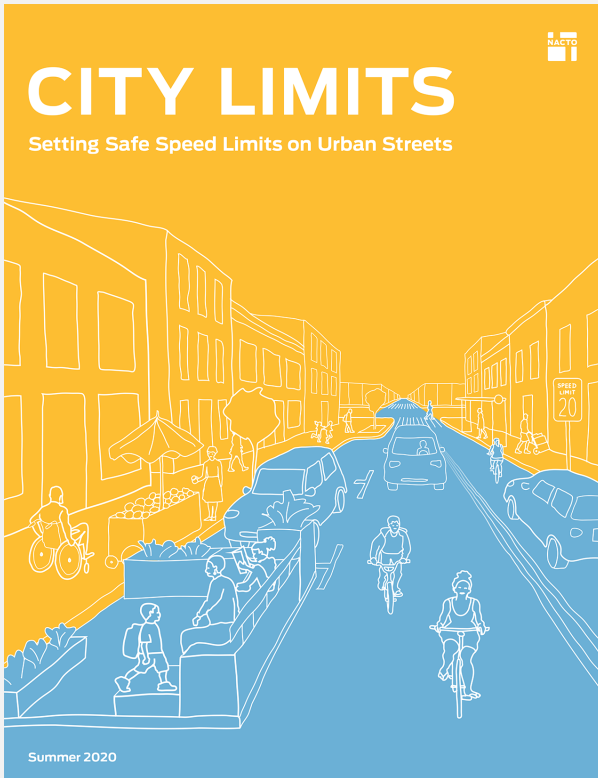


City Limits



Setting Safe Speed Limits on Urban Streets

NACTO's guidance gives practitioners a detailed, context-sensitive method to set safe speed limits on urban streets. Using the safe systems approach, *City Limits* provides a consistent, rational, scalable approach to urban speed limit setting, from citywide strategies to corridor-by-corridor methods based on easy-to-study street characteristics.

The National Transportation Safety Board (NTSB) **has recommended** an overhaul of how speed is managed on U.S. streets, including the way that speed limits are set. Answering this call, NACTO's guidance, based on best practices from a wide diversity of municipalities across North America, gives practitioners the specific methods—at the level of an entire city or a single street—needed to set safe speed limits on streets.

City Limits outlines a three-method approach to speed limit setting that provides an alternative to percentile-based speed limit setting:

1. **Setting default speed limits** on many streets at once (such as 25 mph on all major streets and 20 mph on all minor streets),
2. **Designating slow zones** in sensitive areas, and
3. **Setting corridor speed limits** on high priority major streets, using a **safe speed study**, which uses conflict density and activity level to set context-appropriate speed limits.

The methods outlined in *City Limits* can be combined, and, unlike percentile-based approaches, each is context-sensitive, allowing cities to holistically evaluate *who* is using streets and *how* people are using them, from

people walking and biking, to those taking transit or visiting a school. The guidance ranges from step-by-step checklists for conducting activity level & conflict density analyses, to nuanced metrics for documenting speeds that go beyond percentile-based speed setting practices.

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