

## Can Your Speed Postings Stand Up in Court?

*Wentz & Webster performs **speed limit studies** that ensures proper ordinance adoption and posting of roadways whether they be established by STATUTE or TRAFFIC ENGINEERING STUDY.*

*Our traffic engineering services will make your speed limits **fully enforceable** and able to be upheld in court.*



*Timothy Wentz, P.E. who, prior to co-founding Wentz & Webster, LLC, was PennDOT Dis-*

*trict 3's Traffic Safety Engineer. He managed over 150 traffic studies performed by consultant and in-house staff as well as provided technical assistance to municipalities. Timothy is experienced in providing expert court testimony for the validity of proper speed postings.*

### **Wentz & Webster, LLC**

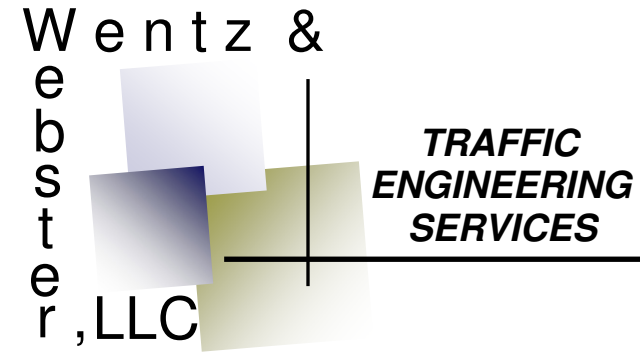
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*Are Your Municipality's Speed Limits **FULLY ENFORCEABLE?***



## What makes a speed limit **FULLY ENFORCEABLE**?



The speed limit on a municipal owned roadway is enforceable

when both of the following conditions exist:

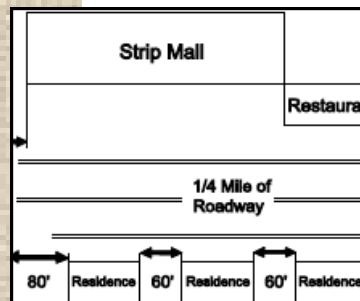
1. An ordinance is adopted specifying the maximum speed limit and is **based upon either**:
  - A) **Statutory Maximum Limits.**
  - or
  - B) **Traffic Engineering Study.**
2. The route is properly posted at its beginning and end at intervals not greater than 1/2 mile spacing and within 200' of an interchange.

## Speed Limit Set by: **Statutory Maximum**

The Vehicle Code *Title 75 Pa. C.S. §3362*, defines maximum limits based upon roadside land use and highway classification.

- 25 mph - URBAN DISTRICT
- 35 mph - RESIDENCE DISTRICT
- 55 mph - All other locations
- 65 mph - FREEWAYS (where posted)

URBAN and RESIDENTIAL DISTRICTS designation is based solely upon measurements of building frontage and spacing. **We have in-vehicle distance measuring capability to**



**quickly and accurately document findings.**

## Speed Limit Set by: **Traffic Engineering Study**

The Vehicle Code, *Title 75 Pa. C.S. §3363*, allows safe maximum speed limits to be established based solely on a Traffic Engineering Study.

Traffic Engineering Studies are best suited for a qualified Traffic Engineer who is knowledgeable in the statutes in chapter 75, regulations in title 67 chapters 211 and 212, and the Manual of Uniform Traffic Control Devices (MUTCD).

Speed limits that are not set by either method described, are often too low creating “speed traps”, and are proven through research to increase crashes by creating a greater speed differential of motorists.

**Properly posted speed limits are beneficial to society by reducing unnecessary traffic violations and increasing motorist and pedestrian safety.**