PENNDOT'S SPEED LIMIT POLICY UPDATE

Mid-Colonial District ITE (MCDITE) – Session 6B

4/17/2026

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DEPARTMENT OF TRANSPORTATION

WHAT WILL YOU HEAR TODAY

- Why update Pub 46 Section 11.3
- Overview of the Effort
  - Insights from best practices and visioning
- Pub 46 Section 11.3 Rewrite
  - Speed Limit Setting Process
  - USLIMITS2 Decision Support Tool
  - TE-101 Documentation
  - Integrating Speed Management Strategies
- District Pilots
- Next Steps
- Wrap-up

Source: PennDOT

WHY PENNDOT IS UPDATING THE POLICY

Challenges with current policy:

- Elements of the policy are **outdated** and **centered on the 85th percentile**
- Lack of statewide **consistency**
- **Limited connections** between Design & Traffic Engineering
- **VRU and multimodal** needs not consistently considered
- Limited guidance for **locals**

Opportunities identified in baseline review:

- Regulatory **flexibility**
- Strong desire for **context-sensitive**, self-enforcing roadways
- **SHSP** and **VRU Safety Assessment**
- **Speed Management Action Plan** not yet implemented
- Nationally accepted **decision-support tools** (like USLIMITS2) now improve consistency and better address urban/suburban needs

OVERVIEW OF THE EFFORT

- Establish Baseline Policies and Best Practices
- Clarify Desired Vision through Workshops
- Develop Recommendations
- Support Implementation and Policy Updates

We are here

INSIGHTS FROM BEST PRACTICES AND VISIONING

What national best practices show:

- Pair **target speeds** with speed management strategies
- Use a consistent tool like **USLIMITS2**
- Align policy with design guidance
- Make guidance clear and usable for municipalities
- Use pilots and collaboration to refine the approach

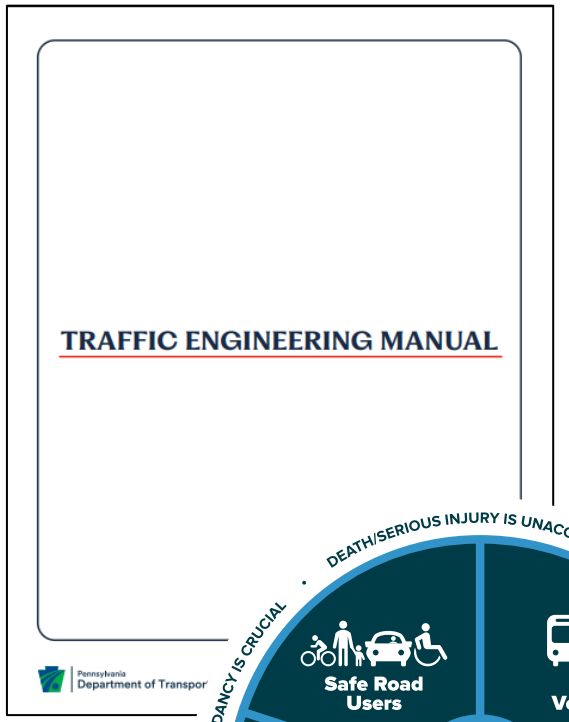
What PennDOT's visioning group agreed on:

- A clear, flexible, **context-based process**
- Strengthen use of tools + documentation (TE-101, USLIMITS2)
- More context-sensitive design integration
- Need for training and local-facing materials
- Data-informed speed management going forward

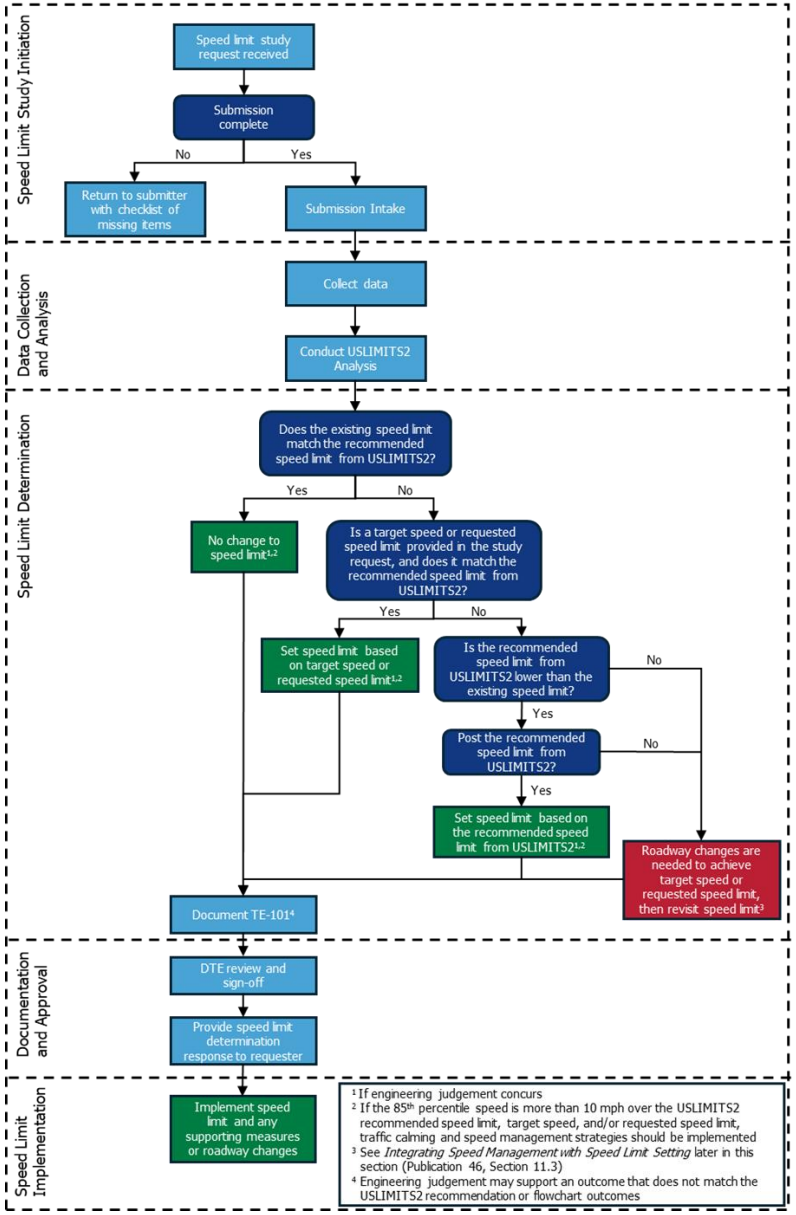
MODERNIZE PUB 46 SECTION 11.3

DRAFT – Pub 46, Section 11.3 Outline

- References
- Scope and Purpose
- Statutory Speed Limits and Special Speed Zones
- Speed Limit Ranges by Context
- Non-Statutory Speed Limits
- Process for Establishing New Speed Limits
- Integrating Speed Management with Speed Limit Setting
- Monitoring and Evaluation
- Implementation Support and Training
- Variable Speed Limits



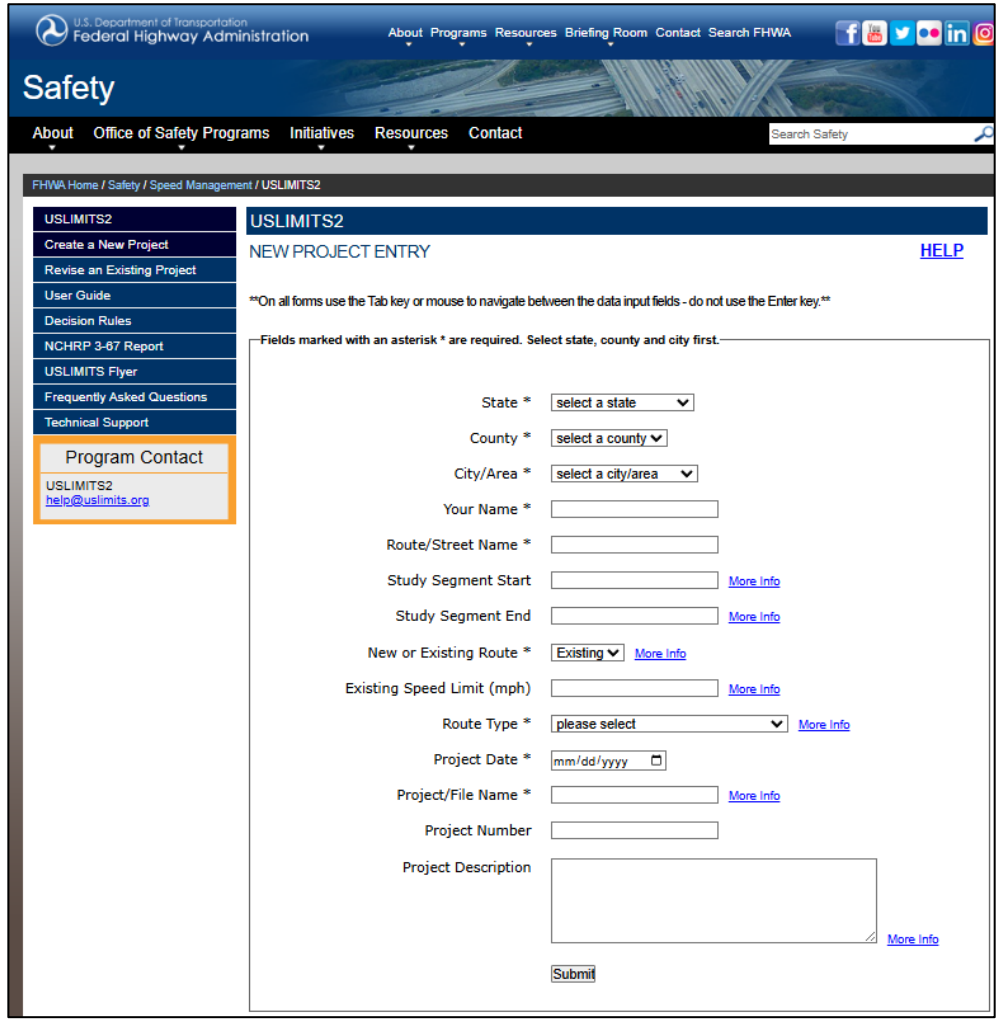
NON-STATUTORY SPEED LIMIT SETTING PROCESS



The proposed process at a glance

- Study Initiation
- Data collection and Analysis (USLIMITS2)
- Speed Limit Determination
- Documentation
- Implementation
- Monitoring

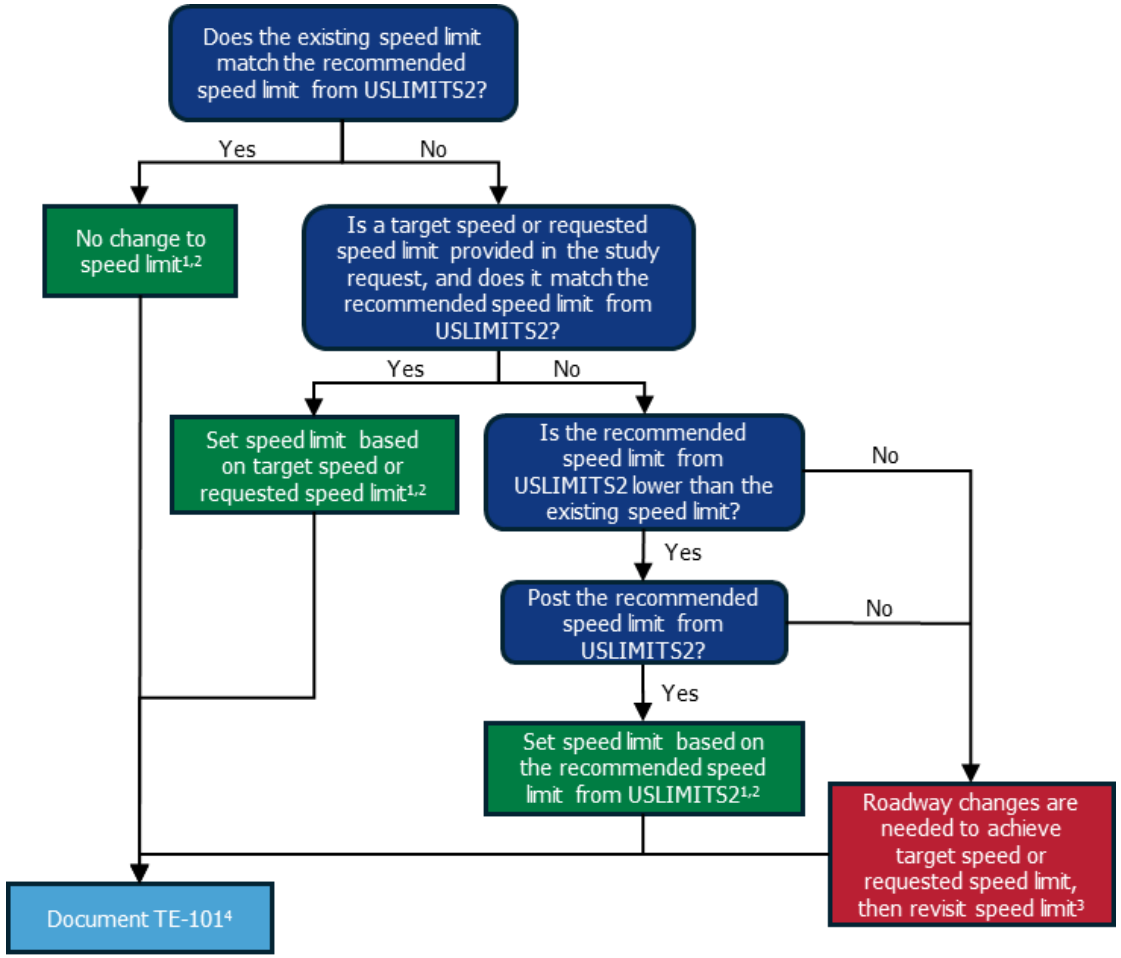
USLIMITS2 – DECISION-SUPPORT TOOL



https://highways.dot.gov/safety/speed-management/uslimits2

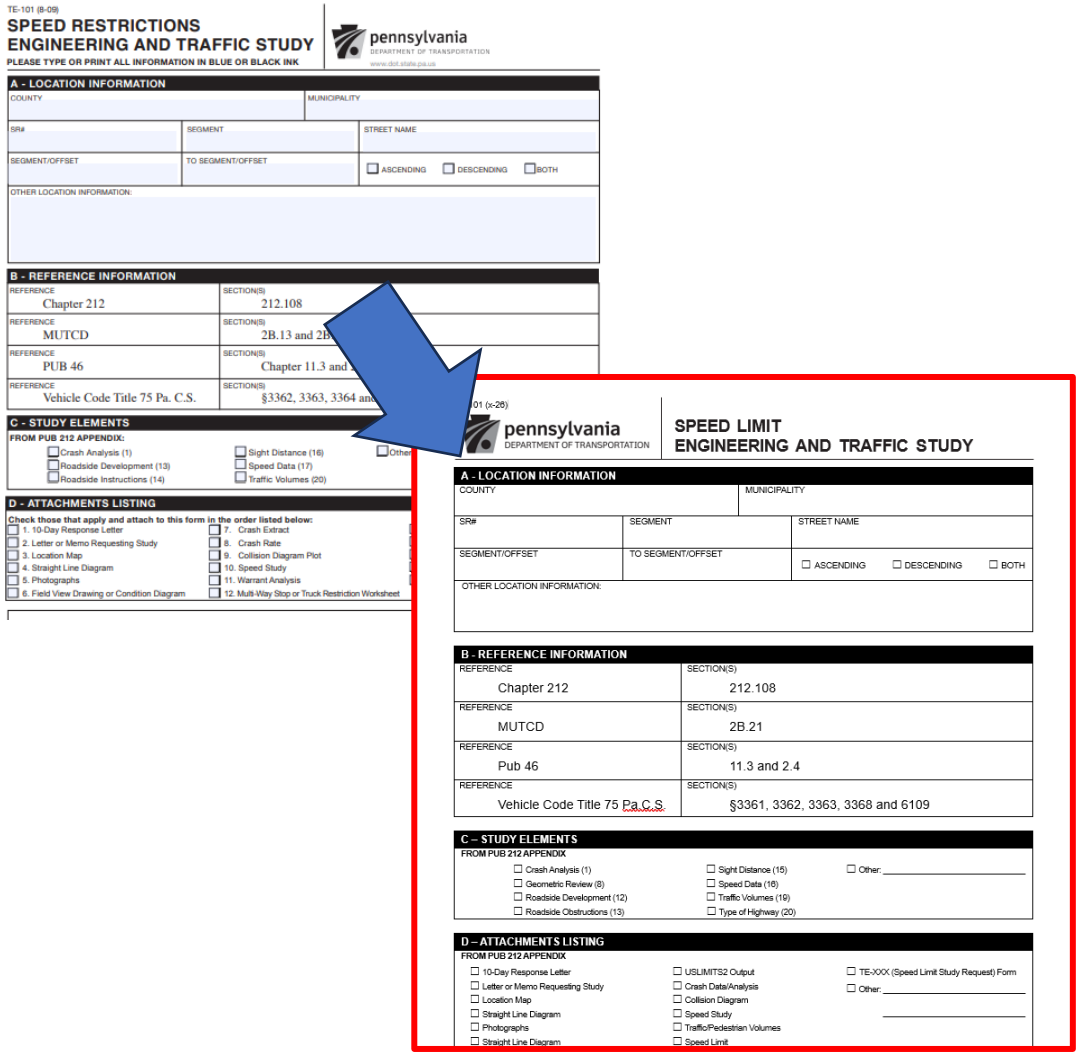
- FHWA-endorsed tool
- Incorporates MUTCD study factors
- Better addresses urban and suburban conditions
  - Pedestrian and bicyclist activity
  - Roadside development and access density
  - Transit stops, signals, and multimodal conflict points
  - Crash patterns and severity
- Provides consistent, transparent recommendations
- Output informs, but does not override, engineering judgment

SPEED LIMIT DETERMINATION



[1] If engineering judgement concurs
[2] If the 85th percentile speed is more than 10 mph over the USLIMITS2 recommended speed limit, target speed, and/or requested speed limit, traffic calming and speed management strategies should be implemented
[3] See *Integrating Speed Management with Speed Limit Setting* later in this section (Publication 46, Section 11.3)
[4] Engineering judgement may support an outcome that does not match the USLIMITS2 recommendation or flowchart outcomes

CONSISTENCY MEETS FLEXIBILITY


TE-101 (8-09)
SPEED RESTRICTIONS
ENGINEERING AND TRAFFIC STUDY
PLEASE TYPE OR PRINT ALL INFORMATION IN BLUE OR BLACK INK
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A - LOCATION INFORMATION
COUNTY | MUNICIPALITY
SR# | SEGMENT | STREET NAME
SEGMENT/OFFSET | TO SEGMENT/OFFSET | ☐ ASCENDING ☐ DESCENDING ☐ BOTH
OTHER LOCATION INFORMATION:

B - REFERENCE INFORMATION
REFERENCE: Chapter 212 | SECTION(S): 212.108
REFERENCE: MUTCD | SECTION(S): 2B.13 and 2B
REFERENCE: PUB 46 | SECTION(S): Chapter 11.3 and
REFERENCE: Vehicle Code Title 75 Pa. C.S. | SECTION(S): §3362, 3363, 3364 an

C - STUDY ELEMENTS
FROM PUB 212 APPENDIX:
☐ Crash Analysis (1) ☐ Roadside Development (13) ☐ Roadside Instructions (14)
☐ Sight Distance (16) ☐ Speed Data (17) ☐ Traffic Volumes (20)
☐ Other

D - ATTACHMENTS LISTING
Check those that apply and attach to this form in the order listed below:
☐ 1. 10-Day Response Letter ☐ 2. Letter or Memo Requesting Study ☐ 3. Location Map ☐ 4. Straight Line Diagram ☐ 5. Photographs ☐ 6. Field View Drawing or Condition Diagram
☐ 7. Crash Extract ☐ 8. Crash Rate ☐ 9. Collision Diagram Plot ☐ 10. Speed Study ☐ 11. Warrant Analysis ☐ 12. Multi-Way Stop or Truck Restriction Worksheet

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SPEED LIMIT
ENGINEERING AND TRAFFIC STUDY

A - LOCATION INFORMATION
COUNTY | MUNICIPALITY
SR# | SEGMENT | STREET NAME
SEGMENT/OFFSET | TO SEGMENT/OFFSET | ☐ ASCENDING ☐ DESCENDING ☐ BOTH
OTHER LOCATION INFORMATION:

B - REFERENCE INFORMATION
REFERENCE: Chapter 212 | SECTION(S): 212.108
REFERENCE: MUTCD | SECTION(S): 2B.21
REFERENCE: Pub 46 | SECTION(S): 11.3 and 2.4
REFERENCE: Vehicle Code Title 75 Pa.C.S. | SECTION(S): §3361, 3362, 3363, 3368 and 6109

C – STUDY ELEMENTS
FROM PUB 212 APPENDIX
☐ Crash Analysis (1) ☐ Geometric Review (8) ☐ Roadside Development (12) ☐ Roadside Obstructions (13)
☐ Sight Distance (15) ☐ Speed Data (16) ☐ Traffic Volumes (19) ☐ Type of Highway (20)
☐ Other: _____

D – ATTACHMENTS LISTING
FROM PUB 212 APPENDIX
☐ 10-Day Response Letter ☐ Letter or Memo Requesting Study ☐ Location Map ☐ Straight Line Diagram ☐ Photographs ☐ Straight Line Diagram
☐ USLIMITS2 Output ☐ Crash Data/Analysis ☐ Collision Diagram ☐ Speed Study ☐ Traffic/Pedestrian Volumes ☐ Speed Limit
☐ TE-XXX (Speed Limit Study Request) Form
☐ Other: _____

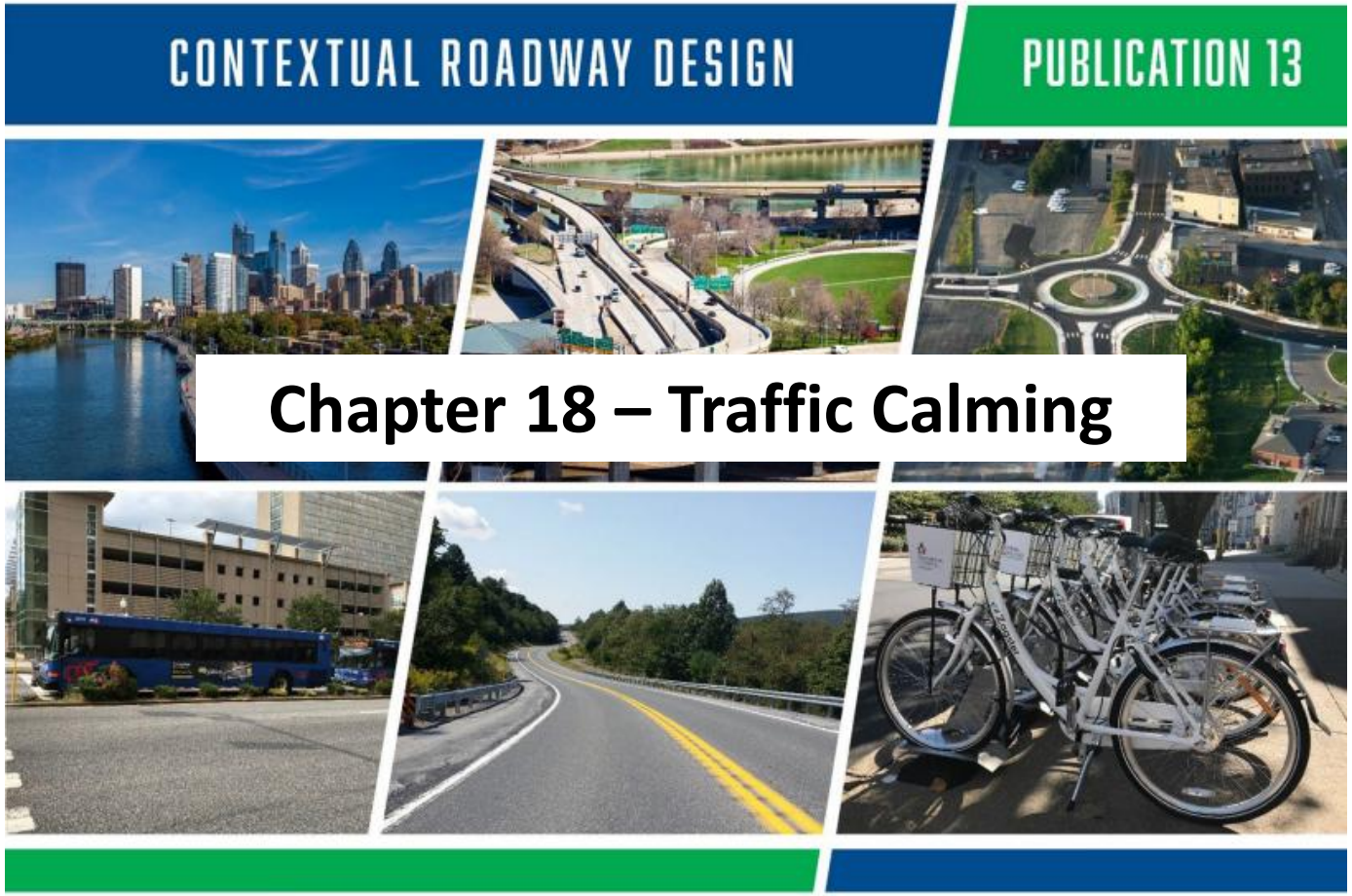
Engineering judgement synthesizes all data and information

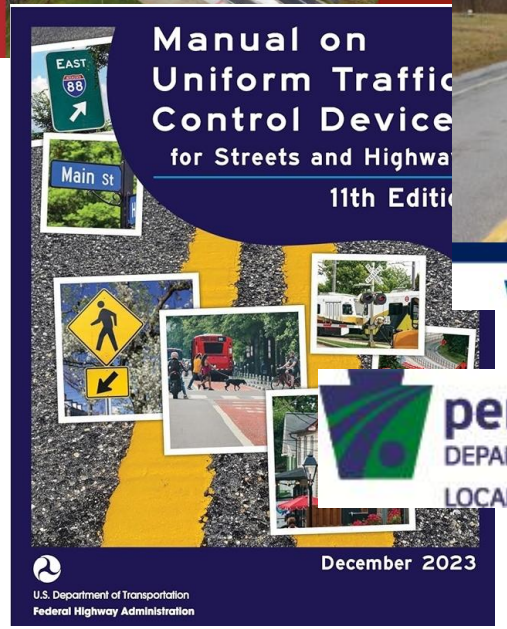
Updated TE-101 Form

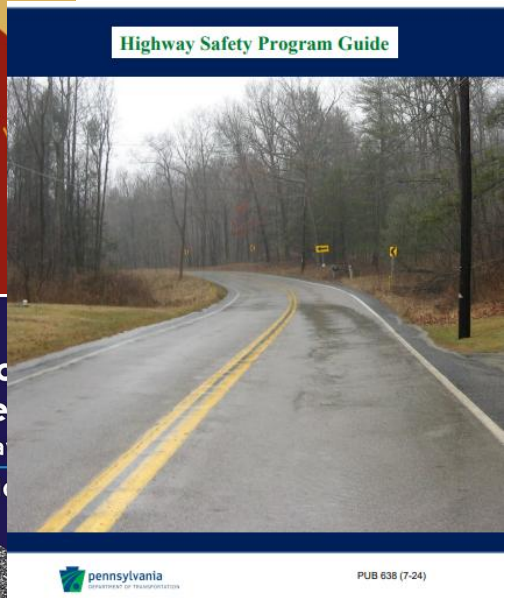
- Adds context, pedestrian and bicyclist activity, crash, and all USLIMITS2 inputs

Supports defensibility and transparency in decision-making

INTEGRATING SPEED MANAGEMENT STRATEGIES







WHAT'S CHANGING IN THE STUDY PROCESS

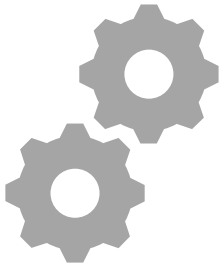
Old Approach

Heavy reliance on 85th percentile

Limited multimodal considerations

Inconsistent documentation

Minimal linkage to design



Proposed Approach

Includes 50th percentile, 85th percentile, 10-mph pace and safe-running

Requires MUTCD context factors

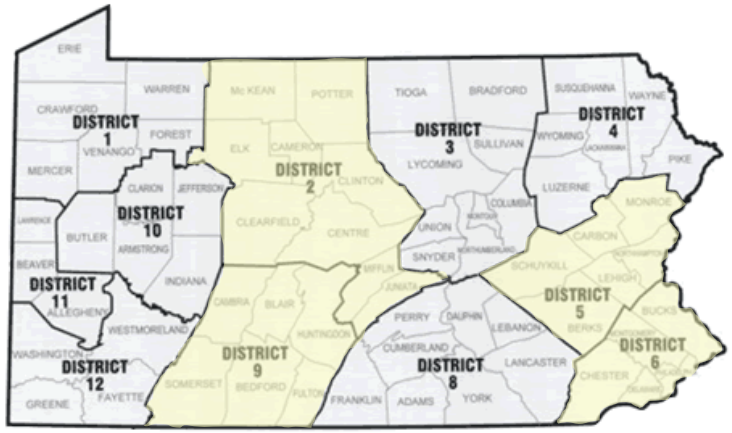
Decision-support tool and updated TE-101 form for consistency

Integration with design + speed management

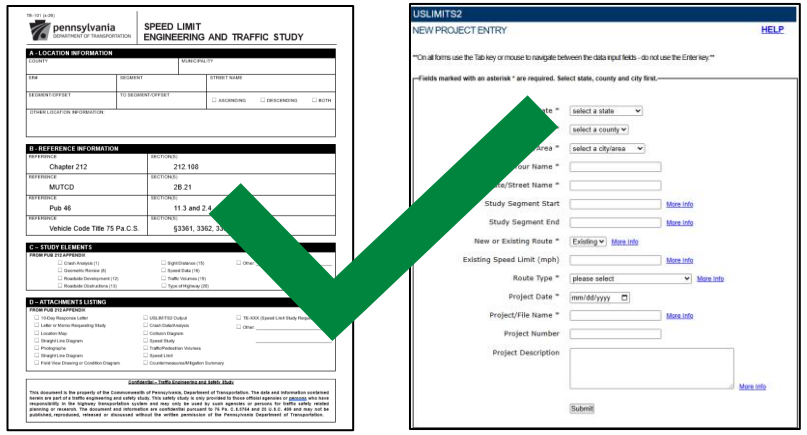
ADVANCING PENNDOT'S SPEED MANAGEMENT VISION

- Incorporates multimodal activity as a study factor (MUTCD)
- Introduces a target speed approach to speed limit setting
- Considers context explicitly
- Encourages pairing speed limit changes with design changes and prioritizes strategies to reduce severe injury risk
- Strengthens alignment with Safe System Approach principles

DISTRICT PILOTS



- Districts 2, 5, 6, and 9
- Pilot draft policy and updated TE-101



- Replicated existing study conclusions
- USLIMITS2 outputs aligned well with PennDOT practice across urban, suburban, and transition contexts
- District feedback improved TE-101 clarity

NEXT STEPS

- **Spring - Summer 2026**
  - Clearance Transmittal
  - FHWA approval
- **Summer - Fall 2026**
  - Outreach materials
  - Training resources
  - Leverage LTAP for municipal training and tech assists
  - Potential Workshop

THANK YOU

Bob Pento, P.E.
rpento@pa.gov

Phil Bobitz, P.E.
phillip.bobitz@mbakerintl.com

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