to carry up to 8,500 vehicles per day.
 - The 85th Percentile Speed on the roadway exceeds 11 MPH over the posted speed limit.
 - Three or more reported crashes within the limits of the study area within five years where excessive speed was a primary or contributing cause of the crash .

- 2) **Existing Posted Speed Analysis.** If the Traffic Data Analysis concludes the 85th percentile exceeds the existing posted speed by 11 MPH an analysis of the existing posted speed limit will be completed using the NCHRP Report 966 Posted Speed Limit Setting Tool.
 - If the Existing Posted Speed Analysis determines that a speed limit change (higher) is appropriate based on the data and conditions then no Traffic Calming action will be taken and the speed limit changes will be made.
 - If the Existing Posted Speed Analysis determines that a speed limit change is not appropriate based on the data and conditions then the request will proceed to the next step.

- 3) **TSAC Approval.** Recommendations for Traffic Calming requires TSAC Approval in accordance with the City's Municipal Code Section 12-2-9.

- 4) **Approval of Impacted Property Owners.** Consensus from property owners must be reached before Traffic Calming can be implemented. Written approval by a majority (i.e., at least 50% plus one) of Impacted Property owners (no lessees) is required. The City's Traffic staff will identify and are responsible for contacting impacted property owners .

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

Arterial Streets

Requests may not proceed to the next step if they do not meet the below minimum criteria, or fail to receive any of the necessary approvals. The requestor will be notified of the results of the traffic calming study and any recommendations for traffic calming at the conclusion of step 2.

- 1) **Traffic Data Analysis.** minimum criteria required.
 - The 85th Percentile Speed on the roadway exceeds 11 MPH over the posted speed limit.
 - Three or more reported crashes within the limits of the study area within five years where excessive speed was a primary or contributing cause of the crash

- 2) **Existing Posted Speed Analysis.** If the Traffic Data Analysis concludes the 85th percentile exceeds the existing posted speed by 11 MPH an analysis of the existing posted speed limit will be completed using the NCHRP Report 966 Posted Speed Limit Setting Tool.
 - If the Existing Posted Speed Analysis determines that a speed limit change (higher) is appropriate based on the data and conditions, then no Traffic Calming action will be taken and the speed limit changes will be made.
 - If the Existing Posted Speed Analysis determines that a speed limit change is not appropriate based on the data and conditions, the request will proceed to the next step.

Traffic Calming Implementation:

Traffic Calming measures are typically custom-ordered or constructed to site specific conditions, which can take several months or longer as funding may not be immediately available.

Where device lead times exceed two years from the TCS study results, the Traffic Section will notify the currently impacted property owners of the construction schedule and any changes to traffic patterns 30 days before implementation.

Review of Existing Traffic Calming Measures:

From time to time, the City may review previously approved traffic calming measures without property owner input and may remove or modify it at the City's sole discretion.

Property owners may also request a review of existing traffic calming through the same request process established above.

Questions / Contact Info

For questions regarding this Traffic Calming Policy or other neighborhood traffic issues, please contact the Traffic Section staff using the [Report Rio Rancho application](#), the [Report Rio Rancho web portal](#), or by calling (505) 896-8771.

Appendix A - Traffic Calming Flow Charts

Traffic Calming Request

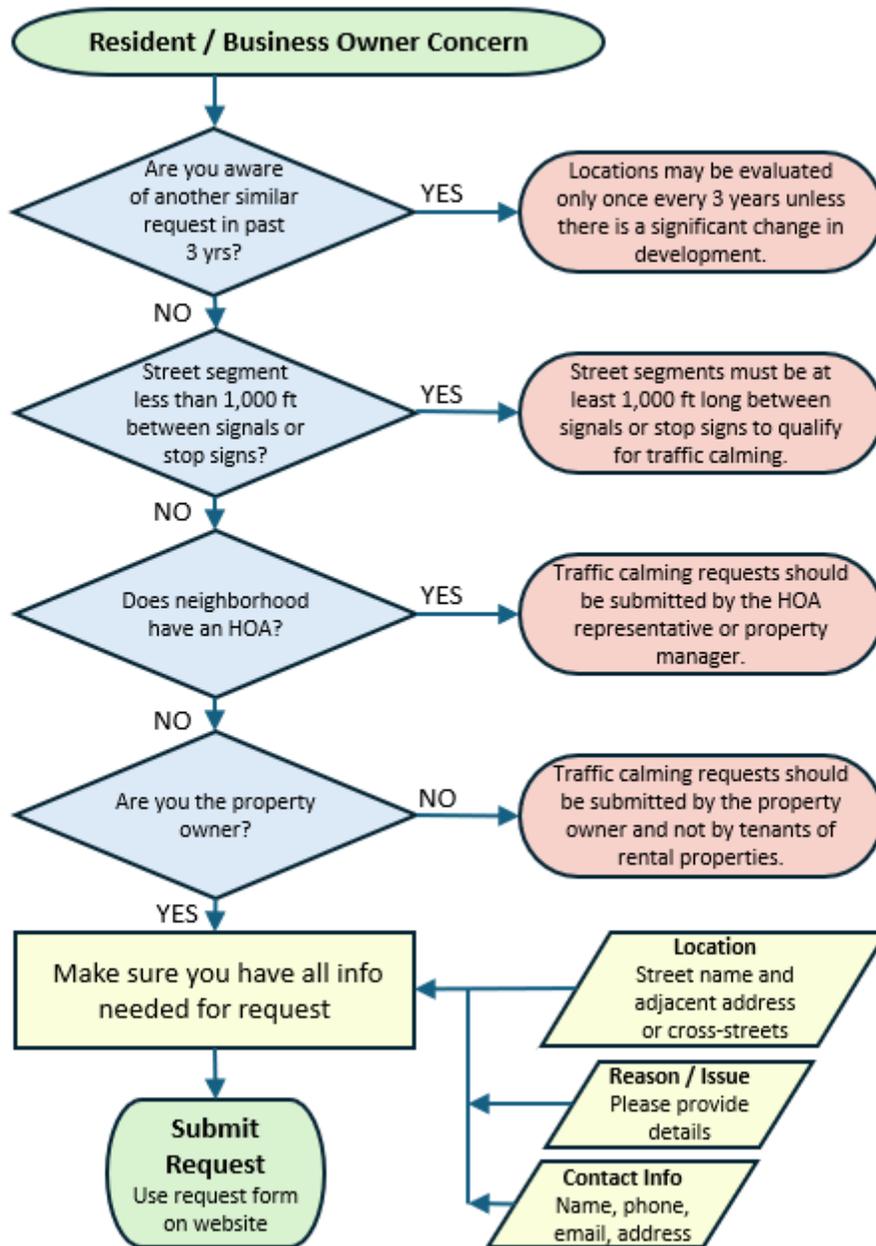


Figure 1. Traffic Calming Request Process

Residential / Local Streets

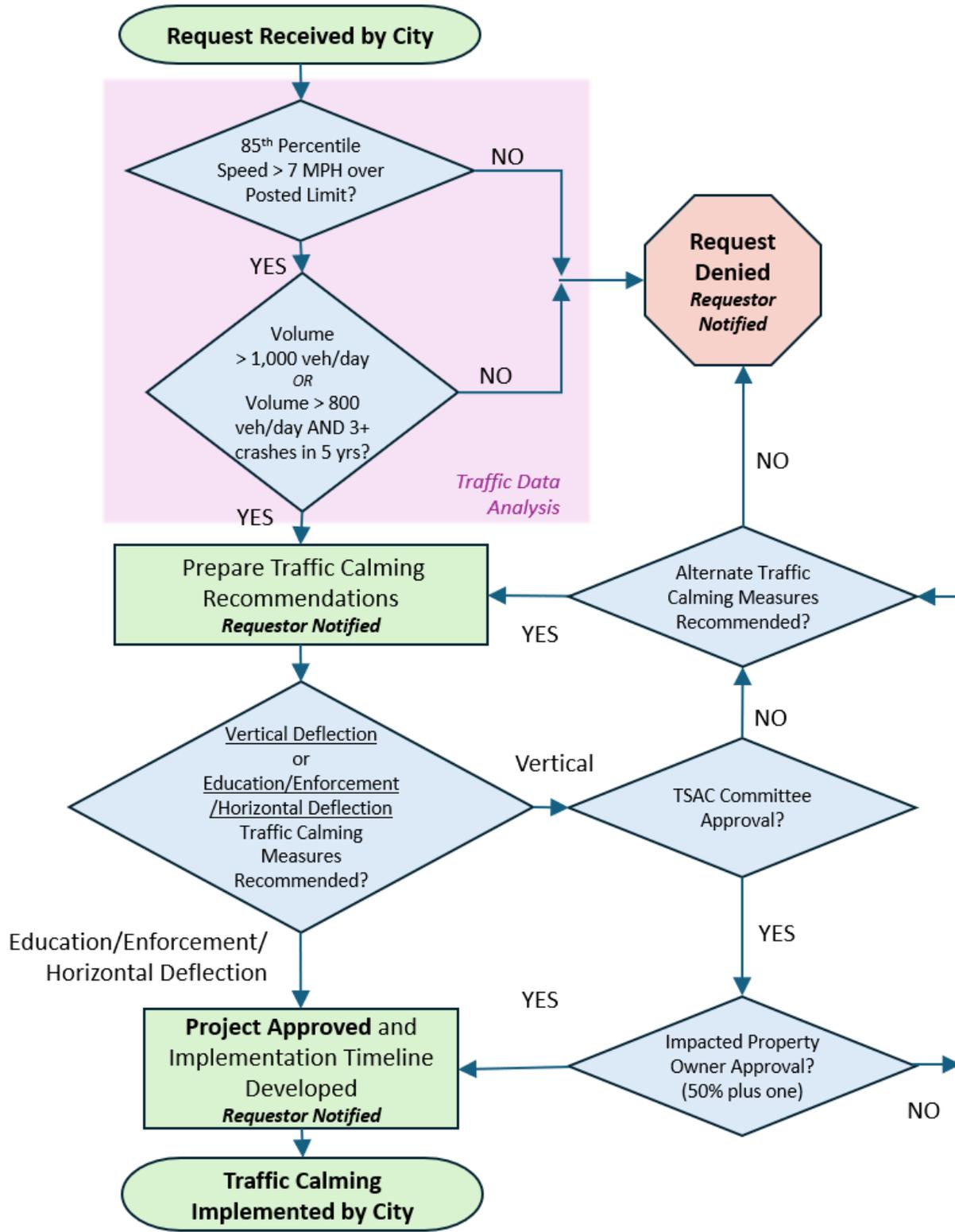


Figure 2. Residential/Local Street Traffic Calming Process

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

Collector Streets

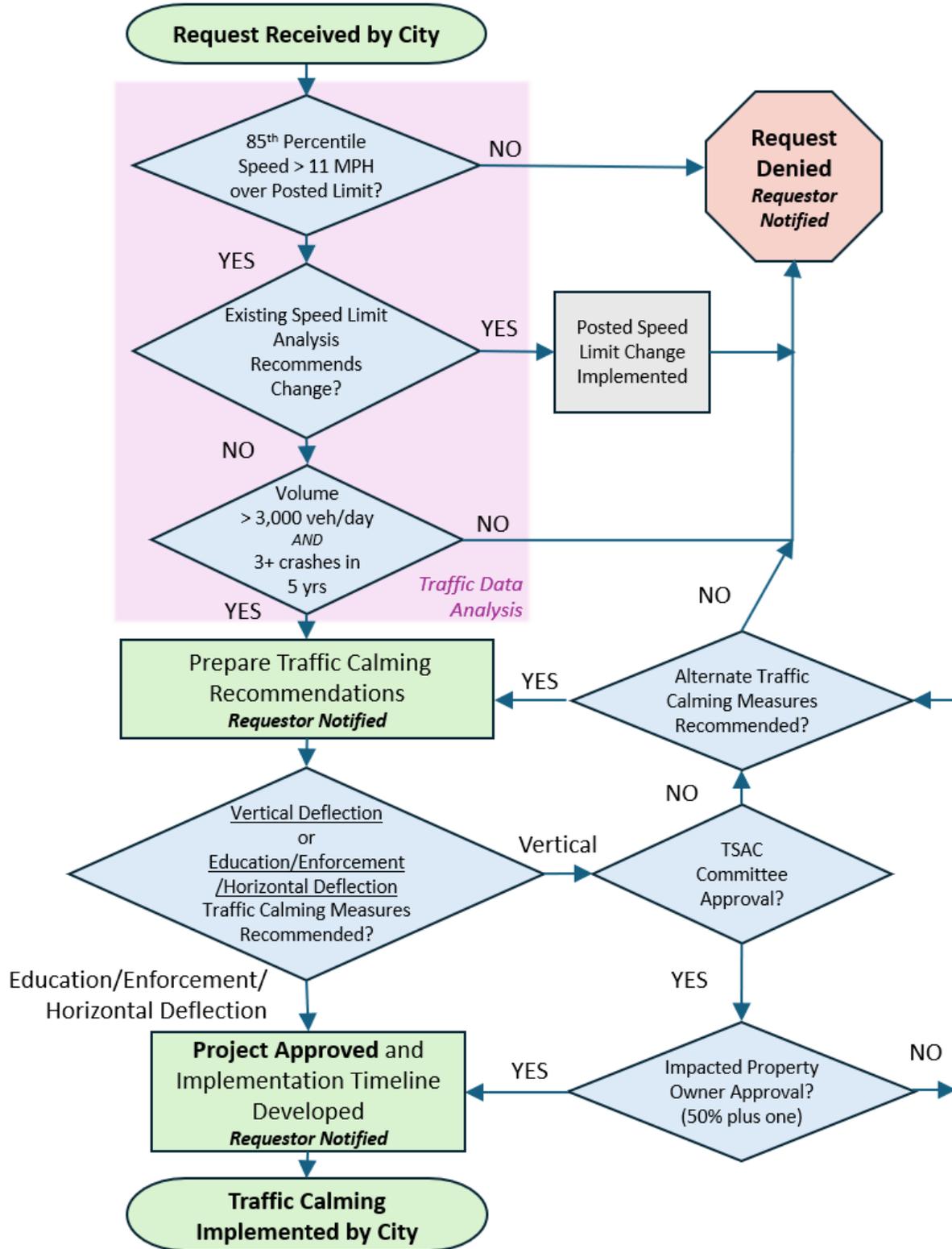


Figure 3. Collector Street Traffic Calming Process

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144
Arterial Streets

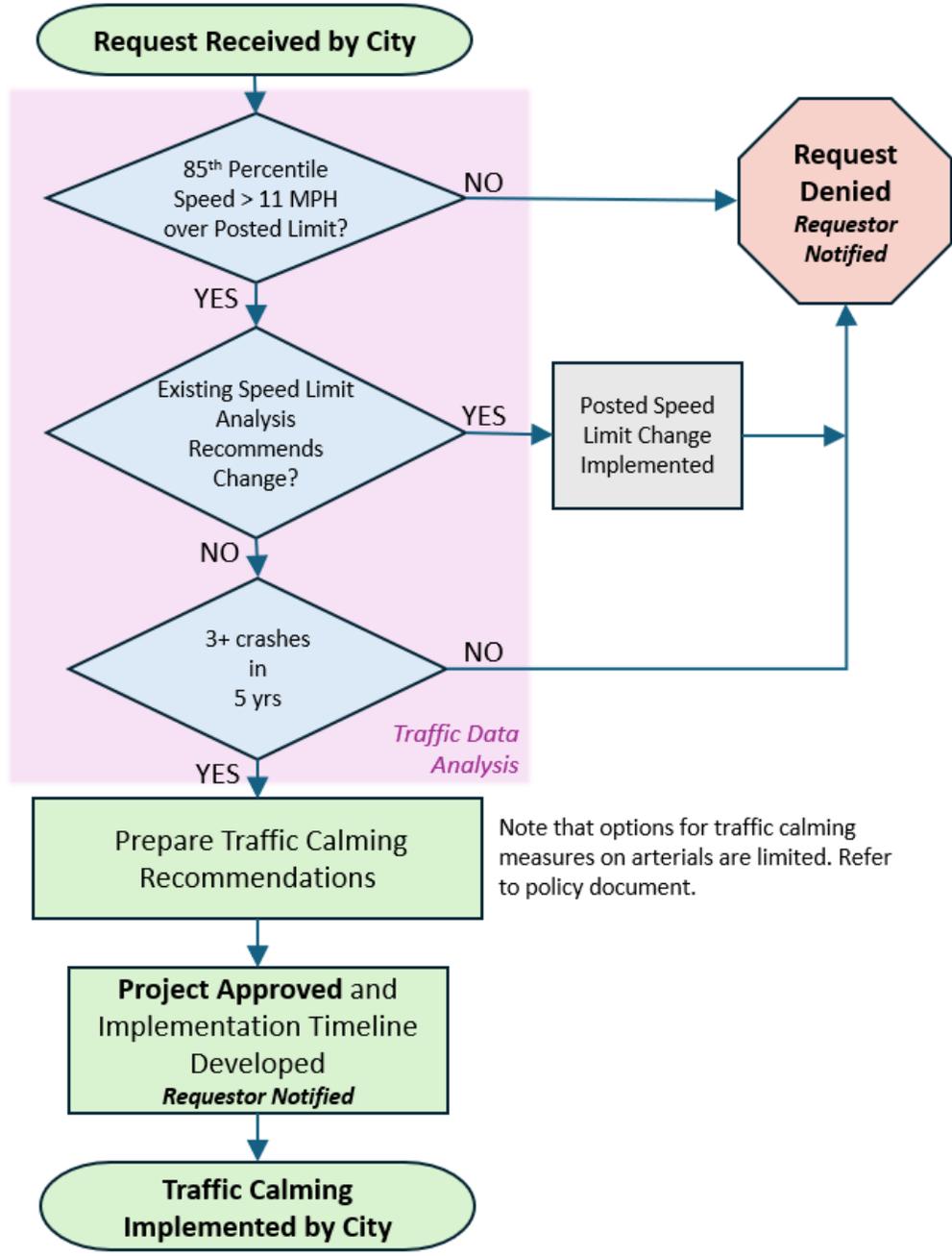


Figure 4. Arterial Street Traffic Calming Process

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

Appendix B - Eligible Traffic Calming Measures

For roadways meeting Traffic Calming Study (TCS) evaluation criteria, the City may deploy traffic calming measures. The application of these different measures is dependent on roadway context including:

- functional classification;
- designation as an EMS response route;
- vehicle volume;
- speed limit;
- severity of speeding;
- crash history; and
- pedestrian activity.

The basic application of traffic calming measures by roadway functional classification and EMS response route designation is included in the following table.

Application of Traffic Calming Measures by Functional Classification and EMS Response Route Designation				
Traffic Calming Measure	Functional Classification and EMS Response Route Designation			
	Residential/ Local	Residential/Local EMS Response Route	Collector	Arterial
Education				
Public Information	X	X	X	X
Portable Changeable Message Signs	X	X	X	X
Enforcement				
Portable Driver Feedback Signs	X	X	X	X
Permanent Driver Feedback Signs	X	X	X	X
Targeted Police Patrol	X	X	X	X
Engineering				
Speed Humps	X*			
Speed Tables	X*			
Raised Intersections	X*			
Speed Cushions	X*	X*	X*	
Bulb Outs	X	X	X	
Median Islands	X	X	X	
Chicane	X	X	X	
Choker	X	X	X	
*Subject to additional approvals and/or trial of alternatives.				

Education

Public Information

Municipalities can communicate with the public through social media, brochures, and/or newsletters to engage and educate them about the consequences of speeding and reckless driving. Public outreach can also include information about pedestrian and bicycle safety, speeding fines, and average neighborhood speeds.

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

For some projects and implementations of traffic calming, the City may communicate and work directly with a neighborhood's Home Owners Association (HOA) in order to send educational pamphlets and provide information to the community as a whole through the HOA's social media accounts, websites, newsletters, etc. HOAs may also serve as a venue to organize presentations about neighborhood traffic concerns and upcoming changes.



Portable Changeable Message Signs

A Portable Changeable Message Sign (PCMS) is a traffic control device that is capable of displaying a variety of messages to inform motorists of unusual driving conditions. A PCMS is housed on a trailer or on a truck bed and can be deployed quickly to meet the temporary requirements frequently found in work zones or accident areas.

A PCMS can be an effective temporary traffic control device when used appropriately. By its very nature, it draws the attention of the motorist; however, this effect can be diminished if this device is overused.

For traffic calming purposes, a PCMS can also provide educational and safety-related messages to the public by reinforcing the speed limit, alerting drivers to changes in traffic patterns, or providing a reminder to watch for pedestrians or bicyclists.



Figure 2. Portable Changeable Message Sign (PCMS)

Enforcement

There are several traffic calming measures that can be undertaken to provide enhanced enforcement of posted speed limits or to educate or alert drivers of their speed, with the intent of improving compliance with the posted speed limit.

Targeted Enforcement

If a TCS shows that the 85th Percentile Speed is notably higher than the posted speed limit, a recommendation for targeted enforcement by the Police Department may be made. Of course, the time that can be spent on any enforcement effort is always subject to the number of competing calls for service and staff availability.

Automated Enforcement/Portable Driver Feedback Trailers

In addition to providing targeted enforcement, at their discretion, the Police Department can also provide automated enforcement (Mobile Speed Monitoring Unit) or portable driver feedback trailers on a rotating basis at various locations throughout the City.

Permanent Driver Feedback Signs

Permanent driver feedback signs are similar to portable driver feedback trailers. They are installed to provide a real-time dynamic display of a driver's speed. When coupled with a traditional speed limit sign, they are helpful in reminding drivers of the appropriate maximum speed at that location. These signs are typically mounted on signposts or poles making



*Figure 3. Driver Feedback Sign
Terraza Blvd at Valle Alto*

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

them less obtrusive than the trailers and allowing them to remain indefinitely at a location of concern. Signs are typically solar-powered with internal batteries to allow for 24-hour operation.

Engineering

Vertical Deflection Traffic Calming Measures

Speed humps, speed tables, speed cushions, and raised intersections are all similar measures that introduce *vertical deflection*, or a raised area, on the roadway surface so that drivers must reduce their speed in order to drive over it comfortably.

Speed Humps / Speed Tables / Raised Intersections

Speed humps, speed tables, and raised intersections are all vertical deflection measures that impede emergency vehicles response times and are *not permitted* on EMS response routes or collector streets since all collector streets serve as EMS response routes. These features are only permitted on residential/local streets that are *not* designated as EMS response routes.

Vertical deflection measures are the most commonly requested types of traffic calming, but are not necessarily the most appropriate or effective treatment in many cases. Although speed humps are permitted in the City, experience has shown that there are also significant adverse effects that must be considered including:

- Individual speed humps only reduce speeds at the specific location where they are installed; therefore, they must be installed in series.
- Emergency response times are increased especially if a fire truck or ambulance must negotiate a series of humps. Unlike passenger vehicles and pick-up trucks, the heavy weight of emergency vehicles requires the vehicle to come to nearly a complete stop to cross each speed hump.
- Speed humps increase noise especially for homes adjacent to the devices.
- Residents often request speed humps but do not want them placed in front of their own homes where they may affect driveway access or become a nuisance due to increased noise.
- Residents complain about lowered property values as prospective homebuyers think that there is a severe safety problem on the street as compared to other similar streets that do not have speed humps.
- Due to the adverse effects, it is uncommon for all impacted residents in an area to reach a consensus, sometimes leading to conflicts among neighbors.
- In many cases, making one street less desirable for drivers shifts traffic to other streets in the same neighborhood. This does not solve traffic problems, but may shift the negative consequences to other residents.

Speed Cushions

Speed cushions are a special type of speed hump that includes wheel cutouts to allow large vehicles to pass more easily while still reducing passenger car speeds. They are, however, closely related to speed humps and share many of the same adverse effects as those measures as described above.

Speed cushions can be placed to allow passage by wide wheelbase vehicles, which includes most fire trucks and ambulances which decreases the negative effect on the vehicle. Consequently, speed cushions are the only form of vertical deflection traffic calming that may be permitted on collector streets and residential/local EMS response routes.

When traffic calming measures are recommended based on study results, speed cushions may only be implemented on collectors and designated EMS response routes after a trial of less restrictive enforcement or education methods has proven unsuccessful in mitigating vehicle speeds. A trial period shall last at least

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

six months, after which time an updated study will need to be performed. The trial will typically be limited to enhanced enforcement measures or driver feedback devices.



Figure 3. Example Speed Cushions (7 Bar Loop - Albuquerque NM)

Horizontal Deflection Traffic Calming Measures

In addition to vertical deflection devices such as speed cushions or humps, there are a variety of other physical traffic calming measures that can be used to introduce *horizontal deflection* into a roadway. Diverting a driver's path from a straight line requires them to slow down, yield to other traffic, or alter their route.

When a traffic calming request is received, the Traffic Section evaluates each case individually to determine, which, if any, of these measures may be appropriate and beneficial for that specific case. Except for diagonal diverters/forced turn islands, and full street closures, horizontal deflection traffic calming measures are allowed on collectors and EMS response routes. Each case is evaluated independently for special conditions that may create conflicts with emergency responders. All horizontal deflection traffic calming measures are expensive and labor intensive to construct, so funding and implementation schedules are significant factors to consider in these cases.

Physical horizontal deflection traffic calming measures that have been identified for use in the City are described in the following paragraphs.

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

Corner Extension/Bulb-Out

Corner extensions, also called bulb-outs, extend the corner radius into the intersection, making for a narrower intersection and tighter turns for vehicles. This also reduces the crossing distances for pedestrians.



Figure 4. Corner Bulb-Out (Rancho Plata Ave and Calle Roja Dr)

Positives	Negatives
May reduce turning vehicle speeds at intersections	Less effect on through traffic speeds
Shortens pedestrian crossing distances	May interfere with drainage
Can create sheltered on-street parking areas	

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

Median Island

A median island narrows the traveled way, creates a horizontal deflection, pushes traffic towards the outsides of the road, and separates opposing directions of traffic.



Figure 5. Median Island (Grayson Hills and Coventry Hills)

Positives	Negatives
May reduce vehicle speeds	May limit on-street parking
Can be used at intersections or midblock	May impact driveway access
Separates opposing directions of traffic	

Chicane / Choker

Chicanes or chokers narrow the roadway, create a horizontal deflection for vehicles, and reduce speeds. They are similar to bulb-outs, except that they are located midblock.



Figure 6. Chicane (Tulip Rd SE)

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144



Figure 7. Choker (Source: National Association of City Transportation Officials)



Figure 8. Choker (Grayson Hills)

Positives	Negatives
May reduce vehicle speeds	May limit on-street parking
Appropriate for midblock locations with longer stretches between intersections	May impact driveway access
	May interfere with drainage

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

Appendix C - Ineligible Traffic Calming Measures

The proper use of traffic control devices is governed by Federal regulations (MUTCD). Improper use of traffic control devices increase the City's liability to tort claims and breeds a general lack of disrespect for all traffic control devices decreasing their effectiveness.

The following types of traffic control are NOT eligible for use in the City as traffic calming measures and are not authorized to be installed under this policy.

Stop Signs

Stop signs are intended to assign the right-of-way between conflicting traffic flows at intersections. They are only authorized for intersections meeting certain criteria, and they do not ultimately solve speeding problems. The proper use of stop signs is governed by State and Federal regulations, including the MUTCD 11th Edition which states in Section 2B.06.06 that, "YIELD or STOP signs shall not be used for speed control."

- Research has shown that motorists often speed up between stop signs to make up for the perceived time wasted at unnecessary stop signs.
- Drivers recognize unjustified stop signs resulting in many people rolling through/running the stop signs. This encourages a general disrespect for all stop signs in the area and leads to a new series of traffic complaints from residents.

Other Non-Standard Traffic Signs

Nonstandard traffic signs, such as "Slow," "Children at Play," or similar messages are not installed by the City for a variety of reasons:

- Warning signs are intended to alert drivers to unexpected or unusual conditions. The presence of children in a residential area is neither unusual nor unexpected, so these signs provide no useful information to drivers and no clear direction as to how drivers should react.
- There is no evidence to indicate that these signs reduce speeds or crash rates.
- Using unnecessary and ineffective warning signs breeds a general lack of disrespect for all traffic signs potentially harming the effectiveness of critical signing.
- Using these signs in some neighborhoods incorrectly implies that children are not present in other neighborhoods that do not have signs and that motorists do not need to be alert for children in those areas.
- Federal and State regulations do not permit using these nonstandard signs on public roadways.
- Use of nonstandard signs increase the City's liability to tort claims.

Although "Children at Play" and similar signs are not permitted, the City does install other warning signs when appropriate to alert drivers to locations with unusually high concentrations of children near or crossing the roadway, such as schools and playgrounds. These areas generally already have signs installed by the Traffic Section, but residents should contact the City with specific locations if such signs are noticed to be missing, damaged, or excessively faded.

Traffic Calming Policy
The City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144

Lower Speed Limits



Figure 9. Speed Limit Sign

As described previously, speed limits in the City are typically set based on the Municipal Code (25 MPH on residential/local streets unless otherwise posted), by engineering study, or to be consistent with other similar roadways based on roadway conditions, number of intersecting streets, density of driveways, and nature of the surrounding development. Allowing too much variation in speed limits between similar roadways contradicts drivers' expectations and creates additional compliance issues.

Where speed limits must be evaluated, the City uses the *NCHRP Research Report 966 Speed Limit Setting Tool* which is a procedure for setting speed limits based on a range of factors such as land-use context, pedestrian and bicyclist activity, crash history, intersection spacing, driveway density, roadway geometry, roadside conditions, Roadway Functional Classification, traffic volume, and observed speeds.

In the absence of near-constant and universal enforcement, drivers typically operate at speeds they consider reasonable and safe for the conditions they perceive. Simply lowering a speed limit does not automatically result in lower vehicle speeds without some other change to the roadway environment.