EVALUATING THE IMPACTS OF THE 2017 LEGISLATIVE MANDATED SPEED LIMIT INCREASES

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16. Abstract

This study evaluated the impacts of speed limit increases that occurred following the enactment of Michigan Public Acts 445 and 447 of 2016. Between May and June of 2017, the maximum speed limits were increased from 70 to 75 mph on 614 miles of rural, limited access freeways. During the same period, the speed limits were increased from 55 mph to 65 mph on 943 miles of rural two-lane roads. In addition, the maximum speed limits for trucks were increased from 60 to 65 mph on all routes where the passenger car limit was at least 65 mph. To assess the impacts of these increases, speed data were obtained from multiple sources including roadside spot-speed studies, permanent traffic recorder stations, and probe vehicles. These data were supplemented by statewide crash data from the Michigan State Police. A series of statistical analyses were conducted to evaluate changes in various speed metrics, including mean and median speeds, various speed percentiles of interest, and the variability in speeds within and across locations. The results showed consistent increases in speeds, ranging from 1.1 mph to 3.2 mph on freeways, and 3.8 mph to 5.1 mph on non-freeways. Crash analyses showed increases in both the frequency and severity of crashes following the speed limit increases. These increases tended to be more pronounced on the freeway network. Economic analyses were conducted to compare the costs incurred in the form of infrastructure upgrades with the benefits of reduced travel times and dis-benefits in the form of increased crashes and fuel consumption. These results showed a positive benefit-to-cost ratio for non-freeways and a larger, negative benefit-to-cost ratio for freeways. These findings provide important insights to inform future policy decisions related to speed limits.

The effects of the COVID-19 pandemic on travel behavior were also investigated by examining changes in speed and crash data. The reductions in travel did not show meaningful impacts on speeds at the locations where limits were increased; however, speeds were shown to increase at control sites. Traffic crashes were lower following the onset of the pandemic, though the rate of crashes resulting in fatal or severe injuries increased at the sites that retained lower speed limits, suggesting adverse impacts that may be associated with the higher speeds.

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Evaluating the Impacts of the 2017 Legislative Mandated Speed Limit Increases

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EXECUTIVE SUMMARY

The state of Michigan increased the passenger car speed limits on 614 miles of limited-access roadways from 70 mph to 75 mph following enactment of Michigan Public Acts 445 and 447 of 2016. This same legislation also increased the speed limits on 943 miles of trunk line non-freeways from 55 mph to 65 mph. Speed limits for trucks were also increased to 65 mph on all state trunk lines where passenger car speed limits were 65 mph or higher. This study investigates the impacts of these speed limit increases on travel speeds and traffic safety on both freeways and non-freeways.

To assess the impacts of these increases on vehicle speeds, data were compared between those sites where the speed limits were increased and similar control sites that retained the lower speed limits. On limited-access roadways, speed data were collected from three sources: (1) free-flow speeds of individual vehicles using handheld LIDAR devices; (2) hourly average speeds from permanent traffic recorder (PTR) stations; and (3) daily average speeds from probe vehicle data. These data were collected for all sites where the speed limits were increased, as well as the associated control sites. The 5-mph increase in speed limits on the freeway network was associated with an increase of 1.1 mph to 2.8 mph in free-flow speeds. Average speeds at PTR stations increased by 2.6 mph to 3.2 mph and average speeds among probe vehicles increased by 1.4 mph to 1.8 mph. The standard deviation in speeds was also shown to increase by 3.5 mph at the PTR stations, 0.4 mph among probe vehicles, and 0.2 mph from the LIDAR sites. Turning to the non-freeway network, spot-speed data were collected from free-flow vehicles using LIDAR and high-definition video cameras. The 10-mph speed limit increases corresponded with increases of 2.8 to 4.8 mph among various speed metrics for passenger cars and heavy vehicles. Across both types of roadways, speeds at the control sites remained relatively consistent. For the speed limit increase locations, the magnitude of the increases in speeds was found to be the highest among the highest-speed drivers, while the lowest speed drivers tended to increase their speeds by lesser amounts. The magnitude of the changes in speeds also varied based on roadway characteristics, including traffic volume, presence of horizontal curves, and roadway cross-sectional characteristics.

Safety impacts were examined using various evaluation frameworks. This included simple comparisons of annual crash frequencies and crash rates before and after the speed limit increases occurred, before-after evaluations that considered changes in traffic volumes along with trends from similar control sites, and, finally, empirical Bayes (EB) evaluations. Safety performance functions (i.e., crash prediction models) were also developed for total crashes, for non-animal related crashes, and for various injury severity levels, among other subsets.

On the limited access freeway network, raw data show that total crashes increased by 17 percent at the sites where speed limits were increased to 75 mph. When accounting for increases in traffic volumes and other factors, the resultant increase was still 9 percent. For fatal and incapacitating injuries, the increases ranged from 25 to 33 percent. Increases were also experienced among non-incapacitating injury and property-damage-only crashes. Additional regression analysis to relate crash frequency with speed metrics on the freeway network showed consistent increases in crashes across all severity levels after controlling for mean speed, variability in speeds and other site-specific variables.

On the non-freeway system, total crashes increased by 39 percent on average while severe (fatal and incapacitating) injuries increased by 31 percent when comparing data from the periods before and after when the increases went into effect. After accounting for increases in traffic volumes, these increases were less pronounced at 11 percent for total crashes and 1.7 to 4.7 percent for severe injuries. The latter increases were not found to be statistically significant, which is partially a reflection of the relatively small number of such crashes that have occurred historically on these road segments.

The increases in speed limits also resulted in increased infrastructure costs, as well societal disbenefits due to the higher numbers of crashes, injuries, and fatalities, as well as increased fuel consumption. The primary benefits experienced by Michigan road users were in terms of reduced travel times. These data were used as the basis of a series of economic analyses, which were conducted to assess the benefit-cost ratios for the speed limit increases on both the freeway and non-freeway systems. Several scenarios were considered, including the various methods that were utilized to estimate changes in crashes after the speed limit increases went into effect. The benefit-cost ratios were large and negative for both freeways and non-freeways, with the exception of the non-freeway analysis that was based on the EB estimates. The benefit to cost ratio in this case was 360 while the corresponding ratio for freeways was -7,033. In each of the other scenarios, the benefit-cost ratios were negative, though smaller in magnitude. When examining the effects of the speed limit increases collectively across both facility types, a negative benefit/cost ratio of -1,987 was estimated.

In addition to the speed limit policy impacts, preliminary analyses were conducted to assess safety performance during calendar year 2020 given the substantive changes in travel patterns that occurred due to the COVID-19 pandemic. The stay-at-home orders imposed in response to the pandemic affected both speed and safety trends. On freeways, the mean speeds increased by as much as 2.4 mph at sites where the speed limits were increased, while on sites where speed limits remained at 70 mph, the mean speeds increased by up to 4.2 mph. Total crashes were reduced by 8.1 percent and 18.7 percent at the speed limit increase and control sites, respectively. These changes were generally reflective of the decreases in traffic volumes.

On non-freeways, the mean speed increased by 0.3 to 0.8 mph and by 2.3 to 3.0 mph at the speed limit increase and control sites, respectively. In terms of safety, total crashes were reduced 17 percent and 7 percent at these facility types. However, interestingly, the percentage of crashes that resulted in fatal or serious injuries decreased slightly at the speed limit increase sites. In contrast, these proportions increased at the control sites, particularly on the non-freeway system. These trends may be due, in part, to the speed limit increases that were experienced at these locations.

Ultimately, the effects of speed limit increases were largely consistent with results from the extant research literature. Speed limit increases have generally been associated with higher travel speeds, as well as increases in both the frequency and severity of crashes. The present study further reinforces these results. The results have also shown that speed selection varies significantly both within and across locations. Changes in the characteristics of the roadway driving environment also affect speeds differently and, thus, careful consideration should be given in considering any subsequent speed limit increases. This is particularly true since the sites where speed limits were increased tended to be the safest when considering historical crash data. As a result, speed limit increases on other segments may be expected to experience larger increases in crashes as compared to these lower risk sites. In addition to crash history, other factors, such as the variability in speeds, roadway context, and geometric characteristics should be considered in determining speed limits.

1 INTRODUCTION AND OVERVIEW

Posted speed limits are a means of indicating the driver of the maximum permissible safe speed on the highway under ideal roadway, traffic and weather conditions (Forbes et al., 2012). The issue of setting the speed limits on highways has been under scrutiny for a long time. Setting the limits too low, may increase non-compliance rates and setting them too high may lead to inefficient operations and increased number of crashes (N. Garber & Gadiraju, 1991; Harkey & Mera, 1994). Speed limits also provide a basis for the enforcement of unreasonably high travel speeds. Speed limits are generally applicable for a particular class of highways with specific design, functional, jurisdictional, or location characteristics (Federal Highway Administration (FHWA), 2012). These limits are typically established in consideration of the design speed of the road, which influences various geometric design features such as minimum stopping sight distance, minimum horizontal curve radius, and maximum grade (American Association of State Highway and Transportation Officials (AASHTO), 2018). The American Association of State Highway and Transportation Officials (AASHTO) recommends using above-minimum criteria where practical (American Association of State Highway and Transportation Officials (AASHTO), 2018) and, ideally, the statutory speed limit should be set at or below the highway’s prevailing design speed.

Three major legislative decisions have influenced the speed limit policies in the United States. The National Maximum Speed Limit (NMSL) in the USA was first established as a part of the Emergency Highway Energy Conservation Act of 1974 in response to the 1973 oil crisis. This created a universal speed limit of 55 miles per hour (mph) in the country. All states were required to adhere to this limit in order to receive federal funding for highway construction and repairs. A detailed study conducted by the National Research Council (NRC) in 1984 found that the universal speed limit of 55 mph saved nearly 3,000-5,000 lives in 1974 and about 2,000-4,000 each year after that (Transportation Research Board & National Academies of Sciences Engineering and Medicine, 1984). Thereafter in 1987, the NMSL law was relaxed allowing states to increase their speed limits to a maximum of 65 mph on rural interstate highways (*Surface Transportation and Uniform Relocation Assistance Act of 1987*, 1987). In 1995, the NMSL was fully repealed, which gave the states complete freedom to set their own speed limits. As a result, most of the states increased their speed limits from 55 (or 65) mph to 70 mph on interstate highways including Michigan (MI) (Savolainen et al., 2014).

The state of Michigan (MI) has long debated the proposal to increase the maximum speed limits on freeways and non-freeways. Michigan increased their posted speed limit to 70 mph on freeways as a result of the repeal of NMSL. For trucks, the speed limit was 55 mph and the minimum speed was 45 mph. In 2016, the MI Public Act of 445 and 447 were passed, which led to the increase in posted speed limits once again in 2017. The speed limit was increased from 70 mph to 75 mph on approximately 614 miles of freeways. This same legislation resulted in increases from 55 mph to 65 mph on about 943 miles of trunk line non-freeways. Speed limits for trucks were also increased to 65 mph on all state trunklines where passenger car speed limits were 65 mph or higher. This follows national trends as at least 18 states increased their regulatory speed limits on selected rural interstate highways to 75 mph or more as of 2018 (Warner et al., 2019a). Figure 1 shows the comparison between the speed limits on rural interstates in 2001 and 2018 across all US states (Warner et al., 2019b).

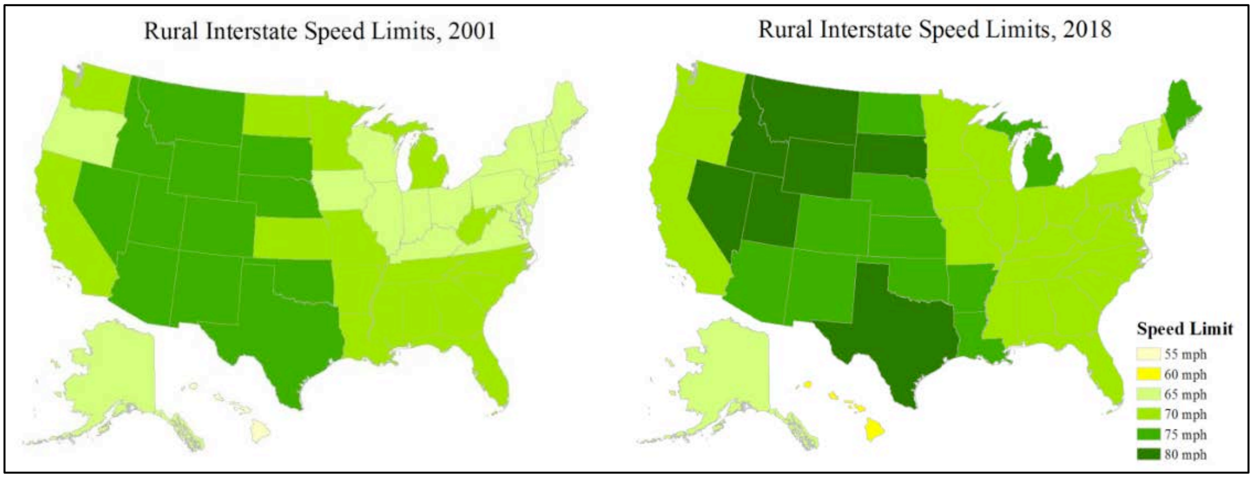

Figure 1 Speed Limits on Rural Interstate Highways in 2001 and 2018 (Warner et al., 2019b)

1.1 Problem Statement and Study Objectives

Various research studies have been conducted to assess the impact of changes in the speed limits on traffic operations and traffic safety. Literature has shown that the traffic operations, crashes, injuries and fatalities are affected by the mean speeds (and 85th percentile speeds) and variance in speeds. The recent increase in the speed limits in the state of MI has affected these speed characteristics which has resulted in operating speeds that are higher than the design speeds on some of these roadways. Earlier studies have shown an increase in traffic crashes and fatalities as the speed limit increase [8]–[32]. Figure 2 shows the annual rural interstate fatalities by maximum statutory speed limit (A. Davis et al., 2015b).

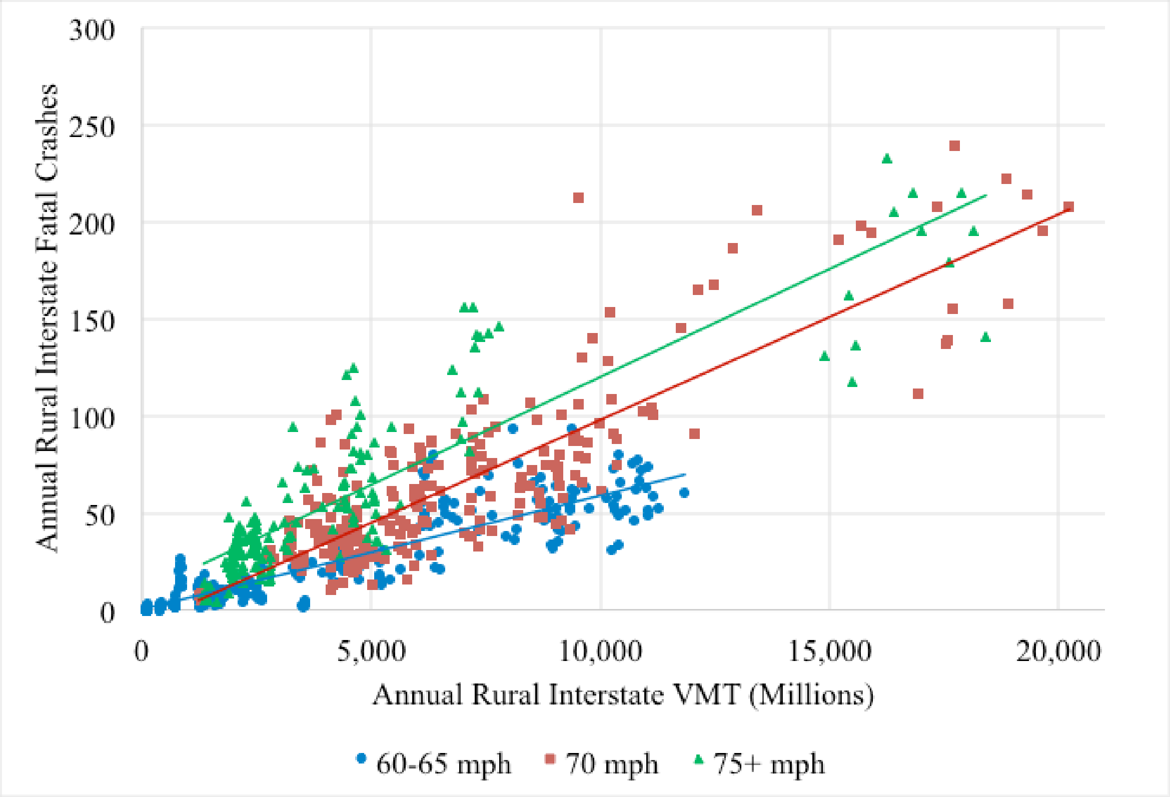

Figure 2 Annual Rural Interstate Fatalities by Maximum Statutory Speed Limit (A. Davis et al., 2015b)

The impacts of speed limits on traffic operations and safety have undergone extensive research, however, a strong consensus is yet to be achieved on the relationship between speed and safety. The speed limits in conjunction with other factors such as road, traffic and weather conditions, largely affect the driver speed selection on any typical roadway. A study showed that driver demographic factors such as driver age, gender, marital status, number of children, driver education level, household income, age when the driver was first licensed, and opinions about pavement quality, influence the choice of speed in the presence of speed limits (Anastasopoulos & Mannering, 2016). Most of the studies in literature focuses on limited access facilities. Driver speed selection on non-limited access facilities is not only affected by the posted speed limits, but also by roadway and roadside characteristics, and traffic volume (Dixon et al., 1999; Figueroa-Medina & Tarko, 2004; Gates et al., 2015b; Russo et al., 2015; Savolainen et al., 2018a). Design speed, weather condition, pavement condition are some additional factors that affect driver speed selection on a typical highway (Savolainen et al., 2018a; Wali et al., 2018). Thus, research is needed to better understand the relationship between these characteristics and vehicular speeds, traffic crashes, injuries and fatalities.

The purpose of this research is to assist Michigan Department of Transportation (MDOT) in determining the potential impacts of the recent increases in the posted speed limits on both freeways and non-freeways. To this end, a careful and extensive analysis is required of a broad range of traffic safety, operational, and economic performance measures, which include mean speeds, operating speeds, variability in speeds, traffic crashes and crash severity, etc. The following objectives have been established to achieve that:

- Perform a comprehensive state-of-the-art literature review of research that examined the effects of increasing speed limits on traffic speeds and safety.
- Assess the operational and safety impacts of the 2017 speed limit increase that occurred along 600 miles of the freeway network and 900 miles of the non-freeway network.
- Evaluate the criteria adopted by MDOT to select the sites where the speed limits were eventually increased in 2017 for both freeways and non-freeways.
- Conduct economic analysis and estimate the potential impacts of enacting speed limit increase policies.
- Prepare a project report and other educational materials and presentations that assist MDOT in disseminating the findings of this study in a manner that is understandable to a diverse range of audiences, including elected officials and the general public.

1.2 Task Summary

In order to achieve the above stated research objectives, following tasks are performed. Detailed description of these tasks has been provided in the subsequent chapters of this report.

- <u>Literature Review:</u> A comprehensive state-of-the-art literature review was carried out to investigate the relationships between traffic speed, safety and operations for both freeways and non-freeways.
- <u>Data Collection:</u> Comprehensive traffic crash, injury and fatality data for both the freeways and non-freeway segments were collected for the period 2004-2019 for all the DOT

maintained roadway segments in MI. The speed data were collected manually on-site for both freeways and non-freeways. These data were merged with the roadway inventory data and other data of interest which was obtained through the sufficiency database developed by MDOT and other databases developed in-house by Michigan State University (MSU).

- Speed Metrics Analysis: Various speed characteristics (mean speeds, 85th percentile speed and variation in speeds, etc.) were affected by speed limits along with several other factors. Comprehensive analysis was performed to determine which factors along with the posted speed limits affect the driver speed selection and other speed metrics of interest.
- Safety Analysis: In order to determine the effect of speed on safety, before and after comparison of crash frequency and severity was done on individual road segments.
- Economic Analysis: Cost analysis for trunk line network was done to assess economic impacts of speed limit increase. Crash costs associated with the speed limit increases in terms of increases/decreases in total, injury, and fatal crashes were estimated.
- Evaluation of MDOT's Selection Process: An evaluation of the procedure adopted by MDOT to increase the posted speed limit on selected road segments was carried out for freeways. Level of Service of Safety (LOSS) from the Highway Safety Manual, was computed and compared across the segments where limits have been increased and not increased. Specific risk factors and prioritization schemes that are best predictors were identified for future reference.
- Determine Societal Response: State of the State Surveys (SOSS) was utilized to determine the state-wide public perception on the issue of speed limit increase.
- Effect of Pandemic (COVID-19) on Traffic Speed and Safety: The year 2020 saw unprecedented changes in travel behaviour throughout the state due to the coronavirus (COVID-19) pandemic. The section investigated how the pandemic affected the travel speeds and traffic safety on the sites where speed limits were increased in 2017.

2 LITERATURE REVIEW

The following sections provide a comprehensive review of summary of studies and research that studied the effects of speed limits on actual speeds and safety. The impacts of speed limits on traffic operations and safety have generated a lot of research, though a strong consensus has not yet emerged to the relationship between speed and safety. Most of the research efforts on the effect of speed limits in the United States was motivated by the passage of NMSL in 1974. The issue was then revisited in 1987 with the passage of Surface Transportation and Uniform Relocation Assistance Act (STRUAA) that relaxed the NMSL allowing states to increase speed limits to 65 mph on interstate highways in rural areas. The repeal of NMSL in 1995 provided another opportunity to researchers to observe the same highways under different speed limits and determine user response to these limits. This led to a series of additional studies which are discussed in this chapter. The primary purpose of this review is to critically assess the research carried out to date and summarize the findings. First, a general review of the relationship between speed and safety is provided. Thereafter, international research that explored the relationship between speed limits, travel speeds, and safety are discussed. This is followed by the research carried out in the United States towards understanding the said relationship along limited access facilities and non-limited access facilities separately.

2.1 Relationship between Speed and Safety

Speed management has long been a concern of transportation agencies across the globe, dating back to research as early as the 1960's which showed that vehicles traveling excessively below or above the speed limit are overrepresented in crashes on rural highways and interstates (Cirillo, 1968; Solomon, 1964). A study conducted in Australia based on the interviews of drivers who provided self-reported information regarding their crash involvement during the preceding five-year period on two urban roadways with posted speed limit of 60 kilometers per hour (kph) (37 mph) and 100 kph (62 mph), showed that the drivers who were traveling at higher speeds tended to experience more crashes (Fildes et al., 1991). Two subsequent studies from the United Kingdom (Maycock et al., 1999; Quimby et al., 1999) also used a similar self-reporting survey method and concluded that the crashes increase consistently with driver speed. Finch et al. (Finch et al., 1994) conducted a study in Switzerland which showed that decreasing speed limits to 120 kph (81 mph) from 130 kph (75 mph) reduces fatal crashes by 12 per cent. The study also showed similar trends between speed and safety as the other research around the world. Crash rates were found to consistently increase with speed when examining data from Denmark, Finland, Switzerland and the United States. A separate study carried out on several different roadway classes in the United Kingdom also showed similar relationship between speed and safety. As speed increased, the crashes also increased for all roadway types. Further, these increases in crashes were most pronounced in the more urbanized areas, where higher level of congestion were found (M. Taylor et al., 2000).

Aljanahi et al. (Aljanahi et al., 1999) studied the relationship between speed limits and speed and safety using two groups of sites, one in UK (Tyne and Wear county) and one in Bahrain. Keeping the speed distribution constant, the crash rate was found to decrease if the percentage of heavy vehicles increases, in both the groups (UK and Bahrain). In terms of speed distributions, statistically significant association between mean speed and crash crate was found for the Bahrain group. For the UK group, strong relationship between crash and speed variance was found. Pei et al. (Pei et al., 2012) evaluated the relationship between speed and crash risk with respect to distance and time exposure, using disaggregated crash and speed data collected from 112 road segments in Hong Kong. The study found no evidence that the standard deviation of speed is significantly associated with the likelihood of crash occurrence or crash severity. The correlation between speed and crash risk was found to be positive when distance exposure is considered, but negative when time exposure is used. However, in both the cases, speed was positively associated with the injury severity.

The research in the United States has also revealed similar trends in the relationship between speed and safety. The earliest work is that of Solomon (Solomon, 1964) and Cirillo (Cirillo, 1968), both of which showed that crash risk is high at very low and at very high speeds. However, the lowest crash rates were at about 6 mph and 12 mph above the average speeds in the two studies respectively. Figure 3 shows the crash involvement rate (per 100 million vehicle-miles traveled) with respect to travel speed and with respect to variation from the average speed of traffic under similar conditions (Solomon, 1964). The two figures suggest that the crash risk is greatest at very low as well as at very high speeds. Subsequent study conducted in 1970s conducted an analysis of crashes excluding crashes involving low speed maneuvers and demonstrated that crash risks were much less pronounced at low speeds in comparison to previous research (Research Triangle Institute, 1970). Subsequently, West and Dunn (West & Dunn, 1971) showed that removing turning vehicles substantially mitigates the apparent risk at lower speeds. Involvement rate per million vehicle-miles was found to be higher for the slow deviation vehicles than for the fast deviation vehicles. Crash involvement rate was found to be the same for high and low speed deviations after deletion of crashes involving turning vehicles. A study conducted at the road segment level by Garber and Gadiraju (N. Garber & Gadiraju, 1989) showed that roads with larger speed variance exhibited higher crash rates than roads with lower variance. The study found that the relationship between speed limit and design speed was a key determinant of safety trends. Both crash rates and speed variance were lowest when speed limits were 5-10 mph below the design speed of the road. Additional research has shown that crash fatality rates increase as the average speed and the variance in speeds increases (Forester et al., 1984; Fowles & Loeb, 1989; N. Garber & Ehrhart, 2000; Levy & Asch, 1989; Solomon, 1964; Zlatoper, 1991).

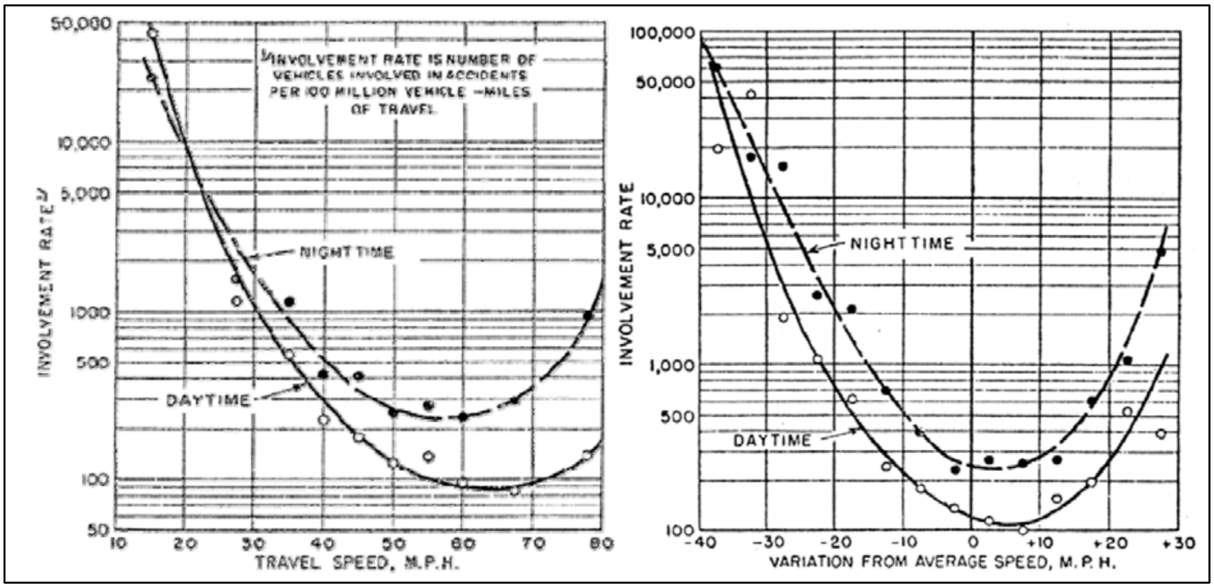

Figure 3 Crash Rates by Travel Speed and Variation from Average Speed (Solomon, 1964)

Nilsson (Nilsson, 2004) developed a ‘Power Model’ to demonstrate the relationship between the number of people injured in a crash and speed as well as number of people fatally injured in a crash and speed. The model takes the following general form as shown in Equation 1. In this basic form, the exponent reflects the rate at which crashes change with respect to a relative change in speed.

$$Crashes_{after} = Crashes_{before} \cdot \left(\frac{Speed_{after}}{Speed_{before}}\right)^{exponent} \qquad \text{Eq. 1}$$

Elvik (Elvik, 2005) in a meta-analysis study, showed that the speed is likely to be the single most important determinant of the number of traffic fatalities. As such, a 10% change in traffic mean speed is likely to have a greater impact on traffic fatalities than a 10% change in any other factor, such as traffic volume. A separate meta-analysis study which included data from 115 studies, which included 526 estimates of the relationship between changes in mean speed and the number of crashes or crash-involved injuries, showed crash risk to consistently increase as speed increases (Elvik, 2013). Empirical results utilizing the power model suggest that a one-percent increase in average speed increases the average frequencies of injury, severe injury, and fatal injury crashes by 2 percent, 3 percent, and 4 percent, respectively (International Transport Forum (ITF), n.d.). In subsequent research, an exponential function has also been shown to provide a better fit, as compared to the power model, to the relationship between speed and safety (Castillo-Manzano et al., 2019; Elvik et al., 2019). Figure 4 shows the relationship between speed and injury crashes using both the power model and the exponential model. It is clear from figure 4 that the exponential function is steeper at high speeds and flatter at low speeds than the power function. Analytical results from a separate study showed that a 5% increase in the average speed can lead to a 10% and 20% increase in the total amount of injury crashes and number of fatal crashes respectively (Transport Research Centre, 2006).

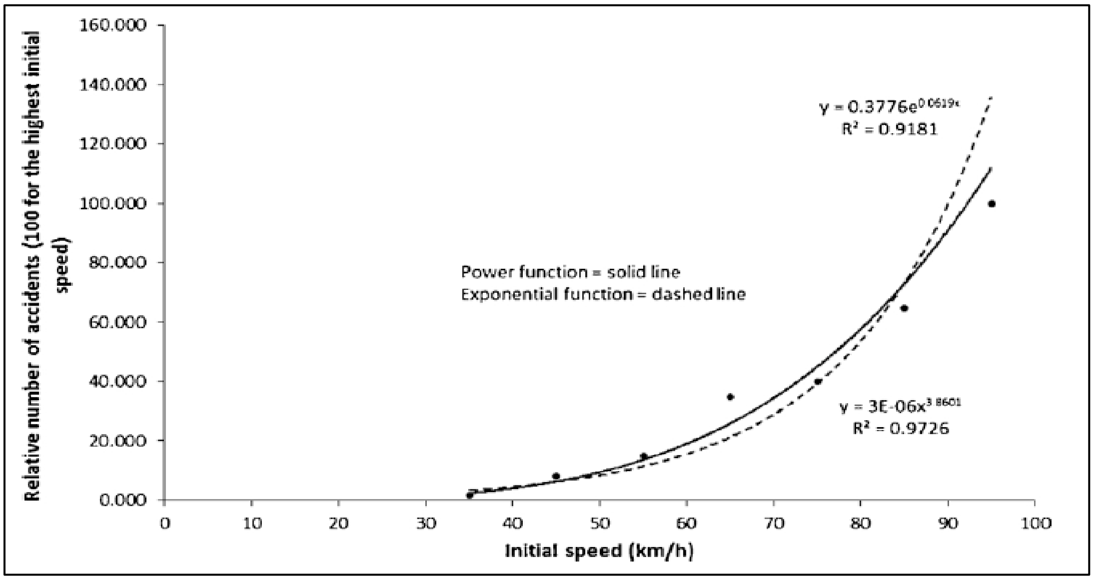

Figure 4 Relationship between Speed and Injury Crashes (Elvik et al., 2019)

2.2 Effect of Posted Speed Limits on Travel Speeds and Safety: International Evidence

The studies discussed above do not consider the impacts of the speed limit changes explicitly. Several studies around the world, particularly in Europe, have tried to find a relationship between speed limit, travel speeds, and safety. Much of the international literature has focused on the effects of reducing the speed limits on safety and travel speeds.

Several early studies focused on the effects of introducing the speed limits for the first time on public roadways. In a study conducted in Germany, Buschges et al. (Büschges et al., 1975) studied the safety benefits of imposing a 100 km/h (62 mph) speed limit on rural single carriageway roads in West Germany in 1972. The study reported a decrease of 14% in injury crashes on the faster rural roads, and crashes involving serious injuries/death fell by between 25 and 29%. The 1973-74 oil crisis complicated the analysis, but the study claimed to have minimized the effects of this in the developed model, which indicated that the slower speeds led to 5% reduction in the injury crashes. Then in 1974-75, a speed limit of 130 km/h (81 mph) was imposed on certain sections of motorway in West Germany. Crash analysis (Ernst et al., 1977) took into account the differences in road length, traffic volume and changes over time while excluding the crashes that did not involve a motor vehicle, or which did not occur on the carriageway. The analysis showed that the injury crashes were reduced by 11%, whilst serious and fatal crashes were reduced by 23%.

In 1983, a speed limit of 30 km/h (19 mph) was introduced in Hamburg. Subsequently, speed zones were implemented throughout the state of Baden-Wurttemberg in 1989. The speed limit varied from 40 km/h (25 mph) in built-up areas, to 60 km/h (37 mph) on the peripheral roads. In 1985, a temporary maximum speed limit of 100 km/h (62 mph) was imposed in West Germany. A study (Marburger et al., 1986) showed that short term limits (less than six months) and longer term limits (six months or more) reduced all crashes by 17% and 25% respectively, while the long term limits reduced injury crashes by 30%.

Speed and crash analysis was conducted in a study by Behrendt et al. (Behrendt et al., 1989). Mean speeds in Hamburg's 30 km/h (19 mph) zones fell by 3.3 km/h (2 mph) with no remarkable change in the speeds on control sections. In both Hamburg and Baden-Wurttemberg, the 85th percentile fell by 4.6 km/h (3 mph) and 0.6 km/h in the experimental and control areas respectively. The number of serious injury crashes in Hamburg fell by 29% in the 30 km/h zones, and by 19% in the control areas. In the 40/60 km/h zones in Baden-Wurttemberg, the only significant effect was an increase of 23% in the number of all crashes occurring along road sections where the limit was raised to 60 km/h.

In the Netherlands, 30 km/h (19 mph) zones were introduced in municipal areas in 1980. A 20% reduction in speeds was reported, resulting in 19 mph 85th percentile speeds (Vis et al., 1992). On motorways in Netherlands, a uniform speed of 75 mph was introduced, which had a 100 km/h (62 mph) speed limit on nearly 20% of motorways. This led to decrease in speed dispersion (i.e., variability in speeds) and was also associated with a reduction in crash incidence (Borsje, 1995).

In Finland, temporary speed limit restrictions were imposed in some areas of the country from 1962 to 1968. Between 1973 and 1976 a large-scale speed limit experiment was undertaken on five main routes which included 2 control, and 3 study routes. Study (Salusjärvi, 1981) showed 8-13% reduction in crashes between 1962-68, and a 30% reduction in fatalities between 1973-1974. Table 1 provides the relevant results from these experiments.

Table 1 Summary of Speed Limit Trials in Finland (Salusjärvi, 1981)

Year	**Speed Limit (km/h)**	**Duration (Days)**	**Change in Mean Speed (km/h)**	**Change in Crashes (%)**
1962	90	122	-2	-8
1966	90	61	-3	-10
1968	90	28	-7	-13
1968	110	14	0	-2
1973-1976	60	-	-2	-10
	80	-	-5	-24
	100	-	-2	-4
	120	-	+2	+8

Between 1987 and 1989, another experiment was carried out in Finland which imposed varying speed limits at different times of the year on select roads. Out of selected 4,000 km of road, the speed limit on half of the road length was reduced to 80 km/h (50 mph) from 100 km/h (62 mph) in the first winter trial, followed by the same reduction of the speed limit of the remaining length in the second winter trial. Additionally, for both the winter periods, the speed limit on all motorways was reduced to 100 km/h (62 mph) from 120 km/h (75 mph). During the summer, speed limits on 1,400 km of roads was increased to 100 km/h (62 mph) from 80 km/h (50 mph) in two similar stages. The imposition of the lower winter limits (100 km/h to 80 km/h) reduced the mean speed of all traffic by 3.8 km/h (2.3 mph). Weather and road condition-related factors reduced mean speeds by about 3 km/h (2 mph). The mean speeds of private cars fell by 5.2 km/h (3 mph) due to the reduced speed limits. Winter speed limit reductions of 20 km/h (13 mph) from 120 km/h to 100 km/h (75 mph to 62 mph) resulted in a reduction of 3.9 km/h (2.5 mph) in mean vehicle speeds. During summer, mean traffic speeds increased by 3.7 km/h (2.3 mph) (Peltola, 2000).

In Sweden, speed limits were introduced in rural areas for the first time in 1960. From 1968 until 1972, a number of trials with differentiated speed limits took place (Nilsson, 1977, 1981). Table 2 provides the summary of results from these trials. In 1989, speed limits on high crash frequency roads were reduced from 110 km/h (68 mph) to 90 km/h (56 mph) for the period of June-August, 1989. Using a control group, estimates of the effect on speed and crashes were obtained (Nilsson, 1990). The median speed of cars fell by 14.4 km/h (9 mph). On control sections, the median speed fell by 2.5 km/h (1.5 mph). Personal injury crashes reduced by 27% and injury and fatal crashes reduced by 21%. On control sections, the corresponding reduction was 14% and 11% respectively. Johansson (Johansson, 1996) used negative binomial and Poisson models to analyze crash data. It was found that the reported number of casualties decreased due to reduced speed limits from 110 km/h to 90 km/h (68 mph to 56 mph). The speed limit reduction also led to a reduction in number of crashes involving minor injuries and vehicle damages.

During 2008 and 2009 in Sweden, speed limits were increased on nearly 2,700 km (1,678 miles) of roads, and decreased on nearly 17,800 km (11,060 miles) of roadway. Limits reduced from 110 km/h (68 mph) to 100 km/h (62 mph) in Phase 1 and from 90 km/h (56 mph) to 80 km/h (50 mph) in Phase 2 (other changes were also there). Vadeby et al. (Vadeby & Forsman, 2018) studied the effects of new limits on speed and safety. A 10 km/h (6 mph) decrease in speed limit led to a 2-3 km/h (1.2-1.9 mph) decrease in mean speeds. A 10 km/h (6 mph) increase in the speed limit led to an increase of 3 km/h (1.9 mph) in the mean speed except on roads where limit increased from 70 to 80 km/h (43 mph to 50 mph). In terms of safety, a 41 percent reduction in fatalities was recorded on roads where limits reduced from 90 km/h (56 mph) to 80km/h (50 mph). On roads where limits increased to 120 km/h (75 mph), no change in number of fatalities was found, but seriously injured rose by 15%. Considering the entire road network, the changes in limits led to saving 17 lives/year.

Table 2 Summary of Speed Limit Trials in Sweden (Nilsson, 1977, 1981)

Change in Speed Limit (km/h)	Road Length (km)	Change in Crash Rate (%)
Two-lane roads		
Unrestricted to 90	200	-16
Unrestricted to 110	200	-4
90 to 110	200	+44
Control 90	200	+11
110 to 90	200	-30
Control 90	200	+3
90 to 70	500	-22
Control 90	420	0
90 to 110	245	+6
Control 90	500	0
90 to 110	60	+42
Control 90	50	-9
130 to 100 (Motorways)	30	-31

Newby (Newby, 1960) examined the safety benefits of imposing 40 mph speed limits in London during 1958-59. The new speed limits led to a reduction in all injury crashes by 20% and fatal crashes by 30 percent. In response to the 1973 oil crisis, 50 mph mandatory speed limit was imposed on all roads with no lower limit in the United Kingdom. Scott and Barton (Scott & Barton, 1976) analyzed the crash rates by comparing actual numbers of crashes with predictions made from historic trends in road crash data. The study concluded that the crash rate declined by 40.1 percent on motorways and by 21.5 percent on all-purpose roads normally subjected to limits more than 50mph. However, factors other than the speed limit that may have affected the crash rates were not taken into consideration. In France, new speed limits of 60 mph were introduced on major roads in 1969 and 1970. Crashes reduced by 40% as a result of posted speed limits, and the injury crash rate declined by 14% (European Conference of Ministers of Transport (ECMT), 1978).

In New Zealand, a 50-mph speed limit was introduced in December 1973, on roads which were previously unrestricted. Frith and Toomath (Frith & Toomath, 1982) studied the effects of the newly introduced limits and found a general reduction in mean traffic speed of between 8 and 10 mph, which was statistically significant at 5% level of significance. Reduction in injuries was more on open roads (24%) than on urban roads (5.9%). Fatalities reduced by 37.2% on open roads as compared to 15.3% reduction on urban roads. The benefits obtained in terms of speed and safety were attributed to excessive media and peer pressure, and changes in traffic volume.

In the Australian state of Victoria, speed limit on rural roads was reduced from 70 mph to 62 mph (100 km/h) in 1974. As a result, fatal crashes declined be 24% (Daltrey & Healy, 1980). In 1987, 100 km/h (62 mph) limits were raised to 110 km/h (68 mph) on certain sections of high standard road in the state of Victoria, Australia. The Royal Automobile Club of Victoria (RACV) conducted a before-after study (Royal Automobile Club of Victoria (RACV), 1990) on 3 urban freeway sites, and 10 rural freeway/highway sites to assess effect of newly raised speed limit on traffic speeds. The mean traffic speed was found to have increased by 4 km/h (2.5 mph), and the 85th percentile speeds increased by 3 km/h (2 mph). The speed distributions for the 100 km/h and 110 km/h limits remained remarkably similar, displaced by the increase in mean speed. In late September 1989, the limit was removed and a 100 km/h limit was reintroduced. Sliogeris (Sliogeris, 1992) assessed the effect of increased and decreased limits on safety. Injury crash rate (including fatalities) per km traveled was found to increase by 24.6% when the limit was increased to 110 km/h in 1987. When the speed limits were reduced back to 100 km/h in 1989, a decrease of 19.3% was recorded. The study concluded that a 100 km/h speed limit has a dampening effect on speeds with beneficial road safety results. In a cost-benefit study (Cameron, 2003), it was found that increasing speed limits to 130 km/h (80 mph) from 110 km/h (68 mph) on rural freeways in Australia, would save each car 8.4 min and each truck 13.8 min per 100 km (62miles) of freeway. However, this would also lead to an increase in fatal crashes by 2.8/year/100 km of freeway, casualty crash costs will increase by 89%, and time costs will reduce by 17%.

In the Canadian province of British Columbia, the speed limits were raised by 10-20 km/h (6.2 to 12.4 mph) in mid-2014. Sayed and Sacchi (Sayed & Sacchi, 2016) conducted a before-after evaluation with full Bayesian technique to estimate the effect of raised speed limits on crash frequency. Severe crashes were found to be significantly higher in the after period, whereas fatal and injury crashes increased by 11 percent. In another study, Brubacher et al. (Brubacher et al., 2018) used interrupted time series approach to evaluate the impact of these speed limit increases on fatal crashes and found 39.9% increase in fatal crashes considering both affected and unaffected road segments. In Alberta, Canada, the speed limit in 8 urban residential areas were reduced from 50 km/h to 40 km/h (31 mph to 25 mph). Islam et al. (Islam et al., 2014; Islam & El-Basyouny, 2015) studied the effects of lowered speed limits on traffic speeds and safety. The overall mean free-flow speed was reduced by 3.86 km/h (2.4 mph), and 4.88 km/h (3.0 mph), after 3, and 6 months of treatment. Overall, the 10 km/h (6 mph) change in the posted speed limit led to an overall speed reduction of 4.88 km/h (3 mph), which represents 48.8% of the change in speed limit. Speed variances were significantly reduced for all combinations of time of day and day of week, as well as road and vehicle types; the only exception was heavy vehicles, which constituted less than 4% of the total number of vehicles. In terms of safety, crashes of all severities decreased due to the reduction in the speed limit. In Ontario (Pierce, 1977), the speed limits on freeways were reduced from 70 mph to 60 mph, and from 60 mph to 55 mph on other roads in 1976. Fatality rate declined by 23% on freeways, while the fatal crash rate fell by 28.7% on other roads. Seat belt law was also imposed during the period the study.

In South Africa, the posted speed limit on rural roads was reduced from 72 mph to 48 mph during 1973-74. Consequently, crash rate declined by 48% (Fieldwick, 1981). In Denmark, a speed limit of 48-66 mph was introduced on motorways during 1973-1974, where there was no posted speed limit before. As a result, fatalities declined by 20% (Christensen, 1981). In 1985, the speed limit in built-up areas was reduced from 60 km/h (37 mph) to 50 km/h (31 mph). Engel and Thomsen (U. & K., 1988) conducted a before-after study to study the effects of reduced speed limits on speed and safety in Denmark. The mean speed reduced by 3-4 km/h, however, reduction varied from location to location. Crashes reduced by 8.7% and the fatalities decreased by 24.1%. Switzerland also experienced a reduction in speed limits in 1985. On environmental grounds, the Swiss motorway speed limit of 130 km/h (81 mph) and rural road limit of 100 km/h (62 mph) were reduced to 120 km/h (75 mph) and 80 km/h (50 mph) respectively. Dietrich et al. (Dietrich, K. et al., 1988) in their study reported a non-significant 4% increase in crash rates on motorways, but a significant 12% fall in fatalities. On rural roads the crash rate fell by 5%, with a significant 6.2% reduction in fatalities. A 5 km/h (3 mph) on average reduction in mean speeds was reported on motorways, whilst the mean speed of rural road traffic fell by 10 km/h (6 mph).

During 2001-2002, speed limits in Flanders, Belgium were reduced from 90 km/h to 70 km/h (56 mph to 43 mph). De Pauw et al. (De Pauw et al., 2014) measured the effects of reduced limits on safety trends using control group before-after study. Severe crashes fell by 33% at all treated locations. 62% locations showed reduction in injury crashes, while 67% of the locations showed reduction in fatal crashes.

2.3 Effect of Posted Speed Limits on Travel Speeds and Safety along Limited Access Facilities

In the United States, considerable research has been carried out that explores the relationship between posted speed limit and travel speeds and safety along the limited access roadway facilities. Much of this research began in 1974 due to the initiation of the NMSL. The initial reason for the change was to reduce the fuel consumption in response to the Mid-East Oil Embargo. However, the NMSL was extended, in part, due to reduction in traffic fatalities that occurred during this same time period. One issue with the introduction of the NMSL was that the observed driving speeds did not necessarily reflect the new lower speed limits. This was especially true on interstate highways where posted speeds were significantly lower than the design speeds of these highways. Subsequent changes in the speed limit policies were then introduced in 1987, and again in 1995 as stated before. Subsequent to the enactment of these laws, speed limits were predominantly increased on limited-access rural freeways, which are the types of roads with the highest speed limits and are also the safest when considering crash risks per distance traveled (National Highway Traffic Safety Administration, n.d.) given their higher design standards. The research literature shows that fatalities on rural interstates are consistently higher among those states with higher maximum statutory speed limits (A. Davis et al., 2015b). The following sub-sections details the research that initiated as a result of the three major speed limit policy changes that occurred in the United States followed by discussion of more recent studies.

2.3.1 Introduction of NMSL

The introduction of NMSL in 1974, which mandated a national speed limit of 55 mph on interstate highways, led to nationwide research focusing on the effects of changes in posted speed limits on driving speeds and safety. Forester et al. (Forester et al., 1984) did an empirical analysis of speed limit on fatalities along with cost-benefit analysis of speed limit policy. It was found that nearly 7,466 fatalities per year were reduced due to reduced speed limits. However, the cost-benefit analysis concluded that maintaining the 55-mph limit has no benefits over the cost it incurs. The study suggested to impose a minimum speed limit rather than the maximum speed limit. Clotfelter et al. (Clotfelter & Hahn, 1978) also evaluated the desirability of the new speed limit using cost-benefit analysis and found similar results. He concluded that the benefits of the 55mph limit far exceeds the costs. The two most important benefits were fuel savings and increased safety.

Burritt (Burritt et al., 1976) established a causal relationship between the new speed limits and the crashes in the state of Arizona. The study found that the driver and vehicle characteristics had no effect on 1974 reduction in fatal crashes. The study attributed crash reduction to lower speeds and greater speed uniformity in the traffic stream. There was an almost 50% reduction in study area fatal crashes between 1973 and 1974. On interstate highways, fatal crash rate per 100 million vehicle miles dropped from 3.27 to 2.14. On other highways in the study area, it dropped from 5.74 to 3.64. This indicates fatal crash reduction in 1974 cannot be attributed to travel reduction only. Crashes reduced on all types of highways but 92% of the decline was on the high-speed roads. Considerable and significant changes in the driving speeds were also noticed. On Interstate highways, mean speed reduced from 110.6 km/h (69 mph) to 97.1 km/h (60 mph) and standard deviation (SD) from 13.82 km/h (8.6 mph) to 9.31 km/h (5.8 mph) from 1973 to 1974. On US highways, the mean speed reduced from 100.8 km/h (62.6 mph) to 91.5 km/h (57 mph) and SD from 12.99 km/h (8 mph) to 10.24 km/h (6.4 mph) from 1973 to 1974.

Dart (Dart Jr, 1977) utilized data from 3 states, North Carolina, Louisiana and Mississippi to study the role of enforcement to make speed limits effective using time series plots. It was found that the NMSL led to more uniform speeds (lower SD and higher pace group percentage). Average speeds were reduced in early 1974 by as much as 16 km/h (10 mph), but gradual increases have occurred ever since. The percentage of vehicles exceeding 105 km/h (65 mph) was less than 10, and speed variability was also significantly less. In North Carolina, all speed characteristics were reduced in 1975, with the average speeds on all classes of roads down about 3.2 km/h (2 mph). However, 1976 reports show increases in average speeds of up to 5 km/h (3 mph) over 1975 levels. In Mississippi, speeds initially decreased in the early 1974, but then increased somewhat but not at pre-crisis level. In Mississippi, death rate reduced from 7/mile in 1972 to 4.3/mile in 1975 as travel increased by 8%. Data from Louisiana showed large reductions in percentages of rural crashes for which excessive speed was cited as a contributing factor. Increased enforcement from 1974-1976 were responsible for maintaining uniform and safer speeds.

Tofany (Tofany, 1981) studied the effect of 55 mph universal speed limit on safety in all the 50 states. Of 50 states, 41 states showed average speed exceeding 55mph (FHWA data). Connecticut had the highest average speed (59.3mph) and Virginia had the lowest (50.6mph). The 85th percentile speeds ranged from 55.3-66.4 mph in all the states. The NMSL also led to reduced number of crashes. There were nearly 9,000 less fatalities in 1974 than in 1973, and 9,600 less fatalities in 1975 than in 1973. 40,000 lives were saved during 1973-1979, one-third to one-half of which can be attributed to reduced speeds. For every state except Washington, the mileage death rate decreased or remained same as the pre-energy crisis rate of 1973.

Deen and Godwin (Deen & Godwin, 1985) also studied the effects of reduced speed limits. They concluded that very high-speed driving patterns have reduced considerably with drivers exceeding 65 mph dropping down from 50% to 9%. The average speeds on interstates reduced from 65 mph in 1973 to 57 mph post NMSL. Safety also improved as a result of reduced speed limits. There was a 17% and 13% reduction in fatalities on primary and secondary highways respectively. On interstate highways, the reduction in fatalities was 32% while the fatality rates on local roads and streets showed no change (35mph or below speed limit).

Labrum (Labrum, 1976) determined statistically, whether 55 mph speed limit is the primary factor for traffic fatality reductions from 1974-1975. He found that the 55-mph limit and other factors existing in 1974 caused a significant reduction in fatalities.

Betty et al. (Chu & Nunn, 1976) estimated fatality trends in California under non-energy crisis conditions. It was found that 2,302 fatalities would have occurred during the first half of 1974 under normal conditions, whereas actual number was 1,726. 39% of this fatality reduction is attributed to reduced driving speeds due to lower limits. The remaining were attributed to reduced travel (29%) and permanent daylight-saving time (8%). Remaining 24% is due to other factors like reduced average occupancy, changes in day-night travel, changes in types of roads used, etc.

Kemper and Byington (Kemper & Byington, 1977) evaluated the effects of 55 mph limits on highway safety on a national level. It was found that the speed reduction prevented 4,700 fatalities and 81,000 injuries in 1974. Fatality rates reduced on all highway systems with major reduction on the interstates. Injury rates however, did not reduce much on all highway types except interstates.

Johnson et al. (Johnson et al., 1978) analyzed the effects of reduced limits on fatalities in Texas using time-series analysis. They concluded that the fatal crashes reduced more sharply on high speed roads (29%) than on the low speed roads (15%). Statistical analysis revealed that the reduced limit resulted in 19.8 less fatal crashes per month. The effects on driving behavior was also studied.

There was nearly 7.4 mph reduction in average speeds on rural interstates whereas the average speed on all rural roads reduced by 8.3% or 5 mph accompanied by 28% reduction in speed variability. Minor changes were recorded on the urban roads. In another similar study conducted at the national level (Johnson et al., n.d.), the authors found that the mean and the 85th percentile speeds declined in 1974-1976 but started to increase in 1977. The average speeds dropped by 5% and 85th percentile speeds by 2% in 1974 from 1973 levels. Between 1976-1978, the average speed and 85th percentile speeds increased in 32 states and 27 states respectively. In terms of safety, total and interstate fatalities reduced in 1974-1975 but began to increase in 1976. Total fatalities, interstate fatality, interstate injury rate, fatality rate and interstate fatality rate showed substantial drop (>10%) in 1974 than 1973 levels. It was estimated that the 55-mph speed limit reduced fatalities by roughly 7500 annually in the early years of its implementation. The authors of this study concluded that the 55-mph reduced speed limit is one of the most effective countermeasures to have been used in reducing fatalities. The effect of the 55 mph NMSL on fatalities depends heavily upon the compliance level present on the nation's roads.

A report by Transportation Research Board (TRB) (Transportation Research Board & National Academies of Sciences Engineering and Medicine, 1984), presents comprehensive examination of NMSL mandated 55 mph limit. The report concludes that the lower speed limits did contribute to a reduction in average speeds and in a more uniform pace of travel (indicating less speed dispersion). The study estimated that the 55-mph speed limit accounted for 3,000 to 5,000 fewer traffic fatalities in its first year, 1974. The study further estimated that on an average, for the 1974-1984 period the lower speed limit saved 2,000 to 4,000 lives per year.

Borg (Borg, 1975) determined the effects of the 55 mph speed limit on typical measures of speed, compliance of the public to posted limits, crash rates, and anticipated relative gasoline savings on rural primary highways in Indiana. They study found that the speeds in 1974 were, on an average, 5-10 mph lower than their 1973 values. Observed speeds were also found to be statistically lower in 1974 for passenger cars and heavy trucks on all but one class of rural highways (heavy trucks on 2-lane). In terms of safety also, positive benefits were observed. The rate for the total number of crashes for each class of highway significantly decreased in the first six months of 1974. Fatality rate reduced by 67%, however the effect of reduced limit on this reduction was not estimated.

In a study conducted by the Michigan Department of Transportation (MDOT) (Enustun et al., n.d.) to study the effect of 55 mph speed limit on speed and safety in MI using multiple linear regression (MLR), it was found that the 85th percentile freeway speeds steadily decreased from 73 mph (just prior to the oil embargo) to 63 mph. For 2-lane high speed highways, 85th percentile speed decreased from 66 mph to 59 mph. For 4-lane divided highways, the corresponding reduction was from 70 mph to 62 mph. For freeways, travel decreased by 6.3 percent with total, injury, and fatal crashes decreasing by 19.7, 19.6, and 17.0 percent, respectively. In another study conducted in the state of MI (O'Day et al., 1975), it was found that the average speed went down by 10 mph on limited access routes and by 5 mph on other US routes and trunk lines, and by 3 mph on county roads. In terms of safety benefits, the effects of speed limit in reducing fatal crashes were apparent in the second half of 1974. In the first half of 1974, crash involvement declined by 5% and fatal crashes by 29% when compared with similar period of 1973. In the second half, fatal crashes were down by 7%.

A study by National Highway Traffic Safety Administration (NHTSA) (Cerrelli, 1977) correlated historic trends in fatality rates, reduced travel and speed limit. The study concluded that one-third of the variation in the fatality rate correlated with historic trend and reduced travel. Two-thirds was attributed to speed limit which suggested that nearly 6,000 lives saved annually could be due to slower and more uniform speeds. A separate study (Heckard et al., 1976) attributed the 55 mph speed limit to be the primary factor for reduced fatalities.

Pudinski (Pudinski, 1974) studied all highways in California where the speed limits were reduced to 55 mph and found a 46% decline in fatalities. This reduction was attributed to reduced average speed and speed variance. Similar study conducted in the state of Maryland (Dawson Jr, 1979) found that the reduced speed limits led to a 21-24% reduction in fatalities.

Klein (Klein, 1980) employed time series models to compare all highways with reduced speed limits with unaffected highways in the state of Illinois and found that the fatal crashes in 1974, when compared with 1971-1973 average, reduced by 60%. Similar study was conducted in Texas (Johnson et al., 1978) which also utilized time series models to determine the effect of reduced speed limits on crashes and found similar results.

Agent et al. (K R Agent et al., 1976) studied all highways in Kentucky using pre-post comparison to study the effects of NMSL. Crashes were found to be reduced significantly which were attributed to reduced speed limits. A separate but similar study (Council et al., 1975) conducted in the state of North Carolina also utilized pre-post comparison methodology and concluded that the reduction in fatal crashes cannot be explained by travel decline. Speed limit was considered to be an important factor in reducing speed variance but its effect was not estimated on crashes.

2.3.2 Relaxation of NMSL

After the NMSL was relaxed in 1987 allowing the states to increase the speed limits on their rural interstates to 65 mph, a second wave of research was initiated to study the effects of speed limit changes on driving speeds and safety. Ledolter and Chan (Ledolter & Chan, 1996) undertook a study in order to find a significant change in fatal and major injury crash rates following the implementation of the higher speed limit. The study concluded that the number of state-wide fatal crashes increased by 20% which was attributed to the speed limit change. Fatal crashes on rural interstates increased by 57% which was the largest increase recorded among all crash severity levels. No impact of speed limit change on major injury crashes was found.

Baum et al. (Baum et al., 1989) analyzed the fatalities on highways with increased speed limits for the 38 states that raised limits in 1987. It was concluded that there were 19% more fatalities on rural interstates in 1987 than the average for the previous 5 years, while there were only 4% more fatalities on other rural roads. In the 38 states that set higher speed limits in 1987, fatalities on rural interstates were estimated to be 15% greater than they would have been if the states had retained the 55-mph limit on these roads. Among states that retained the 55-mph limit, fatalities on rural interstates were 6% lower than expected. The authors extended their study to 48 states in 1991 (Baum et al., 1991) which included 40 states with increased speed limits. They found that among 40 states that increased the limit, fatalities were 29% higher than expected. Among the 8 states that retained the 55-mph limit, observed fatalities were 12% lower than expected (not statistically significant). Risk of fatality in an event of a crash increased by 19% in states with increased limits.

McKnight et al. (McKnight & Klein, 1990) utilized 5 years of before and 1 year of after period crash data to estimate the effect of raised speed limits on safety and driving speeds. In states that raised the limits, fatal crashes increased by 27% over projections based on previous trends. In the states that retained the 55mph limit, fatal crashes increased by 10% on both rural interstates and other highways. It was also found that speeding increased by 48% in states that raised the speed limits.

Wagenaar et al. (Wagenaar et al., 1990) examined the effects of the raised limit on injury morbidity and mortality in MI using time series models. The study reported a 19.2% increase in fatalities and a 40% and 25% increase in serious and moderate injuries respectively, on roads where speed limits were increased. The study also reported spillover effects which may have concurrently increased fatalities on 55mph road segments by 38%.

Gallaher et al. (Gallaher et al., 1989) compared the rates of fatal crashes before and after the speed limit change in the state of New Mexico and found that the rate of fatal crashes in the 1 year after the speed limit was increased was 2.9 per 100 million vehicle-miles traveled, compared with a predicted rate of 1.5 per 100 million vehicle-miles based on the trend of the 5 previous years. This increase in fatal crashes was attributed to an increase in fatal single-vehicle crashes.

Upchurch (Upchurch, 1989) in a separate study conducted in Arizona presented the facts on changes in driver behavior and actual numbers of crashes. No causal relationship was defined in this study. The study found no trends in the speed observed in the before period. Following the speed limit increase, vehicle speeds increased by only about 3 mph or less during the four quarters. Slightly more dispersion in vehicle speeds in the after period was also noted. Safety effects were also observed. A downward trend of crash rate on urban interstates and no change in crashes on rural interstates from 1984-86 was observed. The crashes however, increased in the 1 year after period (vehicle travel miles also increased). Fatal crash rate generally increased from 1983 to April 1988, with no change in injury crash rate in the after period. The limitation of this study was that it did not prove or disprove a cause and effect relationship between actual speeds driven and crash experience. Many other factors such as seat belt use, alcohol involvement, and weather conditions may have an influence on crashes.

Hoskin (Hoskin, 1987) studied the effect of raised speed limits on fatalities using two different methods, namely, National Safety Council (NSC) Method and the Transportation Research Board (TRB) Method. The NSC Method concluded that the fatalities were expected to increase by 200-700 per year, nationally, on rural interstates depending upon the speed limit increase. The TRB Method concluded that an increase of 300-450 deaths per year would be expected if each state returned to pre-1974 limits.

Lynn and Jernigan (Jernigan et al., 1994; Lynn & Jernigan, 1992) studied the effects of 65mph speed in Virginia after 30 months of its implementation. They found that the average speed increased by 5.9 mph and 3.8 mph on rural and urban interstates respectively. The 85th percentile speeds increased by 6.9 mph and 4.2 mph on rural and urban interstates respectively. The speed variance for passenger cars decreased by 4.1 mph on rural interstates, but increased by 2.0 mph for trucks. Between 1986 and 1989, fatalities on rural interstates increased by 42.2%. On urban interstates, the increase was 8.9%. Fatal crashes on rural interstates increased by 23.2/year to 66.5 post 65 mph limit and fatalities increased from 26.8/year to 76.5. Fatal crashes on Virginia's urban interstates increased by 1.8/year to 39.5, and fatalities increased by 2/year to 44.

Ossiander and Cummings (Ossiander & Cummings, 2002) undertook a study to determine if the 1987 speed limit increase on Washington State's rural freeways affected the safety on rural freeways, or affected average vehicle speeds or speed variance. They found that the average vehicle speed increased by 5.5 mph and 85th percentile speed increased by 6.4 mph. Speed variance was not affected by the speed limit increase. The speed limit increases also affected safety. The incidence of fatal crashes more than doubled after 1987, compared with what would have been expected if there had been no speed limit increase. This resulted in an excess of 26.4 deaths per year on rural freeways in Washington State.

Garber and Graham (S. Garber & Graham, 1990) examined the effects of the new 65 mph speed limit on U.S. rural highway fatality counts in 40 states that adopted the new 65 mph speed limits by mid-1988. For rural interstate and non-rural interstate fatalities, median estimates (among the 40 states) indicated 15% and 5% more fatalities respectively due to increased speed limits.

A nationwide study carried out by NHTSA (National Highway Traffic Safety Administration, 1989a) that included 38 states with increased limits and 10 states that retained their previous limits found that the percent of traffic traveling at very high speeds increased from 6% in the fall of 1986 to 16% in the fall of 1988 (for vehicles traveling faster than 70 mph). The standard deviation of vehicle travel speeds was 6.0 mph in 1986 and 6.7 mph in 1988. Rural interstate fatalities increased by 16% in 1987 compared to 1986. The increase was 10% after accounting for travel increment. Fatalities increased 31% in 1988 compared to 1986 (21% after accounting for travel changes). An update of this study published in 1990 (National Highway Traffic Safety Administration, 1989b) found 13% increase in rural interstate fatalities for the 1987-1988 period and a 2% decrease for 1988-1989. Rural interstates in the 55-mph states experienced a 12% decrease in fatalities between 1986 and 1989. On urban interstates, fatalities in the 65-mph states increased by 7% for the 1987-

1988 period, and decreased by 7% for 1988-1989. Urban interstate fatalities in the 55-mph states increased by 13% during 1986-1989.

Brown et al. (Brown et al., 1990) studied the safety impacts of speed limit increases in Alabama and found that the crash frequency increased by 19% on rural interstates, although no significant change in crash severity was found.

Freedman et al. (Mark Freedman & Esterlitz, 1990a) studied the impact of raised speed limits on speed distributions in 3 states, namely, New Mexico, Virginia and Maryland. In Virginia, two weeks after the 65-mph speed limit was implemented, mean and 85th-percentile speeds of passenger cars were higher by almost 3 mph, whereas the speed of tractor-trailers (still limited to 55 mph) was unchanged. The proportion of cars exceeding 70 mph nearly doubled. A longer-term trend of increasing speed was also found. In Maryland on the other hand, speeds of cars and trucks (with 55-mph speed limit) did not increase during the same 2 weeks. Passenger car speeds showed no upward trend, but tractor-trailer speeds have increased to the same level as in Virginia. The data from New Mexico showed that average speeds of passenger cars and light trucks on rural highways increased nearly 3 mph within 9 months of the 65-mph law and have since continued to increase. The proportion exceeding 70 mph increased by five and two times for cars and heavy trucks respectively.

Pant et al. (Pant et al., 1992) studied the effects of the 65-mph speed limit on traffic crashes on rural interstate highways posted at 65 or 55 mph and rural non-interstate highways posted at 55 mph in Ohio. The study found that the mean fatal crash rate on rural interstate highways posted at 65 mph has not adversely changed after the implementation of the 65-mph speed limit. Some increase in injury and PDO crashes were observed in the after period. On rural interstates posted at 55 mph, mean fatal crash rates increased in the "after" period. However, when categorized based on weather, no significant change was found.

McCarthy (McCarthy, 1993) investigated the effect of the speed limit change on a subset of crashes in Indiana i.e., alcohol-related crashes using a time series cross section (regression-fixed effects) model, while controlling for exposure, age distribution, population, economy, alcohol availability and enforcement. On a statewide level, total, fatal, injury and property damage only crashes increased after the change in speed limits. Alcohol-related crashes underwent a redistribution from higher-speed to lower speed roads after the change in speed limit.

Houston (Houston, 1999a) developed separate models for state fatality rates on various categories of roads and found that the fatalities increased on rural interstates, but decreased on rural non-interstates.

Mace et al. (Mace & Heckard, 1991) studied speeds trends at 51 rural interstates sites using before-after study and found that there was 3.9 mph, 4.3 mph and 0.65 mph increase in average speeds, 85th percentile speeds and speed dispersion, respectively. Little local spillover effect was observed and there was no evidence of spillover onto urban interstates.

Freedman and Williams (M Freedman & Williams, 1992) studied the speed and crash data of 11 northeastern states to analyze the effect of speed limit increase. The study reported an increase in speeds on rural interstates in 65-mph states but speeds on rural interstates in 55-mph states were unchanged. Drivers generally traveled slower on the connecting roads but on 5 out of 6 sites, drivers coming out of higher-speed roads had speeds 1.8 to 4.7 percent higher than those coming from lower-speed roads. No statistical tests were conducted in the study.

Khorashdi (Khorashdi, 1994) studied the safety-speed limit relationship for California after the change in speed limit to 65 mph using before-and-after approach. ANOVA models were estimated to compare crash data for 65 mph rural interstates, 65 mph rural non-interstates and 55 mph rural interstates. The study reported an increase in the fatal crashes on 65 mph highways, both rural interstates and rural non-interstates. Crashes on 55-mph highways were compared with those on 65-mph highways and it was found that while the trend for total, fatal, and injury crashes was declining on the 55-mph highways, it was going up for the 65-mph highways.

Several studies have utilized Autoregressive Integrated Moving Average methods (ARIMA and ARIMAX) to analyze crash data. Streff and Schultz (Streff & Schultz, 1990) utilized ARIMA models to analyze monthly crash data for MI. It was found that the fatalities increased by 28 percent and serious injuries by 39 percent. These results were consistent with the findings of Wagenaar et al. (Wagenaar et al., 1990) with one difference. Unlike Wagenaar et al., who did find a significant increase in fatalities on 55 mph highways (urban interstate in particular) and attributed it to the "spillover" effect, Streff and Schultz found no significant impact on urban interstate fatalities. Pfefer et al. (Pfefer et al., 1991) also used an ARIMA intervention analysis methodology to analyze the impact of the change in speed limits in Illinois. The authors concluded that speed limit change had no significant effect on passenger car crash rates on the rural interstates but the fatal-injury car-truck crash rate decreased after the change in the speed limit. McCarthy (McCarthy, 1993) also employed ARIMA on monthly crash data from 1982-1988 for the state of Indiana. The study found that the total and injury interstate crashes increased but no change was found in fatal crashes. Chang et al. (Gang Len Chang et al., 1993) used ARIMA intervention models on monthly fatalities at aggregate level and then by various groups of states to study the effect of raised speed limits. Significant impact of raised speed limit was observed on fatalities at national level. Effects however, decayed after 1 year. Some large states like Illinois, California, Texas were insensitive to the speed limit increase. Small states, on the other hand, have experienced significantly larger increase in fatalities. The impacts were highly dependent upon the intervention function and hence were deemed indeterminate. Rock (Rock, 1995) studied the effects of 65mph limit on crashes, injury and deaths in Illinois using ARIMA. The study found that there were nearly 300 additional crashes/month in rural Illinois. Increases were also observed on 55mph roads indicating spillover effects.

Some studies have also reported safety improvement as a result of increased speed limits. Greenstone (Greenstone, 2002) in his study was unable to find claims by other studies that speed limit increase caused a statewide fatality rate decline. He found that the fatality rates increased by 30% on rural interstates and fell by 17% on urban non-interstates nationwide.

Chang and Paniati (G L Chang & Paniati, 1990) analyzed crash data for 32 states that raised speed limit prior to June 30, 1987 and found that in the short term, increased limits have no significant effect on fatalities on rural interstates by various measures. In 14 out of 15 months the fatalities were higher but not statistically significant. This is one of the few studies that found no statistical changes in safety. This may be due to limited after period data, thus making it difficult to accurately assess the long-term safety impacts of the new speed limit.

Sidhu (Sidhu, 1990) carried out trend analysis on five before-years of fatal, injury, and property damage crashes. Comparison of projected versus actual numbers in the year after 65 mph was carried out for rural interstates, urban interstates and other roadways. The study found no statistically significant change in fatal and injury crashes on rural interstates, urban interstates, or other primary roadways. Also, no change in severity of crashes was reported. A 6.6% statistically significant increase in PDO crashes on rural interstates was observed, which could be due to increased travel. On all other highways, statistically significant decreases in PDO crashes were found.

A nationwide study by Lave and Elias (C Lave & Elias, 1997; Charles Lave & Elias, 1994) analyzed the statewide consequences of raising the speed limit, treating highways and enforcement as a total system. The analysis at aggregate level found that the fatal crash rates improved by 3.6% for states who changed limit as compared to those that didn't. Regression analysis was also done which also showed that the fatal crash rates fell by 3.4-5.1% following the speed limit increase. This decrease in fatalities was maybe due to shift in police resources from speed enforcement to other activities. Godwin (Houston, 1999b) reported an overall system-wide decrease in fatalities in his study conducted in 38 states with 65mph limit and 8 states with 55 mph limit. Such a system-wide fatality decrease may have resulted from an unreasonably high VMT shift from non-interstate rural roads to rural interstates.

Penfield et al. (Penfield & Maleck, n.d.) in their study did not find any significant change in the fatality crash trend. The authors also found out that the impact of the 55-mph speed limit was more prominent on urban highways. Wright et al. (Wright & Sarasua, 1991) in their study reported no significant increase in fatalities, but a significant increase in injuries was observed. Jernigan (Lynn & Jernigan, 1992) also reported a decrease in system-wide fatalities but an increase in fatalities for the rural interstates.

2.3.3 The Repeal of NMSL

The 1995 repeal of NMSL gave the transportation researchers another opportunity to study the effects of speed limit increases on traffic speeds and safety. Binkowski et al. (Binkowski et al., 1998) studied the impact of raised 70 mph speed limits in MI on traffic speeds and safety and found that the crashes increased by 16.4% on test sites (sites where speed limit increase occurred). However, the safety results were inconclusive due to limited crash data available at the time of the study. In terms of traffic operations, no changes were observed on control sites (sites where speed limits remained same). However, 50th and 85th percentile speeds on test sites increased by 1 and 0.5 mph respectively. The truck speeds were nearly 8 mph higher than the car speeds. The changes in speed limit did not affect difference between day and nighttime speeds. The weekday and weekend speeds were also unaffected by the speed limit increase. The study reported no spillover effects on the freeways. In a follow-up study (W. C. Taylor, 2000), it was found that the fatal crashes increased by 4.5%, and the severe crashes resulting in incapacitating injury decreased by 9.3% as the result of speed limit increase. Truck involved fatal crashes decreased by 14.5%. A separate before-after study conducted in MI reported an increase of 1 mph in average speed and 0.5 mph in 85th percentile speed after the increase in the speed limit to 70 mph. The authors reported no meaningful change at the control sites and there was no spillover effect for sites located in proximity of test sites.

Retting and Green (Retting & Greene, 1997) studied the effects of repeal of NMSL on traffic speeds in five different states which included California, Montana, Nevada, New Mexico, and Texas. It was found that within three months of new speed limits, average and 85th percentile car speeds increased by 2mph. After 6 months, mean car speeds declined by 1 mph from the 3-months after period and the 85th percentile speeds were unchanged. After 1 year, mean and 85th percentile speeds were unchanged from the 3-month after speeds. The study was then refined by studying long-term speed trends (Retting & Teoh, 2008). On rural interstates without speed limit changes, travel speeds increased for both passenger vehicles and large trucks, and the proportion of passenger vehicles exceeding 80 mph tripled. On rural interstates in Montana where speed limits were lowered for passenger vehicles, travel speeds decreased, even for large trucks whose speed limits had not changed. On urban freeways where speed limits did not change, travel speeds declined for both passenger vehicles and large trucks. On urban freeways in Texas where speed limits declined for passenger vehicles, travel speeds decreased, even for large trucks whose speed limits actually had increased. The study showed that the travel speeds are still increasing, even after 10 years of NMSL repeal. It was also concluded that the traffic speeds can be curbed or even reversed, in some cases, by lowering the speed limits.

Renski et al. (Renski et al., 1999) studied the effect of speed limit increases on the most severe occupant injury in single vehicle crashes using ordered probit model and by using single-pair analysis. Various before-after speed limits were taken into consideration. The probability of sustaining minor and non-incapacitating injuries increased when the speed limits were increased from 55 mph to 60 mph and from 55 mph to 65 mph. However, when the speed limits were increased from 65 mph to 70 mph, no significant effect on the crash severity was found. There were too few fatal crashes to draw conclusive results for this category of injury severity. Road segments with good safety records were chosen in this study which may give findings that are too conservative.

A before-after study, utilized five years of before data and nine months of after speed and crash data (Pezoldt et al., 1997) to study the effects of new 70 mph speed limits on speed and safety in Texas. Separate analysis was conducted for urban and rural interstates. On rural interstates, the average vehicle speed increased from 64.0 mph to 66.0 mph while the 85th percentile speed increased from 72.3 mph to 74.0 mph. Average number of serious crashes per month increased from 162.8 to 176.1. Serious crashes per 100 million vehicles miles traveled (mvmt) increased from 13.5 to 14.2. On the urban interstates, the average vehicle speed increased from 57.9 mph to 60.6 mph, and the 85th percentile speed increased from 64.2 mph to 67.8 mph. The average number of serious crashes per month increased from 35.6 to 51.5 (44.7 percent), while the serious crashes per 100 mvmt increased from 13.6 to 18.8 (38.5 percent).

Several studies have utilized fatality data from Fatality Analysis and Reporting System (FARS) to study the fatality trends following the repeal of NMSL. Farmer et al. (Farmer et al., 1999) used fatality data from January 1990 to December 1997 to estimate the effects of repeal of NMSL on fatalities. The study included 24 states that raised their speed limits and 7 states that didn't. The study reported a 15% increase in fatalities in states that raised the speed limits (17% after accounting for travel miles increase). Friedman et al. (Friedman et al., 2009) examined the long term effects of the 1995 NMSL repeal on road fatalities and injuries in fatal crashes. The study reported a 3.2% increase in road fatalities attributable to the raised speed limits on all road types. On rural and urban interstates, the fatalities increased by 9.1% and 4% respectively, due to the raised speed limits.

A nationwide study (Balkin & Ord, 2001) utilized fatality data for each month from January 1975 to December 1998 for each state separated by rural and urban interstates from FARS to investigate the relationship between speed-limit increases and increases in the number of fatal crashes on U.S. rural and urban interstates. 19 of the 40 states experienced a significant increase in fatal crashes along with the speed-limit increases on rural interstates around 1987. 10 of 36 states experienced a significant increase in fatal crashes along with speed-limit increases on rural interstates around 1996. 6 of 31 states experienced a significant increase in fatal crashes along with the speed-limit increases on urban interstates.

Another study (Dee & Sela, 2003) used fatality data on state by year basis from FARS to investigate the relationship between speed limit and fatalities. Various models developed in the study indicated that the speed limit increase above 65 mph after the repeal of NMSL had positive and significant effect on fatality rates. Few models also suggested that the estimated effect of 70 mph or higher speed limits remains uniformly positive. The effect of gender and age on fatalities was the prime focus of the study. The study found that the fatality rates among females increased by 9.9% while no significant effect was reported on men.

Patterson (Patterson et al., 2002) modeled rural interstate fatalities between 1992 and 1999 against the size of the new speed limit (no change, 70 mph, and 75 mph), the period before and after the speed limit change (1992 to 1995 vs. 1996 to 1999), and their interaction. Fatalities in the groups of states that raised their speed limits to 75 mph and 70 mph were 38% and 35%, respectively, higher than anticipated based on fatalities in the states that did not change their speed limits. Moreover, the states that increased their speed limits to 75 mph had a higher rural interstate fatality rate before the speed limit was changed than the other groups of states.

Shafi et al. (Shafi & Gentilello, 2007) calculated the traffic fatality rates for all the states adjusted for state differences in vehicle miles traveled and several other potential confounding factors, and compared between states with speed limits less than or equal to 65 mph versus greater than 65 mph, using negative binomial regression. In 29 states with speed limits greater than 65 mph, there was a 13% increase in the risk of traffic fatalities. Grabowski et al. (Grabowski & Morrisey, 2007) analyzed nationwide crash data from 1982 to 2002 and found that the repeal of the NMSL resulted in an increase in rural interstate fatalities of 36–37%

The state of New Jersey did not increase their speed limits after the relaxation of NMSL. However, after NMSL was repealed, the speed limits were increased from 55 mph to 65 mph. The New Jersey DOT carried out research (Weinstein, 2001) to study the effect of the raised limits on traffic speeds and safety. The study reported nominal changes in travel speeds during the 36-month study period. However, after 18-month period, actual travel speeds increased on average, by only 1 mph with the exception of NJ Turnpike where travel speeds increased by 3-4 mph on average. The fatalities decreased by 10% and fatal crashes by 8% in the 65-mph zone over a similar 18-month period prior to the study. Crashes on 65 mph roads increased by 27% during the 36-month study period, also increased by 30% on 55 mph zones.

Few studies have also reported conflicting or no significant changes in the safety related trends following the speed limit increase. Vernon et al. (Vernon et al., 2004) analyzed effects of the increased speed limit on Utah highways on crash rates, fatality crash rates, and injury crash rates using ARIMA intervention time series analysis techniques. The study found significant increases in the total crash rates in urban interstate segments where the posted speed limits were increased from 60 mph to 65 mph. However, the total crash rate, fatality crash rate, and injury crash rates on rural interstate segments, and fatality and injury crash rates on urban interstate segments were unaffected.

Another study (Haselton et al., 2002) used simple regression, ANOVA and before-after observational study to determine whether there has been a statistically significant change in the traffic collisions following the speed limit increases in California. Both collisions count and rates were studied for early 1996 speed limit increases from 55 mph to 65 mph, and from 65 mph to 70 mph. Simple regression showed no statistically significant increases in any type of crash or fatalities. However, ANOVA showed significant decrease in fatal collision rates on highways with no speed limit increase. Fatal collision rates increased on treatment group (considering 3 years before and 3 years after data). The results from the observational study showed significant increase in fatal crashes on all highways where limit increased from 55 mph to 65 mph or from 65 mph to 70 mph.

Agent et al. (Kenneth R. Agent et al., 1998) compared the crash rates on adjacent sections of interstates in Kentucky where the speed limit was 88.6 km/h (55 mph) and 104.7 km/h (65 mph) and did not find a substantial difference in the total, injury, or fatal crash rates. Malyshkina et al. (Malyshkina et al., 2007) did not found any statistically significant relationship between speed limits and the severity of crashes on interstate highways. Yowell (Yowell, 2005) analyzed statewide fatality data from 27 states using regression to examine the relationship between speed limit increases and fatality rate. The study reported that the repeal of NMSL had little effect on statewide fatality rate. The change was found to be statistically significant only in Texas (in the positive direction), and in Michigan, and Colorado (in the negative). The study found no widespread positive relationship between raising the speed limit and statewide fatality rate.

2.3.4 Recent Studies

Even after several years of NMSL being repealed, the speed limit on US interstates (and other highways) continue to increase from time to time. The extant research literature has generally shown that the speed limit increases produce negative results in terms of traffic safety impacts with few exceptions. Despite this fact, at least 28 states have increased or proposed to increase maximum speed limits since 2011 (Armon, 2013; Donnell et al., 2016; Drake, 2015; Goble, 2020; Savolainen et al., 2014; Sierra, 2018; *Speed limits in the United States by jurisdiction - Wikipedia*, n.d.). Table 3 lists out the details of the recently enacted or proposed speed limit policy changes.

Several changes in the speed limit policy in various states across the nation have occurred even after several years of NMSL being repealed in 1995. Malyshkina et al. (Malyshkina & Mannering, 2008) studied the impact of increasing the speed limit on crash injury severities using multinomial logit model in Indiana. The speed limit increase occurred in 2005 and the study utilized one year of before, and one year of after data. 34 different injury severity models were estimated based on various combinations of roadway type, roadway location and the number and types of vehicles involved in the crash. It was found that speed limits did not significantly affect crash-injury severities on interstate highways. However, for other highway types, increases in speed limits significantly increase the likelihood of a fatal or injury crash.

The speed limits in Iowa were raised to 70 mph on rural interstates in 2005. Souleyrette et al. (Souleyrette et al., 2009) studied the effects of newly raised speed limits on traffic speed and safety. It was found that although the speeding reduced on the affected sections, the mean and 85th percentile speeds increased by 2 mph. Simple descriptive statistics revealed increases in all crash severity categories for the 2½ year period following the speed limit increase when compared to 2½-year period prior to the increase. However, when compared to longer term trends, the increases were less pronounced in some severity levels and types, and for a few severity levels the average crash frequencies were observed to decrease. A generalized regression model was fit to the time series data. The model found that none of the results were significant at the 95% confidence level.

Table 3 Recent Speed Limit Policy Changes

State	Roadway Type	Prior Speed Limit	New Speed Limit	Effective Date
Ohio	Ohio Turnpike	65	70	April 2011
Louisiana	Select Rural Freeways	70	75	July 2011
Kansas	Rural Freeways	70	75	July 2011
Indiana	Tollway	55	70	February 2012
Arkansas	Select Rural Freeways	55	60; 65	June 2012
Texas	Rural Freeways; Tollways	75; 80	80; 85	October 2012
Kentucky	Select US Highway	55	65	October 2012
Ohio	Select Rural Freeways	65	70	July 2013
North Carolina	Select Rural Freeways	65	70	September 2013
Utah	Select Rural Freeways	75	80	September 2013
Alaska	State Highway	55	65	November 2013
Georgia	Select Interstates	55	65	November 2013
Illinois	Tollway, Select Freeways	55; 65	70	January 2014
New Hampshire	Select Interstates	65	70	January 2014
South Carolina	Select State Highway	55	60	January 2014
Pennsylvania	Rural Freeways	65	70	January 2014
Maine	Select Interstates	55; 65	60; 70	May 2014
Wyoming	Select Interstates	75	80	May 2014
Idaho	Rural Interstates	75	80	July 2014
South Dakota	Select Interstates	75	80	April 2015
Washington[1]	Select Interstates	70	75	August 2015
Montana	Select Interstates	75	80	October 2015
Wyoming	Select Two-lane Highways	65	70	February 2016
Oregon	Select Interstates	65	70	March 2016
Nevada	Select Interstates	75	80	May 2017
Michigan	Select Interstates	70; 60 (Trucks)	75; 65 (Trucks)	May-June 2017
Michigan	Select Two-lane Roads	55	65	May-June 2017
Connecticut	Rural Freeways	60	65	March 2018
Nebraska	All except Rural Interstates		+5	April 2018
West Virginia[1]	Interstates	70	75	2019
Arkansas	Select Interstates (I-40)	70	75	August 2020
Oklahoma[2]	Turnpikes	75	80	July 2020
Oklahoma[2]	Select Interstates	70	75	August 2020

[1] Can be increased only if justified based on a traffic and engineering study

[2] Approved, signs not yet erected on sites as of August 2020

The state of Texas raised the speed limits on I-10 and I-20 rural interstates from 75 mph to 80 mph in 2006. Retting et al. (Retting & Cheung, 2008) examined the effects of the new 80 mph speed limits on travel speeds considering 3, 12, and 16 months of after period speed data. During 16-months after period, mean speeds of passenger vehicles on I-20 increased by 9 mph relative to the comparison road, where no speed limit change occurred. On I-10, mean speeds increased by 4 mph relative to the comparison road. The study reported smaller speed increases on I-10, which was attributed to its close proximity to Mexico border.

The state of Pennsylvania raised the speed limits on rural freeways from 65 mph to 70 mph between July and August 2014. A before-after study conducted to study the effects of new limits on travel speeds found that the mean and 85th percentile speeds increased (by less than 5 mph). Due to insufficient data, a framework for safety analysis was developed (Donnell et al., 2016).

Between 2005 and 2010, the state of MI raised the speed limits on some of their freeways from 55mph to 65mph, from 55 mph to 70 mph, and from 65mph to 70 mph. Kwigizile et al. (Kwigizile et al., 2017) found that the 85th percentile speeds increased by 1.8-4.7 mph when the speed limit was increased by 5 mph. The increase in the 85th percentile speed was 3.5-4.2 mph when the speed limit was increased by 10 mph. In both the cases, a significant increase in the variability in speeds was observed. The cross-sectional analysis from this study found that the difference in the 85th percentile speeds between the test site (speed limit increased from 55 mph to 70 mph) and the control site (speed limit of 55 mph) was 4.5 to 8 mph, and 1 to 4.6 for passenger cars and trucks respectively. Mixed effects negative binomial model was utilized to study safety trends (Kwayu et al., 2018; Kwigizile et al., 2017). Results showed that the total crashes increased by 8.1% (CMF of 1.081). The effect was more pronounced on curved segments which had a 24.7% increase (CMF of 1.247) compared to straight segments which had a 5.8% increase (CMF of 1.058). Roadway departure crashes increased by 13.2 percent (CMF of 1.132). On curved segments, however, a 21 percent increase (CMF of 1.21) in roadway departure crashes was estimated. Raising the speed limit increased fatal (K), incapacitating injury (A), and non-incapacitating injury (B) crashes (combined) by 10.2 percent (CMF of 1.102).

A Utah study (Hu, 2017) found that the mean speeds of passenger cars increased by 4.1% (3.1 mph) when the speed limit was increased by 5 mph (from 75 mph to 80 mph). For trucks, the mean speeds increased by 2.5% (1.7 mph). However, no significant increase in the speed variance was observed in the study. Log-linear regression models were used in the study to estimate the percentage changes.

A study conducted in Montana (Gayah et al., 2018) also found similar results where a 5 mph increase in speed limit resulted in a significant increase in mean and 85th percentile speeds. Linear regression and quantile regression models were used to estimate mean and 85th percentile speeds respectively, as a function of various roadway characteristics. The safety analysis found a statistically significant reduction in total, fatal+injury, and property damage only (PDO) crash frequency at locations with posted speed limits set 5 mph lower than engineering recommendations. Locations with posted speed limits set 10 mph lower than engineering recommendations experienced a decrease in total and PDO crash frequency, but an increase in fatal+injury crash frequency. Due to smaller sample size, no clear conclusion for the safety effects of setting speed limits 15 to 25 mph lower than engineering recommendations were drawn. Overall, it was recommended to set the speed limits 5 mph lower than the engineering recommended limits for better safety and compliance.

These findings were supported by a study conducted in Kansas (R. S. Shirazinejad & Dissanayake, 2018a), where the speed limit increased from 70 mph to 75 mph in 2011. The 85th percentile speed increased by approximately 5 mph as a result of the speed limit increase. It was found that the 85th percentile speeds were different statistically during the before and after periods, but it was statistically different for both treated as well as non-treated sections. A separate study in Kansas (Dissanayake & Shirazenijad, 2018) used t-tests and showed that the 5-mph increase in the speed limit caused a statistically significant increase in 85th percentile speed for the sections affected by speed limit change. However, there was also an increase in control sections, but this was due to large sample sizes of speed data in the before-and-after period. The K-S test results also showed that the speed distribution of treated sites during the after period was different from the before period. For safety analysis, two different methodologies were used. Empirical Bayes (EB) before-after study (R. S. Shirazinejad & Dissanayake, 2018b) showed a 16% increase in the total crashes, whereas, before-after with control group analysis (R. Shirazinejad et al., 2018) resulted in a 27% increase in the total crashes. Fatal and injury crashes increased by 35% based on the before-and-after with the control group method, but no significant change was found based on the EB method. Cross-sectional study results showed the speed limit increase had a significant effect on total crashes (increase of 25%). It was also significant for fatal and injury crashes, with those increasing by 62% (Dissanayake & Shirazenijad, 2018).

Himes et al. (Himes et al., 2018) used EB before-after study to analyze the effects of newly raised speed limits on Virginia rural interstates. The study found that the injury crashes and run-off-road crashes decreased by 8.2 percent and 5.9 percent respectively for the base freeway segments after the posted speed limit was increased from 65 mph to 70 mph. For interchange segments, total crashes, run-off-road crashes, and truck-related crashes increased by 23.7 percent, 15.8 percent, and 54.4 percent respectively.

Few studies have utilized nationwide crash data to study the effects of speed limit increases on traffic safety. Davis et al. (A. Davis et al., 2015b) did a longitudinal comparison of state-level rural Interstate fatalities in the United States from 1999 through 2011. Total fatalities were found to consistently increase with the maximum statutory speed limit. States with 70-mph speed limits experienced 22.2% more fatal crashes than states with 60-mph or 65-mph limits. The 75-mph or higher speed limit group showed substantial variability in effects from state to state, with fatalities increasing from 51.5% to 124.7% (as compared with states with speed limits of 60 or 65 mph). States with 70-mph speed limits experienced 31.7% more truck and bus fatal crashes than states with lower limits. Fatality rates were generally higher among states with speed limits of 75 mph or above, although this result was highly variable from state to state.

Warner et al. (Warner et al., 2019b) examined changes in rural interstate fatalities from 2001 to 2016 using random parameter negative binomial models to control for unobserved heterogeneity, as well as time-invariant effects unique to each state. The results showed that the fatalities increased by 0.2%, 0.5%, and 0.6%, when the rural interstate mileage is increased by 1% on interstates with posted speed limits of 70 mph, 75 mph, or 80 mph, respectively.

Farmer (Farmer, 2017) studied the safety effects of increases in U.S. state maximum speed limits during the period 1993–2013. To model the annual traffic fatality rates per mile, Poisson regression model was used while considering several other factors such as time, the unemployment rate, the percentage of the driving age population that was younger than 25, per capita alcohol consumption, and the maximum posted speed limit. Separate analyses were conducted for all roads, interstates and freeways, and all other roads. The study reported an 8% and 4% increase in fatality rates on interstates and freeways, and on other roads respectively. 33,000 crash related deaths could have been prevented during 1995-2013, if the speed limits had not been increased.

Farmer (Farmer, 2019) analyzed the fatality rates per mile of travel from 1993-2017, on a state-by-state basis considering the effects of time, the unemployment rate, the percentage of the driving age population that was younger than 25, the safety belt use rate, and the maximum posted speed limit and found that a 5 mph increase in the maximum state speed limit was associated with an 8.5% increase in fatality rates on interstates/freeways and a 2.8% increase on other roads. Nearly 36,760 fatalities (13,638 on interstates/freeways and 23,122 on other roads) could have been prevented during the 25-year study period if the maximum speed limits had not increased.

2.4 Speed Limit Policies on Non-Freeways

The previous discussion has primarily focused on the speed limits and its relationship with travel speed and safety along freeways which are also categorized as limited access facilities. Freeways generally have the highest speed limits and also the highest traffic volumes. Higher speeds are generally more appropriate along freeways than non-freeways as they are designed to a higher standard for opposing traffic separated by a median. Grade separated interchanges are provided as opposed to at-grade intersections. These differences virtually eliminate certain types of crashes, including head-on and angle collisions. Hence, freeways are considered safer when considering crash risks per distance traveled (National Highway Traffic Safety Administration (NHTSA), n.d.). Non-freeways, also categorized as non-limited access facilities which include two-lane highways, usually experience a disproportionate number of head-on collisions, as well as run-off-road crashes into roadside areas with hazardous fixed objects such as trees, utility poles, etc. As such, safety and speed limits on such highways is obviously also of great importance. The majority of US states operate with 55 mph (89 km/h) or 65 mph (105 km/h) maximum speed limits on two-lane highways, though several states post limits as high as 70 or 75 mph (113 or 121 km/h) (Gates et al., 2015a).

The relationship between speed limit, operating speeds, and safety is complex, especially on non-freeways as the driver speed selection is affected not only by the posted speed limits, but also by roadway, roadside, and traffic related factors. The following sub-section discusses the effects of changes in speed limits on driver speed selection and safety performance on non-freeways. Thereafter, factors affecting operating speeds and safety performance on these roadways are discussed.

2.4.1 Effect of Speed Limit Changes on Operating Speeds and Safety

On any highway, all segments may not be acceptable candidates for increasing the speed limits. Segments with extensive horizontal or vertical curvature, sight distance limitations, or other extreme features that do not comply with design standards may be unsuitable for speed limit increases. Generally, any changes in the posted speed limits, especially on non-limited access facilities are done selectively based upon traffic engineering, speed, and safety related studies (Gates et al., 2015a). For example, the road segments where the speed limits increased recently in MI, were selected carefully after considering comparatively lower safety risks and lower cost geometric upgrades (Kay et al., 2017). 12 factors were shortlisted to identify potential segments where limits could be increased. These include segment length, total crash rate, injury crash rate, severe (fatal and A-injuries) crash rate, horizontal curvature, speed reduction zones, no-passing zones, schools (kindergarten through eighth grade), driveway density, lane width, paved shoulder width, and signalized intersections.

The literature that explores how the changes in posted speed limits affect driver speed selection and the safety performance on non-freeways is scarce. Considerable variation in the design characteristics of two-lane highways is found, where speeds can range from 25 to 75 mph (40 to 121 km/h). This makes it difficult to assess the magnitude of large-scale speed limit increases across states as has been done frequently in the case of freeways (A. Davis et al., 2015a). Nevertheless, few studies have attempted to understand how the speed metrics and the safety performance is affected by lowering or increasing the posted speed limits along non-freeways.

After the NMSL was abolished, the speed limits on several multilane-highways in Georgia increased from 55 mph to 65 mph. As a result, the observed mean speed increased by 3.2 mph. Similar increases were also recorded in space-mean speed and the 85th-percentile speed (Dixon et al., 1999). However, an increase of 3.2 mph in mean speeds is relatively small when compared to a 10 mph increase in the posted speed limits. Another study (Parker, 1997) reported similar findings, wherein the change in mean, 85th percentile, and standard deviation of speeds was less than 2 mph, when the change in posted speed limits was between 5-20 mph (lowered at few sites and increased at others). The study deemed the 2 mph increase in the speed metrics as statistically significant but not practically significant. Ulman et al. (Ullman & Dudek, 1987) found little to no effect on the mean speed, 85th percentile speed, and skewness in the speed distribution due to lowering of speed limits from 55 mph to 45 mph at 6 sub-urban highway sites in Texas.

In terms of safety performance, crash rate has been found to increase with an increase in the posted speed limit (Gates et al., 2015b). Higher speed limits are also found to significantly increase the likelihood of unsafe speed being listed as the primary cause of the crash, and also with higher crash severity (Malyshkina et al., 2007). Analysis of crash data from Utah (Vernon et al., 2004) showed that the fatal crash rates on high-speed rural non-interstates increased significantly after the raised speed limits post NMSL repeal. However, total and injury crash rates were unaffected by the increase in the posted speed limits. Farmer et al. (Farmer et al., 1999) also reported similar findings and concluded that the effects of the NMSL repeal on non-interstate fatalities are close to zero and not statistically significant. Another study (Najjar et al., 2002) also reported no statistically significant increases in crash, fatal crash and fatality rates on two-lane rural highway network in Kansas as of 1998. Raising speed limits on freeways may also lead to some spillover effects on nearby non-freeways. Spillover effect refers to the inclination of drivers to maintain the same high speeds even after exiting a road with high speeds. This leads to higher vehicle speeds on roads adjacent to freeways (such as arterials).

A Michigan study reported (Alhomaidat et al., 2020) that an increase of 5 mph in the posted speed limits on a freeway could lead to a 13.9% increase in the likelihood of increasing crash frequency on adjacent arterial roads. Increased speed limit on freeways, the distance between road segments and the freeway, traffic volume, segment length, number of lanes, land use, ramp type, median type, and time have a significant association with crash occurrences on road segments adjacent to the freeway.

2.4.2 Factors Affecting Operating Speed

The previous sub-section talks about the explicit relationship between posted speed limits, speed metrics, and safety on non-freeways. However, there are several roadway, roadside, traffic, and weather related factors beside the posted speed limits that significantly affect the driver speed selection, and hence the safety on non-freeways. Several studies have shown that horizontal alignment is one of the main factors that affect the operating speeds on non-freeways, particularly on two-lane highways. Drivers tend to reduce their speed based upon the degree of curvature (Al-Masaeid et al., 1999; Banihashemi et al., 2011; Donnell et al., 2001; Figueroa-Medina & Tarko, 2004; Fitzpatrick, Elefteriadou, et al., 2000; Gong & Stamatiadis, 2008; Krammes et al., 1995; McFadden et al., 2001; McFadden & Elefteriadou, 2000; Misaghi & Hassan, 2005; Savolainen et al., 2018b; Voigt & Krammes, 1998). On horizontal curves, operating speeds generally differ on the inside and the outside lanes (Gong & Stamatiadis, 2008). For the inside lane, the significant factors that affect the operating speeds include shoulder type, median type, pavement type, approaching section grade, and horizontal curve length. For the outside lane, the factors include shoulder type, median type, approaching section grade, presence of approaching curve, and curve radius and length. Super-elevation rate has also been found to affect the speeds on horizontal curves, with speeds at curve midpoint increasing with increasing super-elevation rate (Voigt & Krammes, 1998). Apart from the degree of curvature, rainfall intensity, and nighttime conditions also have been found to affect the speed reduction between the tangent and the following curve on two-lane rural highways (Al-Masaeid et al., 1999). Fitzpatrick et al. (Fitzpatrick, Carlson, et al., 2000) in their study showed that the posted speed limit, access density, and deflection angle affect speeds on curves. When the effect of posted speed limits was not considered, the impact of median presence was also found to be significant, along with roadside development. The presence of curve advisory speed limit signs, and the magnitude of difference between posted speed limit and the advisory speed limit also significantly affect the speeds on curves (Savolainen et al., 2018b). However, Collins et al. (Collins et al., 1999) found no differences in speed measures (mean speed, 85th percentile speeds, and standard deviation of speeds) for tangents, horizontal curves, and vertical curves, with one exception; for curves with radius less than 100 m, the standard deviation of speeds was found to be smaller.

Vertical alignment also has a significant relationship with operating speeds along tangent sections, however, this effect was significant for crest vertical curves with limited sight distance only (Dixon et al., 1999; Jessen et al., 2001). On crest vertical curves, the operating speeds were found to have a significant relationship with approach grade, posted speed limit, and traffic volume (Jessen et al., 2001).

Along tangent sections, posted speed limit has been shown to affect the operating speeds as well as the free-flow speeds, with higher speed limits resulting in higher speeds (Al-Masaeid et al., 1999; Figueroa-Medina & Tarko, 2004; Fitzpatrick, Carlson, et al., 2000; Hamzeie et al., 2017; Savolainen et al., 2018b; Ye et al., 2001). A study reported an increase of 3 mph in the operating speeds when the speed limits were increased from 55 mph to 65 mph (Mannering, 2007), while a separate study reported an average increase of 6 mph when the speed limits increased from 55 mph (car)/55 mph (truck) to 65 mph/60 mph on arterial roads during daytime (Ye et al., 2001). During nighttime, the increase in operating speeds of trucks was only 1.23 mph. On short tangent sections, the speeds are also influenced by the geometry of preceding and succeeding curve sections. However, on long tangents, the speed is primarily influenced by speed limits, level of enforcement, roadway cross-section, and longitudinal slope (Abishai Polus et al., 2000). Najjar et al. (Najjar et al., 2000) developed an artificial neural network model to model the relationship between 85th percentile speeds and roadway characteristics on two-lane highways in Kansas, and found that the shoulder width, shoulder type (pavement/combination or turf/gravel), traffic volume, percentage of no-passing zones significantly affect the 85th percentile speeds.

Access point density and signal density have also been shown to affect the operating speeds on non-freeways (Gluck et al., 1999; Torbic et al., 2012). Each traffic signal per mile added to a roadway reduces speed by about 2 to 3 mph, whereas, a reduction of 0.25 mph in the speeds is estimated for every access point up to a 10-mph reduction for 40 access points per mile. Multilane highways with two-way left turn lanes or median barriers have also been shown to exhibit lower operating speeds (Torbic et al., 2012).

Few studies have also studied the effects of adverse weather conditions on operating speeds. Generally, the drivers are more likely to driver slower during snowy conditions, as compared to other adverse weather conditions such as rain, fog, or sleet (Ghasemzadeh et al., 2018; Hamzeie et al., 2017). Speeds were shown to be 2.5 mph lower in rainy weather and 11 mph lower during snow or sleet, as compared to normal weather conditions (Hamzeie et al., 2017). Several driver demographic characteristics such as age, gender, marital status, driving frequency, income, education level, age when driver got license, drivers' assessment of pavement quality and vehicle also affect the driver speed selection (Anastasopoulos & Mannering, 2016; Mannering, 2007; Sadia et al., 2018).

Speed Reduction Zones

Speed reduction zones or transition zones are a feature unique to non-freeways. These are the portion of the highways that pass through a city or town, and hence the speed limits are generally reduced in these zones. Guidance is provided for local agencies in National Cooperative Highway Research Program (NCHRP) Report 737 for the implementation of these speed transition zones (Torbic et al., 2012). Several potential factors have been shown to affect drivers' selection of operating speeds as they enter speed reduction zones (Cruzado & Donnell, 2009, 2010). Posted speed limit, change in the paved shoulder width, lane width, lateral clearance, total number of driveways, various advance warning signs, the transition zone length, and the presence of horizontal curves tend to reduce operating speeds entering a speed reduction zone (Cruzado & Donnell, 2010). Additionally, drivers entering transition zones at higher speeds were found to have greater speed reductions than drivers entering the transition zone at lower speeds (Cruzado & Donnell, 2010). It has also been shown that the speed changes are very gradual in the areas immediately upstream and downstream of where the posted limit changes. Drivers change their behavior significantly upstream of the new speed limit introduction (Savolainen et al., 2018b). To increase the speed compliance rates while entering and exiting a speed reduction zone, NCHRP Report 737 suggests various measures. For example, roundabouts and transverse pavement markings (TPMs) increase the rate of compliance of vehicles traveling at or below the speed limit at the end of a transition zone by 15 and 20 percent, respectively, compared to no treatment (Torbic et al., 2012).

2.4.3 Factors Affecting Safety Performance

This section briefly discusses the various factors that affect safety performance of non-freeways. Engineering-related factors which impact safety along two-lane highway segments have been shown to include traffic volume, horizontal and vertical alignment, lane/shoulder/median width, and the presence of roadside features and traffic control devices, among other (American Association of State Highway and Transportation Officials (AASHTO), 2010).

The safety literature generally suggests that increasing the non-freeway speed limit would likely result in an increase in the overall crash rate and would also shift the severity distribution toward more severe crashes due to the increase in the energy dissipated during crashes due to vehicles traveling at higher speeds (Kockelman, 2006). Increasing the non-freeway speed limit from 55 mph to 65 mph would increase the total crash rate by 3.3 percent, and the probability of a fatality (assuming a crash had occurred) would increase by 24 percent. The injury crash risk was also expected to increase with increasing speed limits (Kockelman, 2006). Garber et al. (N. Garber & Gadiraju, 1988) modeled the relationship between crash rate and speed dispersion, while considering various other factors including the posted speed limits. The study found that when the difference between design speed and posted speed limit is less than 10 mph, the speed dispersion was minimum resulting in better safety performance.

As seen before, the horizontal curvature reduces the operating speeds along non-freeways. Similarly, the horizontal alignment has also been shown to negatively impact the safety performance of these highways (Glavic et al., 2016; Harwood et al., 2000, 2014; Labi, 2006; Miaou & Lum, 1993; A. Polus, 1980; C. V. Zegeer et al., 1991; C. V Zegeer et al., 1987). More specifically, the following traffic, roadway, and geometric features have been found to affect the safety on horizontal curves (C. V. Zegeer et al., 1991; C. V Zegeer et al., 1987):

- Traffic volume on the curve and truck percentage
- Curve features (degree of curve, curve length, super-elevation, presence of transition curves)
- Cross sectional curve element (lane-width, shoulder width, shoulder type, shoulder slope)
- Curve section roadside hazard features (such as clear slope, rigidity, and types of obstacles)
- Stopping sight distance on curve
- Vertical alignment on horizontal curve
- Distance to adjacent curves
- Distance of curve to nearest intersection, driveway, etc.
- Pavement friction
- Presence and type of traffic control devices (signs and delineation).

Similar to horizontal alignment, vertical alignment has also been shown to impact the safety performance of non-freeways. Prior research has shown that steeper vertical curves are associated with increased crash rates (Kockelman, 2006; A. Polus, 1980). However, a Kockelman study (Kockelman, 2006) showed that injuries tend to be less severe on steeper vertical grades. The presence of hidden horizontal curves, intersections, or driveways along a crest vertical curve tend to increase crash frequency (Harwood et al., 2000).

Signal spacing and access point density also affect safety along non-freeways. As the number of intersections, and/or driveways per mile of highway increases, the crash frequency also increases (American Association of State Highway and Transportation Officials (AASHTO), 2010; Gluck et al., 1999; Michigan Department of Transportation, 2001). This is because the presence of an access point makes the driver more vulnerable to driving errors which may result in rear-end and/or sideswipe type crash (American Association of State Highway and Transportation Officials (AASHTO), 2010). An increase from 2 to 4 signals per mile can increase crash rate by 40% (in

Georgia) to 150% (in Florida). In urban and suburban areas, each access point added would increase the annual crash rate by 0.11 to 0.18 on undivided highways (Gluck et al., 1999).

Several other roadway and roadside characteristics such as number of lanes, presence of medians, lane width, shoulder width, side slopes, and presence of passing zones significantly affect safety along non-freeways. Kockelman showed in his study (Kockelman, 2006) that roadways with four or five travel lanes tend to have higher crash rates than those facilities with two or three lanes. Addition of a median can reduce crash rates by nearly 9%, assuming all other factors remain constant (Kockelman, 2006). Wider lane widths have been associated with reduced run-off-the-road, sideswipe, head-on crashes (American Association of State Highway and Transportation Officials (AASHTO), 2010). The effect of lane width on safety performance is reduced for multilane highways as compared to two-lane highways. The safety performance impact is equal to approximately 75 percent and 50 percent to that of two-lane highways for undivided and divided multilane highways, respectively (Michigan Department of Transportation, 2013).

The shoulder width affects the crash frequency in a similar manner. Crash frequency tends to increase as paved shoulder widths are reduced below 6 ft. Although this effect is related to the traffic volume on the non-freeway being considered (American Association of State Highway and Transportation Officials (AASHTO), 2010). However, a separate study (N. Garber & Ehrhart, 2000) reported that the lane width and shoulder width have no effect on the crash rate along two-lane highways. Side slopes have also been shown to affect the safety performance along non-freeways (V. et al., 1988). Flatter side slopes of 3:1 to 7:1 were found to be related to lower rates of single-vehicle crashes. General roadside improvements can lead to a 19%-52% reduction in crashes. The Highway Safety Manual (HSM) (American Association of State Highway and Transportation Officials (AASHTO), 2010) also mentions that the presence, length, and location of passing zones within two-lane highways may affect the safety along these highways.

2.5 Literature Summary

The literature indicates that raising the speed limits usually leads to reduced safety and higher operating speeds. However, the changes in the mean, and 85th percentile speeds are less pronounced as the changes in the speed limit itself. For example, Musicant et al. (Musicant et al., 2016) in a meta-analysis study showed that when speed limits were increased, mean speeds increased, but to a lesser degree than the actual increase in limits. When speed limits were reduced, the reduction in mean speeds also tended to be inelastic as compared to the change in limits. Figure 5 shows the effects of changing speed limits on mean driving speeds, as evident from the meta-analysis. Additionally, it has also been noted that the speed increases with speed limit increase, with average vehicle speed increasing by less than half the amount of speed limit increase (Kockelman, 2006).

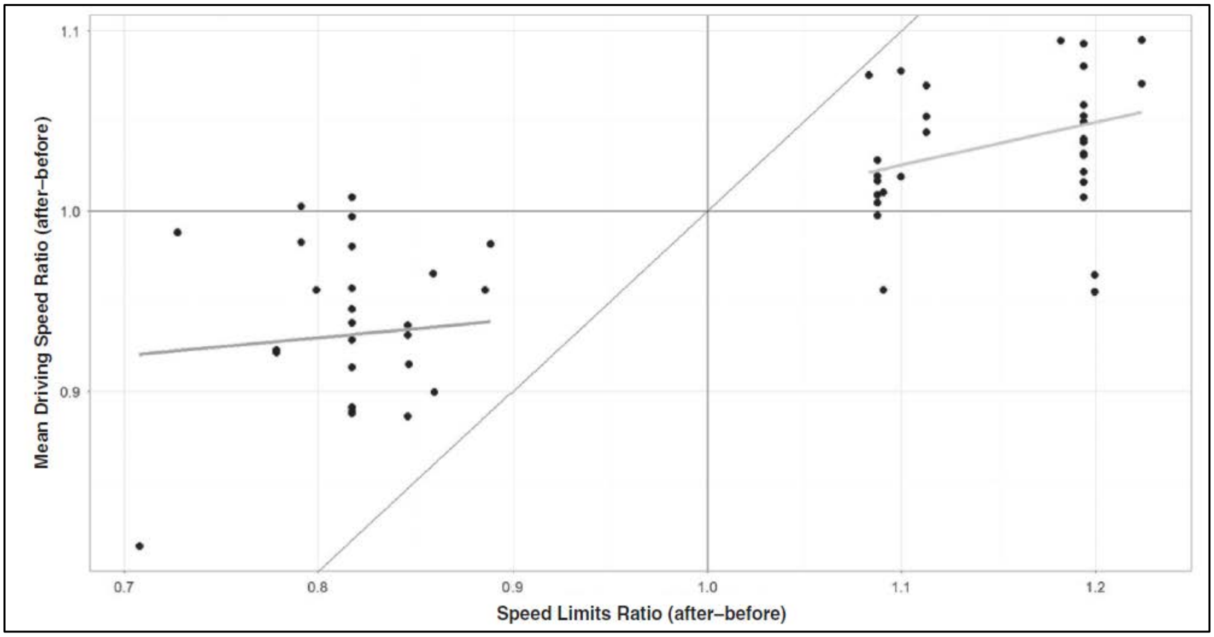

Figure 5 Effect of Speed Limit Changes on Mean Driving Speeds (Musicant et al., 2016)

In terms of safety on limited access rural freeways and interstates, the collective literature shows that the fatalities are consistently higher among those states with higher maximum statutory speed limits (A. Davis et al., 2015b; Farmer, 2017; Warner et al., 2019b). However, research has also shown the safety performance of these facilities to have improved over time regardless of the maximum limit. Figure 6 shows the fatality rate trends from 1999 to 2011 with respect to maximum statutory speed limits (A. Davis et al., 2015b). A meta-analysis study reported the average impacts on traffic crashes and injuries were shown to be nearly proportional to the change in speed limits (Musicant et al., 2016). A positive relationship between speed limits and traffic fatality count is generally found considering both statewide roads, and just a subset of road network, such as, rural interstates (Castillo-Manzano et al., 2019). On non-limited access freeways, speeds, speed limits, and safety are equally important. The literature generally suggests that increasing speed limits on non-freeways result in an increase in overall crash rate and fatality rate. Additionally, higher speed limits lead to higher proportion of more severe crashes due to the increase in the energy dissipated during crashes due to vehicles traveling at higher speeds. Thus, careful considerations should be made while raising speed limits, especially on rural two-lane highways as they have a disproportionate number of head-on collisions, as well as run-off-road crashes into roadside areas with hazardous fixed objects. Additional research is warranted to fully understand the nature of the relationships between operating speed, posted speed limits, and safety.

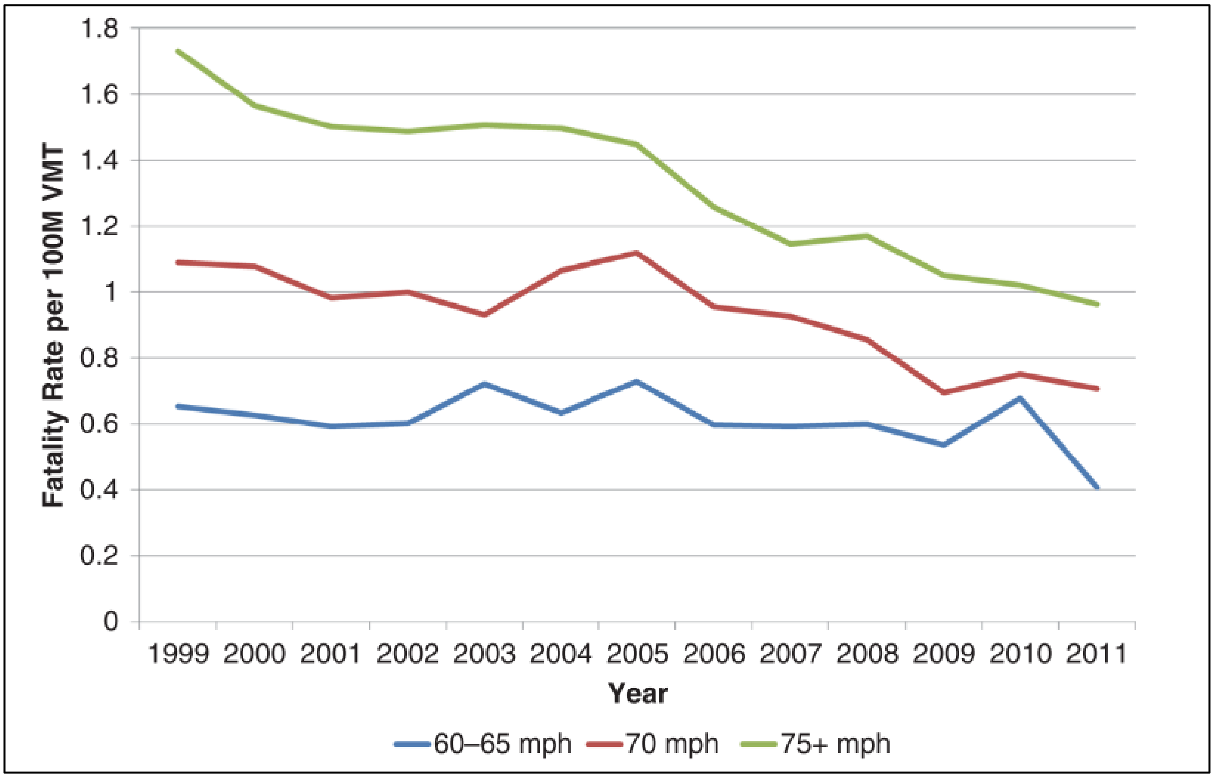

Figure 6 Annual Rural Interstate Fatality Rates by Maximum Speed Limit (A. Davis et al., 2015b)

3 EFFECT OF SPEED LIMIT INCREASE ON TRAFFIC OPERATIONS

Following the 2017 Michigan legislation, the posted speed limits were raised from 70 mph to 75 mph (60 mph to 65 mph for trucks) on 614 miles of freeways, and from 55 mph to 65 mph on 943 miles of non-freeways. These increases in the speed limits have affected the speed trends on the Michigan roadway network. More specifically, the speed limit increases have affected the speed distributions (15th percentile, 50th percentile, 85th percentile), mean speed, as well as variance of speed. This chapter presents a comprehensive analysis of the changes in speed trends as a result of speed limit increases, on both freeways and non-freeways.

3.1 Limited-Access Facilities (Freeways)

3.1.1 Data Collection

The study required collection of extensive speed data from multiple freeway locations, spread over the sites where the speed limit increase has occurred as well as similar sites where speed limits did not increase. The speed data were obtained from multiple sources wherever available including hand-held LIDAR, data from permanent traffic recorder (PTR) stations, and probe vehicle data from Regional Integrated Transportation Information System (RITIS). The speed data were then integrated with other relevant information such as traffic volume and roadway geometric characteristics. Following sub-sections details the relevant data used, data collection and integration procedures.

3.1.1.1 Free-Flow Speed Data Collection by LIDAR

Hand-held LIDAR (Light Detection and Ranging) guns were used to collect free-flow speeds on freeways. Collecting speed data using video cameras posed a challenge on freeways due to high speeds prevalent on the limited-access facilities. Therefore, LIDAR method was utilized where an unmarked vehicle was parked as far as possible from the mainline traffic and the spot speed data were recorded. For collecting data using LIDAR, a total of 79 freeway locations were identified which were spread across 5 different MDOT regions, namely, Bay Region, Superior Region, Grand Region, North Region, and the University Region. The 79 total sites were segregated into two groups, 20 control sites (sites where speed limit did not increase) and 59 increase sites (sites where speed limit increased). The control sites were selected in such a way that the road and traffic characteristics were reflective of increase sites. The spot speed data using LIDAR was collected manually at each of these sites starting in 2017. The data were collected for two different time periods, before-period (prior to speed limit increase), and after-period (post speed limit increase). The before-period data were collected in the late spring and summer of 2017, and the after-period data were collected for 4 years from 2017 to 2020 under normal weather conditions. All the data were collected on weekdays during daylight hours under dry pavement conditions. Further, 8 sites out of 79 total sites were located along a horizontal curvature while the rest were on tangent sections. Figure 7 shows the locations of the selected sites.

While collecting the data in the field, the vehicles were selected randomly for speed measurement. At each of the sites, the data were collected until either 100 passenger car observations were recorded, or one hour had elapsed, whichever occurred first. Separate observations for heavy vehicles, which included trucks, single units, and buses were also recorded. Since the objective here was to observe vehicles under free-flow conditions, the speeds of vehicles having at least 4 seconds of time headway were recorded. Several other relevant characteristics were also recorded at the time of speed measurements such as:

- Passenger car volume and heavy vehicle volume
- Lane position of the vehicle for which the speed is being measured
- Freeway number and the nearest cross-road
- Direction of traffic
- Date and time of the observation

For analysis purposes, the data from 2017 to 2019 are utilized, while the data collected in 2020 are analyzed separately to separate out the effects of the COVID-19 pandemic. During 2017-2019, a total of 27,334-speed observations for passenger cars and 4,604-speed observations for heavy vehicles were recorded across all sites.

3.1.1.2 Speed Data Collection from PTR Stations

PTR stations are installed throughout the state of Michigan as a part of MDOT traffic monitoring program. PTR stations continuously record the directional count of vehicles, as well as their speeds over a specific roadway segment over time using electronic sensors installed in the pavement. The resultant reports provide hourly volume and speed data for each day of the year.

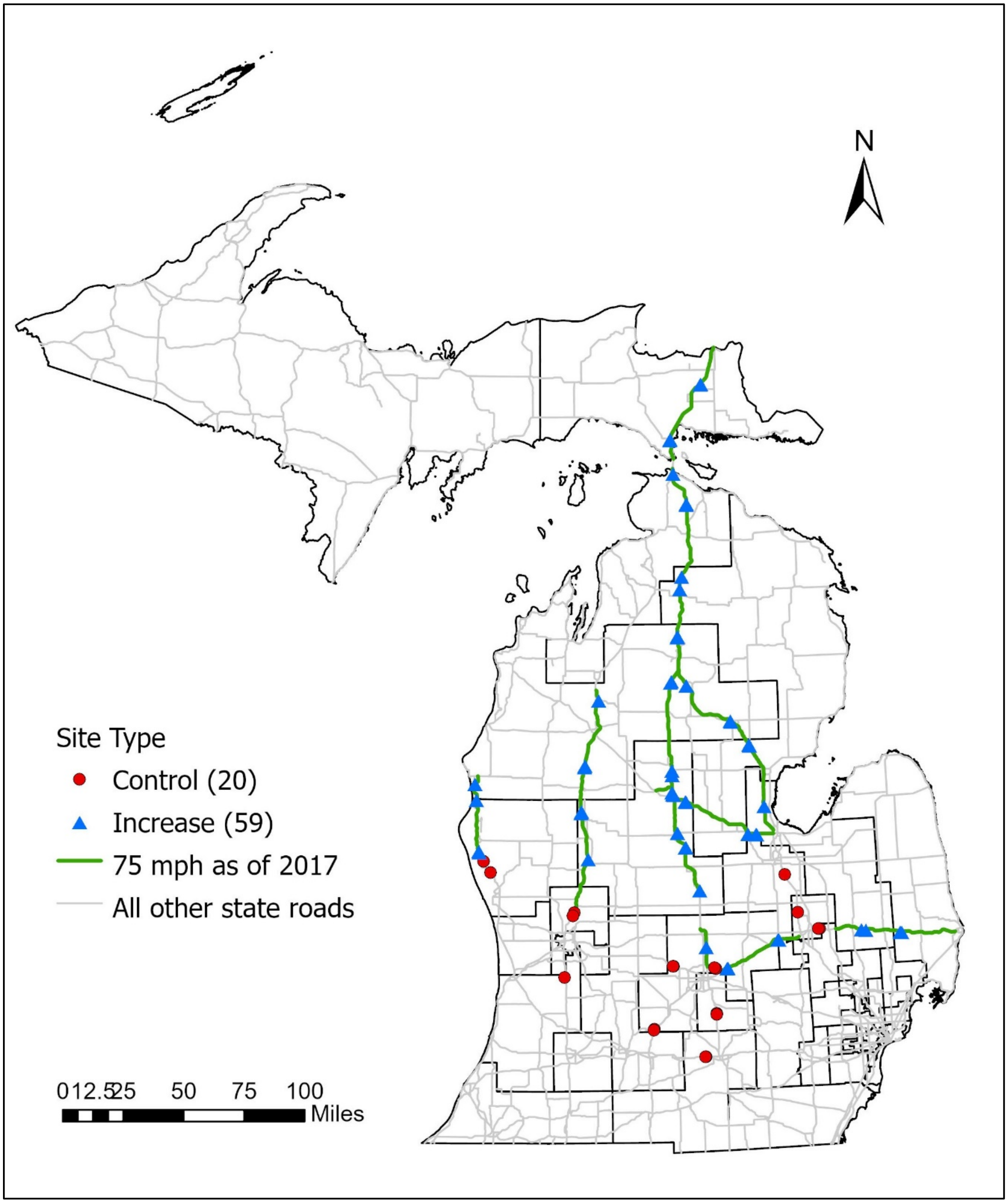

Figure 7 Location of LIDAR Data Collection Sites

PTR stations located along the highways of interest were identified. This resulted in a total of 12 PTR stations that were located on highway segments where the speed limits were increased (increase sites), and 23 PTR stations were located on highway segments where no speed limit change occurred (control sites). Again, it was ensured that the control sites had similar roadway and traffic characteristics as the increase sites. Thus, the PTR stations in urban areas were avoided. Figure 8 shows the location of control and increase PTR stations included in the study.

Hourly aggregated speed data, which include speeds at different percentiles, mean speed, and standard deviation of speeds were obtained from these 35 PTR stations from MDOT starting from 2014 to 2019 except 2017. The period from 2014-2016 was considered as the before-period, while 2018-2019 was considered as the after-period. The speed limit changes across various segments occurred during different months of late 2017. So, speed data from 2017 were not included in the PTR data analysis.

3.1.1.3 Speed Data Collection from Probe Vehicles

Probe vehicle data are collected from global positioning systems (GPS) that are installed in a wide variety of vehicles including commercial vehicle fleets, connected vehicles, and a variety of devices including cell phones. The GPS devices send and receive signals from earth-orbiting satellites which are converted to display real-time location and speed data for the probe vehicle. In Michigan, the probe vehicle data are available from INRIX through the Regional Integration Transportation Information System (RITIS). RITIS is a secure data platform that integrates existing operational data from transportation agencies and provides speed and travel time information among other datasets at various levels of fidelity. It has a variety of uses for transportation officials, first responders, planners, and researchers to assess operational performances of roadways, evaluate active operations, perform long-range planning and capital programming, conduct research, improve executive leadership, and obtain traveler information (CATT Lab, 2021).

The probe vehicle data through RITIS for Michigan are available dating back to January 1, 2016, and includes real-time speed information at various time intervals (5-minutes, 15-minutes, 1-hour, and 24-hours). RITIS used eXtreme Definition (XD) segment as identification scheme for each of the roadway segment.

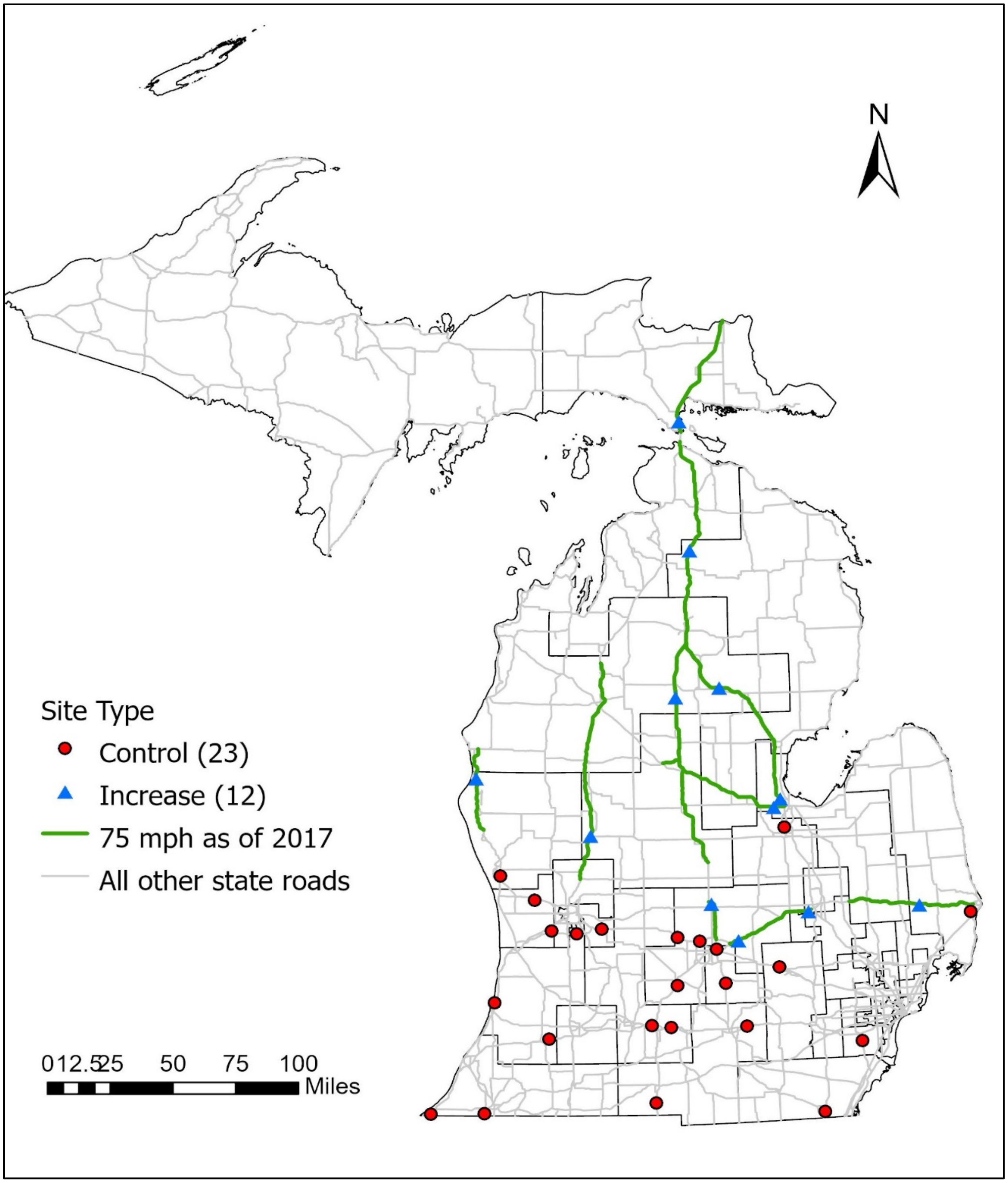

Figure 8 Location of Increase and Control Sites for PTR Data

Initially, this study aimed to compare speed trends between 2016 (before-period) and 2018-2019 (after-period). However, a quality control review of the data showed a significant inflection point where speeds increased significantly in June 2019. This was due to changes in the fleet from which the probe vehicle data were collected. Due to a significant reduction in the proportion of heavy vehicles in the fleet, increases of 5-mph or more were shown across locations in the speed data.

Consequently, the before-after comparisons considering probe vehicle data focused only on data from calendar years 2016 and 2018. The speed data from RITIS were obtained for the entire freeway network in Michigan. The segments were divided into control segments and increase segments based on their speed limits in the after-period. To ensure similarities between control and increase sites, the control sites with relatively higher traffic volume were removed from the dataset. This primarily included the freeway network in Detroit. Figure 9 shows the control and increase segments considered in the probe vehicle data analysis. The speed data were obtained in 15-minute intervals and were subsequently aggregated at a 24-hour analysis level for each segment.

3.1.1.4 Traffic Volume and Roadway Geometry Data

MDOT has maintained an annual roadway inventory database for all the state-maintained roads in Michigan which is known as the sufficiency file. The sufficiency file is divided into homogeneous segments of varying lengths. Segments are broken down whenever any roadway characteristics changes. Each segment has a physical road (PR), beginning mile point (BMP), and ending mile point (EMP) which can be combined to uniquely identify each segment. The database has detailed information about the geometry of each individual segment. This includes information about number of lanes, lane width, type of median and median width, width of left and right shoulders, speed limit, presence of signals, passing lanes, turn lanes, sight restrictions, among others.

Additionally, data about presence of horizontal curves on the roadway were also prepared. Horizontal curve information for each segment was obtained through an extraction process initially developed by researchers at Wayne State University. The process was applied to a broader road network in Michigan using geographic information system (GIS) tools and relevant information is extracted. The information includes number of curves with radii of up to 0.5 miles, length of the curved portion of the segment, fraction of segment length that is curved, and average radii of curves up to 0.5 miles for a segment. The information was organized in cumulative categories, decreasing in order of radii, from 0.5-mile radii to 0.088-mile radii. The curve data were then merged with the roadway inventory data for the respective segment. To account for segment breaks across curves, the curve data were compiled for each radius threshold in the following manner: length of the curved portion of the segment, proportion of the segment on a curve, and the average radii of curves on the segment.

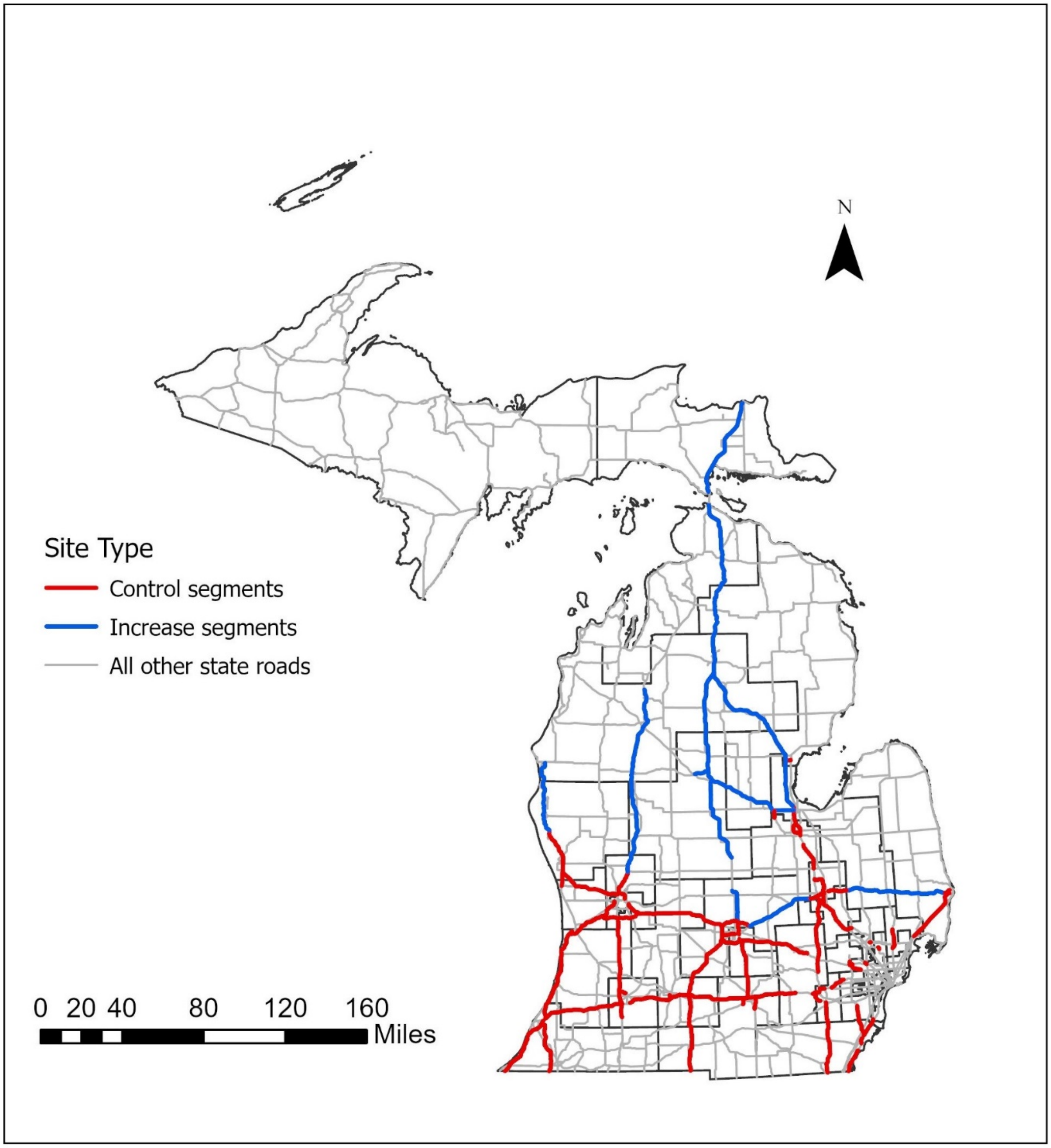

Figure 9 Control and Increase Segments for Probe Vehicle Data

Traffic volume information were also obtained from MDOT. MDOT provides annual average daily traffic (AADT) volume data for the entire MDOT maintained road network on a yearly basis in the form of GIS shapefiles. The AADT data can be integrated with the sufficiency file using spatial join in GIS. However, upon manual review of the AADT data, it was found that there was considerable year-to-year variability in the AADT values, especially beginning 2017. Hence, it was decided to review the AADT volume data in greater detail. Each segment was reviewed manually to identify scenarios where the shapefile data varied considerably from year to year. The AADT data on these segments were compared to raw count data which is published online on the MDOT Transportation Data Management System (TDMS). Upon review, AADT data were replaced with segments via manual process to ensure volumes were consistent throughout the study period (2017-2019).

3.1.2 Data Integration and Preparation

The speed data collected from the three sources were integrated with the relevant roadway and traffic information. First, the AADT volume data were integrated with the MDOT sufficiency file using spatial join tools in GIS and the unique segment ID formed using PR number and BMP and EMP. Thereafter, the collected speed data were joined with the MDOT sufficiency file which helped the researchers to acquire additional characteristics related to the roadway and traffic conditions. The sufficiency file was queried for the segments immediately adjacent to the observation site which provided additional roadway and traffic characteristics of interest. This resulted in three speed datasets for limited-access facilities- free-flow speed data from LIDAR, hourly speed data from PTR stations, and daily speed data from probe vehicles.

One primary difference between the three datasets is the level of fidelity at which the speed data were aggregated. The free-flow speed data and the PTR speed data were aggregated every hour by site and year. The probe vehicle data were aggregated every 24-hours for each site. Since free-flow speed data were collected on a particular day in summer of each year across all sites, the free-flow speed data do not have any seasonal or time-of-day variations. The PTR data and probe vehicle, on the other hand, were collected year-round and thus inherently have such variations. These variations were accounted by dividing the datasets into four seasons- Fall (October-November), Winter (December-March), Spring (April-June), and Summer (July-September). PTR data were also accounted for time-of-day variations by dividing the day into four periods: morning (6 am to 11 am), afternoon (11 am to 4 pm), nighttime (7 pm to 11 pm), and midnight (11 pm to 6 am).

3.1.3 Aggregate Data Summary

The aggregated data were used to visualize the aggregated speed data summary by data source type. Figure 10 and Figure 11 present the aggregated summary of the three basic speed characteristics: mean, 85th percentile, and standard deviation of speeds for the control sites and the increase sites, respectively. The results are presented for the free-flow speeds from LIDAR data, and aggregated speed data from PTR stations, and probe vehicle data. The spot speed data collected at individual sites by LIDAR were generally representative of prevailing free-flow speeds. However, this analysis considered only LIDAR data for passenger cars. This was done for several reasons. First, the number of trucks in the LIDAR data set were consistently sampled at a ratio of 5:1 (i.e., 100 speed observations for passenger cars and 20 for heavy vehicles). Traffic count data show the study sites served approximately 12 percent heavy vehicles on average. Furthermore, since heavy vehicle speeds were generally much lower than passenger vehicle speeds, combining the data result in speed metrics that are lower as compared to the PTR data.

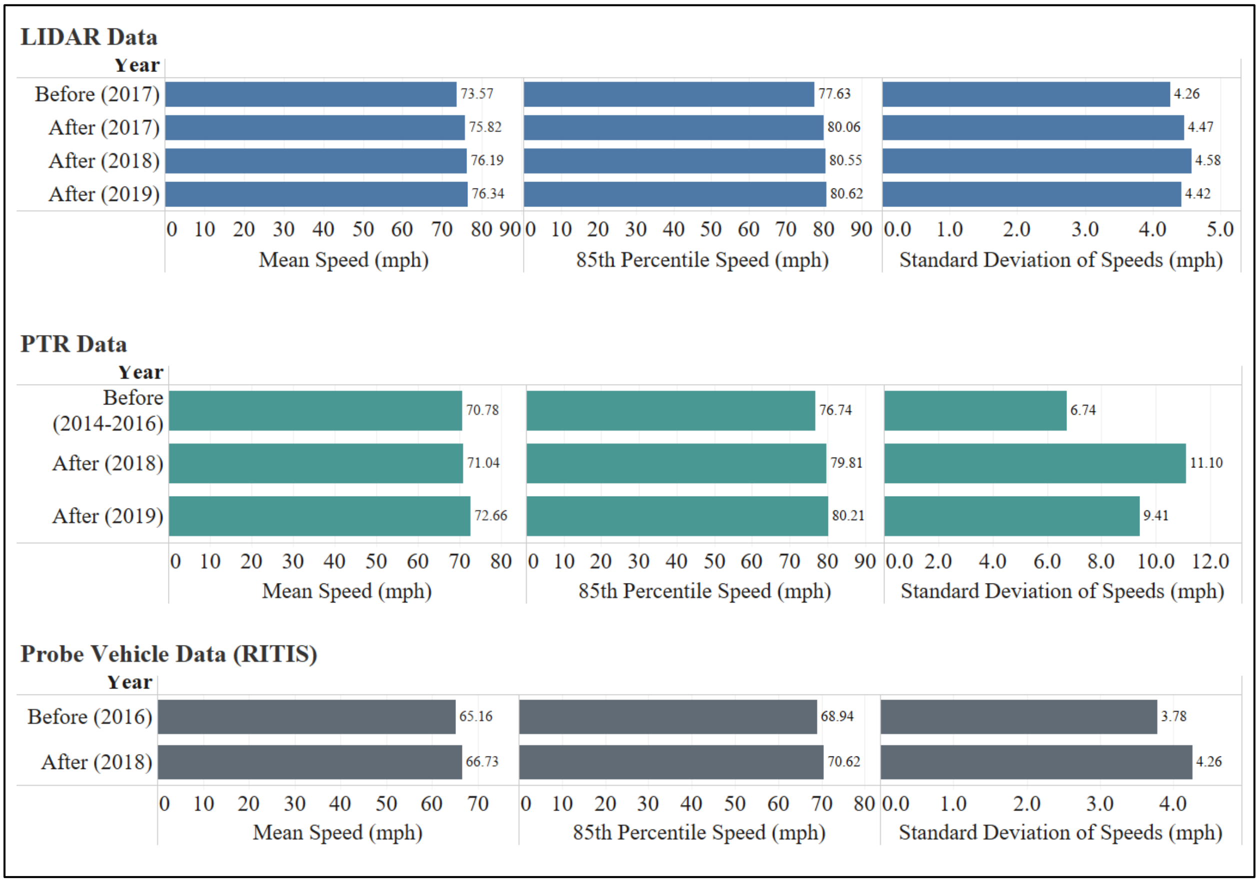

Figure 10 Aggregated Speed Trends on Increase Sites Based on Data Source

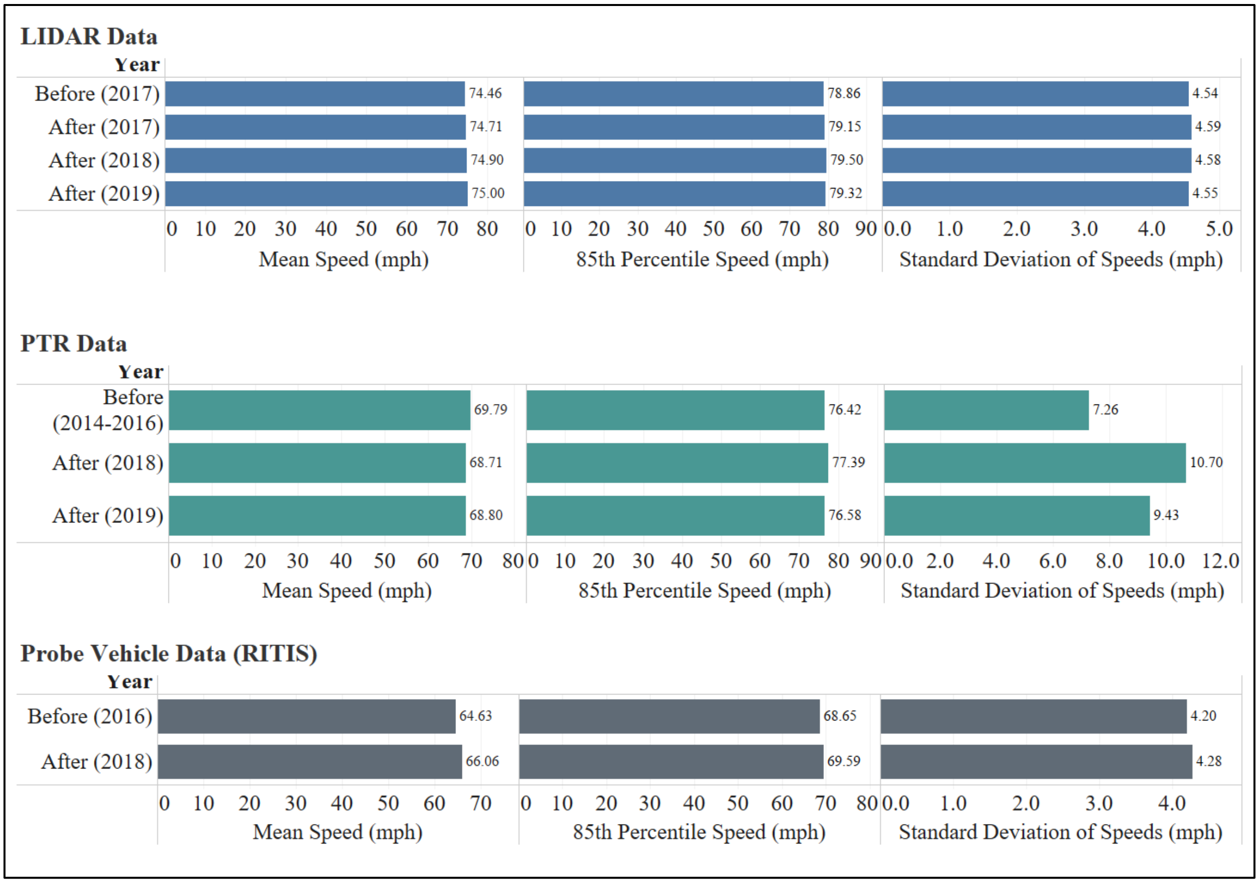

Figure 11 Aggregated Speed Trends on Control Sites Based on Data Source

On the increase sites, results from the LIDAR data showed that the mean speeds increased by 2.6 mph on the increase sites after the speed limit increase. The corresponding increase in the 85th percentile speeds was 2.8 mph. The year-to-year increase was, however, marginal during the after-period (2017 to 2019). Variability in after-period free-flow speeds, on the other hand, showed no practical increase after the speed limits were increased. On the control sites, no significant increases in the speed trends as well as standard deviation in speeds was observed after the speed limits were increased.

Turning to the aggregated speed data from PTR stations, the mean and 85th percentile speeds increased by 1.1 mph, and 3.3 mph, respectively after the speed limit increase on the increase sites. On the control sites, however, again no significant changes in mean and 85th percentile speeds were found. The increases in the standard deviation of speeds were 4.4 mph after one year and 2.7 mph after two years of speed limit increases on the increase sites. The corresponding increases on the control sites were 3.4 mph and 2.2 mph after one and two years of speed limit increases, respectively. There are at least two reasons for the higher variability in speeds in the PTR data as compared to the other data sources. First, the PTR data includes speeds of both passenger cars and heavy vehicles. As such, higher variability in speeds is expected as compared to the LIDAR data, which included only speeds from free-flowing passenger vehicles. Second, the method used to calculate the standard deviation in each of the data sets was different. In the case of LIDAR data, the variability in vehicle speeds at a particular site was calculated based on individual vehicle speeds. In contrast, the PTR speed data were aggregated into 5-mph bins. Hence, there is a loss of information as speeds within each bin were assumed to be equal to the bin midpoint when calculating the standard deviation. These two factors introduce additional variability when speeds are compared between the two sources. Additionally, the variation in PTR speeds after the speed limits were increased was much higher compared to the before-period. This suggests that different groups of drivers increased their speeds by different magnitudes. However, the reduction in the standard deviation of speeds in 2019 compared to 2018 suggests that the changes in travel speeds among drivers may become more stable with time. Also, the significant increase in standard deviation in speeds observed on the control sites is because the speed limits for trucks were increased statewide. Hence there are no true control sites when considering heavy vehicles. The increase in variability in speeds on the control sites is reflecting the increase in speeds of heavy vehicles following the speed limit increase.

Finally, for the probe vehicle data, there were substantial differences in the magnitude of the speed metrics as compared to the LIDAR and PTR data. These differences ranged from 5 to 10 mph for specific cases. This is largely a byproduct of the sampling scheme for the probe vehicle data, which include a disproportionate number of heavy vehicles that tend to introduce a downward bias as compared to the distribution of all vehicle speeds. Nonetheless, probe data provide an appealing source for the evaluation of speed trends at a large scale. The probe data show that mean speeds increased by nearly 1.6 mph, while the 85th percentile speeds increased by 1.7 mph on the increase sites. The standard deviation of speed increased by about 0.5 mph. It should be noted that the probe vehicle data is reflective of the average speed of the traffic stream at any given time and location since the speed is usually calculated based on travel time information. Thus, data from the same set of vehicles are being collected for longer duration and longer distances. This might explain why we see smaller magnitudes of mean speed and 85th percentile speeds, compared to the PTR data. On the control sites, the mean speeds and the 85th percentile speeds increased by 1.4 mph and 0.9 mph, respectively, after the speed limits were increased.

3.1.3.1 10-mph Pace

In addition to the standard deviation in speeds, the Manual for Uniform Traffic Control Device (MUTCD) also recommends the 10-mph pace as an important metric when evaluating speed limits (Federal Highway Administration (FHWA), 2012). Before the speed limit increases went into effect, the 10-mph pace ranged from 69.4-79.4 mph at the control sites and from 69.9-79.9 mph at the increase sites, respectively. These ranges included 71 percent of vehicles at the control sites and 74 percent of vehicles at the increase sites. After the speed limits were increased, the control sites experienced a marginal increase to 70.0-80.0 mph, which was consistent from 2017 through 2019 and included 69 to 72 percent of vehicles. At the sites where speed limits were increased, the 10-mph pace increased to 71.1-81.1 mph in 2017 and to 72.0-82.0 mph in 2019 and these ranges included 70 to 73 percent of drivers. Figure 11 shows the lower and upper limits of the 10-mph pace by type of site and period of study along with the posted speed limits. The figure shows that the posted speed limits is within the 10-mph pace and relatively closer to the lower end of pace on both the control and the increase sites. This indicates that the vehicle speeds are trending around the speed limits set.

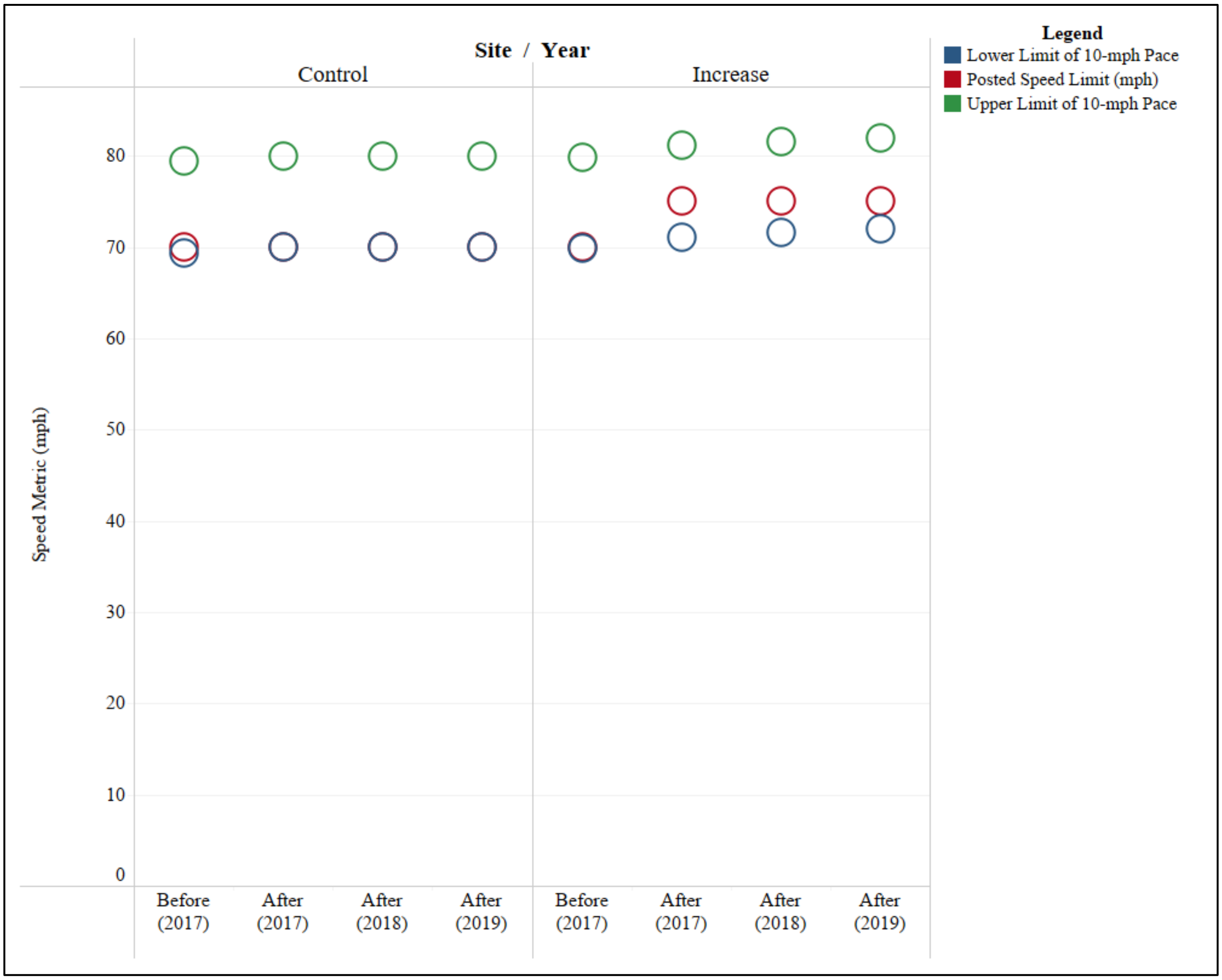

Figure 12 10-mph Pace and Posted Speed Limit by Site Type and Study Period

3.1.3.2 Speed Limit Compliance

Another important related aspect is the speed limit compliance rates. Figure 13 shows the speed limit violation rates on increase sites for different time periods. The figure shows that the speed limit compliance improved after the speed limits were increased. This was true for both passenger cars and heavy vehicles. On the control sites, the speed limit violation rates remained consistent even during the after-period. However, significant improvement in speed limit compliance for heavy vehicles is observed on the control sites which is again due to speed limits being increased statewide for heavy vehicles.

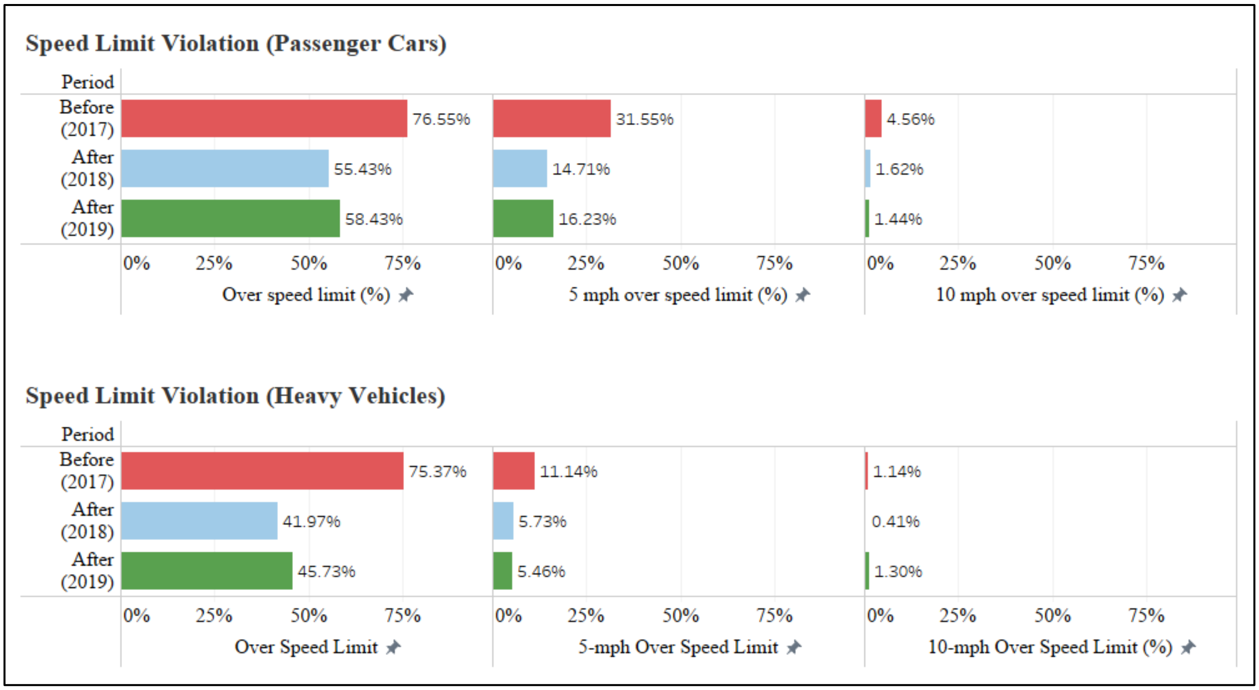

Figure 13 Speed Limit Violation Rates on Increase Sites on Limited-Access Facilities

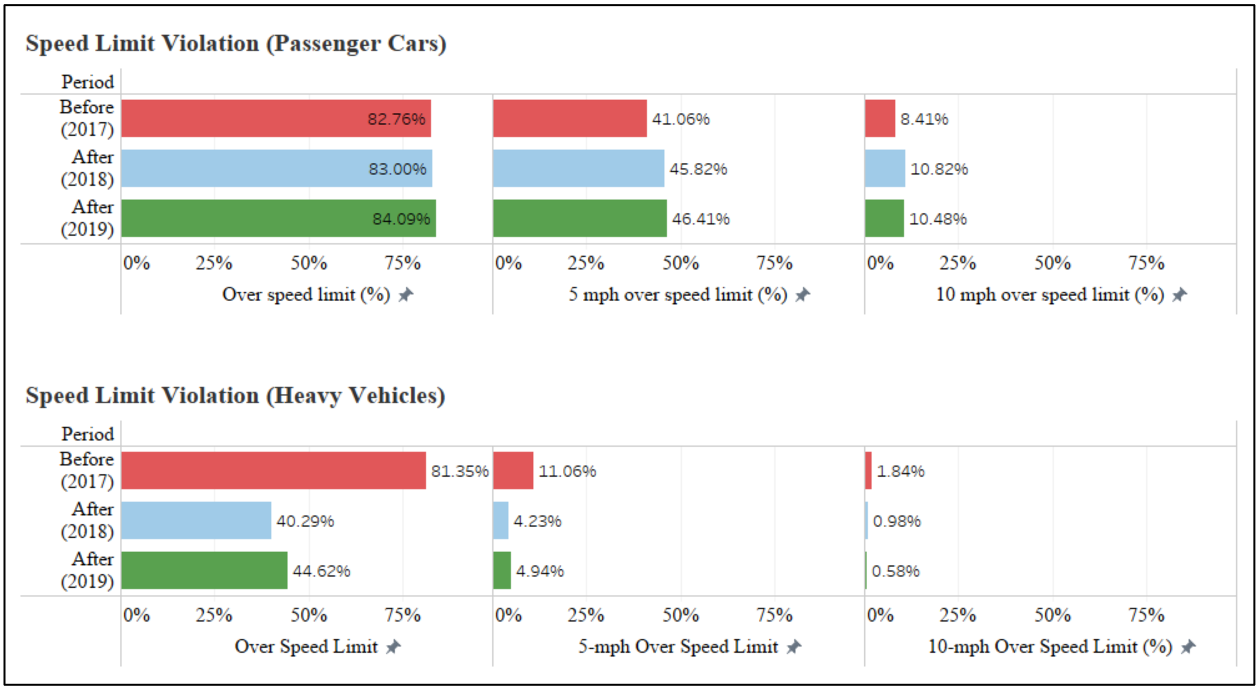

Figure 14 Speed Limit Violation Rates on Control Sites on Limited-Access Facilities

3.1.3.3 Weekday vs Weekend Trends

The speed trends may vary by day of week due to difference in traffic volumes between weekdays (Monday to Friday) and weekends (Saturday and Sunday). Figure 15 compares the aggregated speed trends between weekdays and weekends for the control and increase sites by study period using the RITIS speed data. The figure shows the mean speed, and 85th percentile speeds to be higher on weekends on both the control sites and the increase sites during both the before period as well as the after period. More specifically, the weekend mean speeds were 0.8 mph higher than the weekday speeds on the control sites. During the after-period, this difference decreased to 0.4 mph. Similarly, on the increase sites, the mean speeds on weekends were 1.1 mph higher during the before period. During the after period, the difference in the mean speeds reduced to 0.5 mph.

Considering the standard deviation in speeds, both the control and increase sites consistently showed more variability in speeds on weekends compared to weekdays across both control and increase sites, as well as before and after periods. This might be reflective of greater truck volume on weekends compared to weekdays.

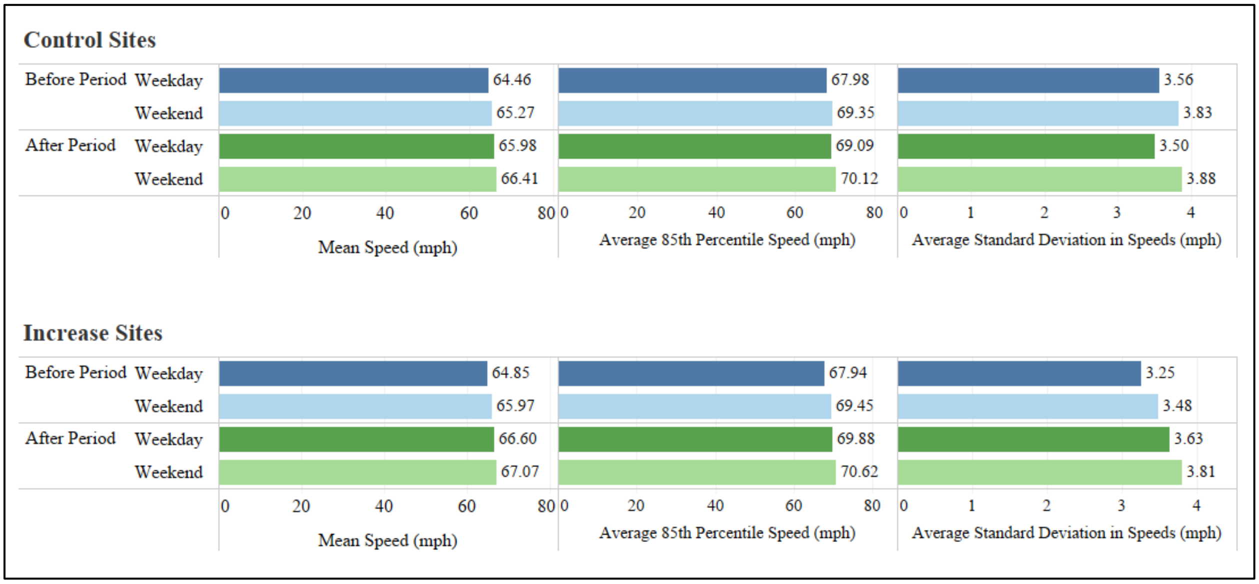

Figure 15 Weekday vs Weekend Speed Trends on by Site Type using Probe Vehicle Data

In addition to variability in speed variance between weekdays and weekends, significant seasonal variability may occur as well. Figure 16 shows the monthly variation in standard deviation in speeds for the control and increase sites on limited-access facilities. The figure shows several important trends. First, variability was consistently higher on weekends compared to weekdays across both site types and during both the study periods. Second, higher variability was generally observed during the months of January to April, which might be reflective of winter weather conditions as snowfall may significantly affect driver speed selection.

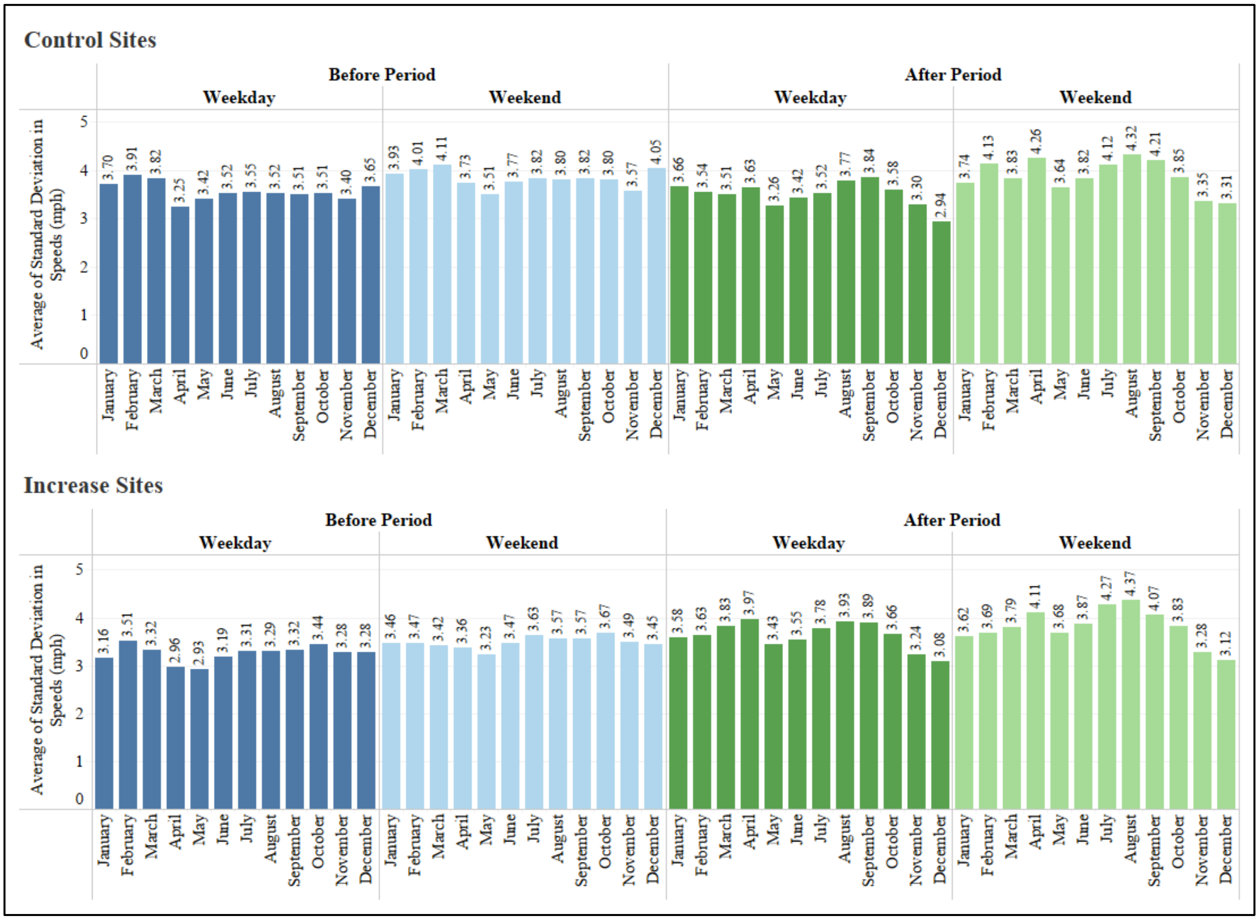

Figure 16 Monthly Variation in Standard Deviation of Speeds by Period and Site Type using Probe Vehicle Data

Mean speeds can also vary by time of day. The PTR speed data were available at hourly intervals and allowed us to visualize speed trends by time of day as presented in Figure 17. The figure shows mean speeds tend to be lower during nighttime (midnight to 4 am). Again, the mean speeds on weekends were found to be consistently higher throughout the day across both site types and study period.

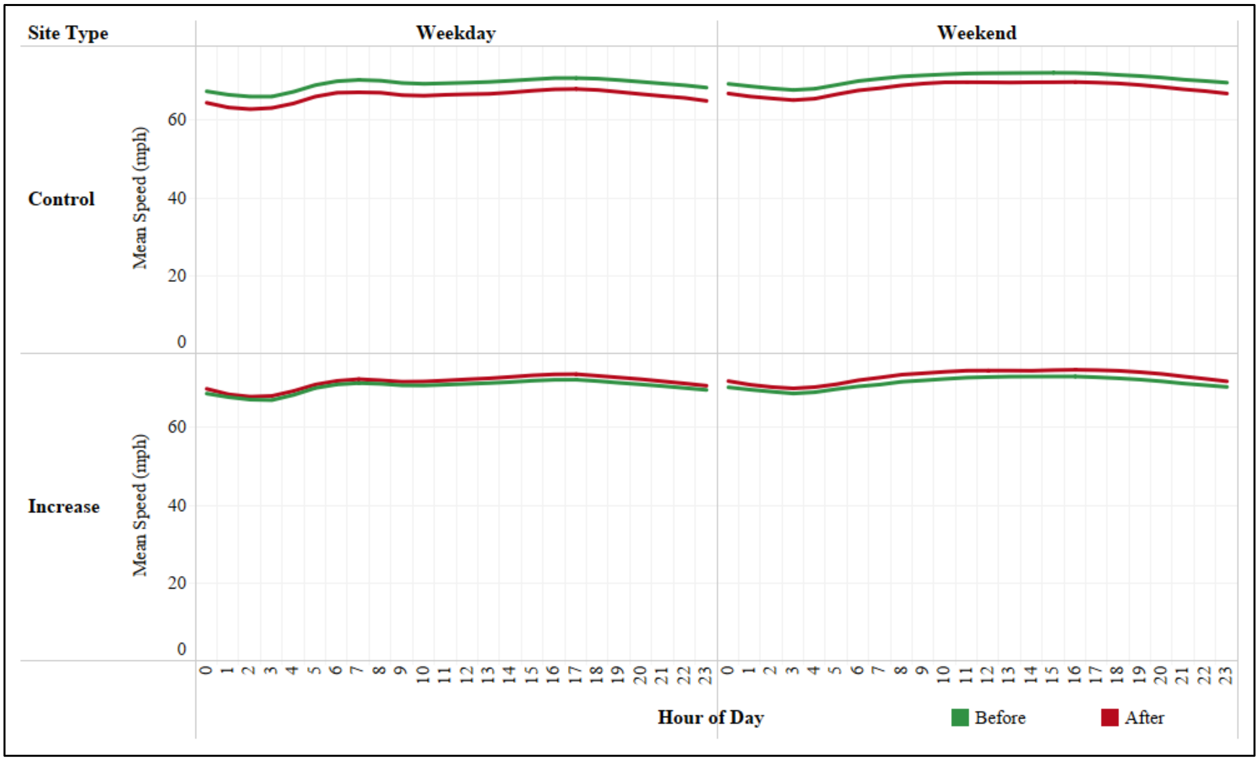

Figure 17 Mean Speed by Time of Day using PTR Speed Data

3.1.3.4 Speed Trends on Select Routes

Speed trends on selected interstates and US routes were also visualized and investigated. MDOT employed a prioritization scheme to identify sections of highways that pose the lowest safety risk to the motoring public and thus, the speed limits can be increased. Basically, routes were divided into 4 tiers based on their Level of Service of Safety (LOSS) and the sections in Tier-I and Tier-II were selected as candidate segments for speed limit increase. For example, on I-75, the speed limits were increased to 75 mph from US-10 to US-23 in Mackinaw City, and from Portage Rd in St Ignace to Eureka St in Sault Ste Marie. The remainder of I-75 did not satisfy the minimum LOSS requirements of speed limit increase and were thus maintained at 70 mph. More detailed evaluation of this criteria is presented in Chapter-6 of this report.

Speed limits were increased on selected segments of two interstates, namely, I-75 and I-69, and four US routes- US-10, US-31, US-127, and US-131. The remaining routes in LOSS tiers 3 or 4 were considered as the control sites. Figure 18 and Figure 19 present the mean speed before and after the speed limit increase on the control and increase sites on interstate routes and US routes, respectively. Again, probe vehicle data from RITIS were used to develop these figures due to availability of speed data for the entire freeway network in Michigan.

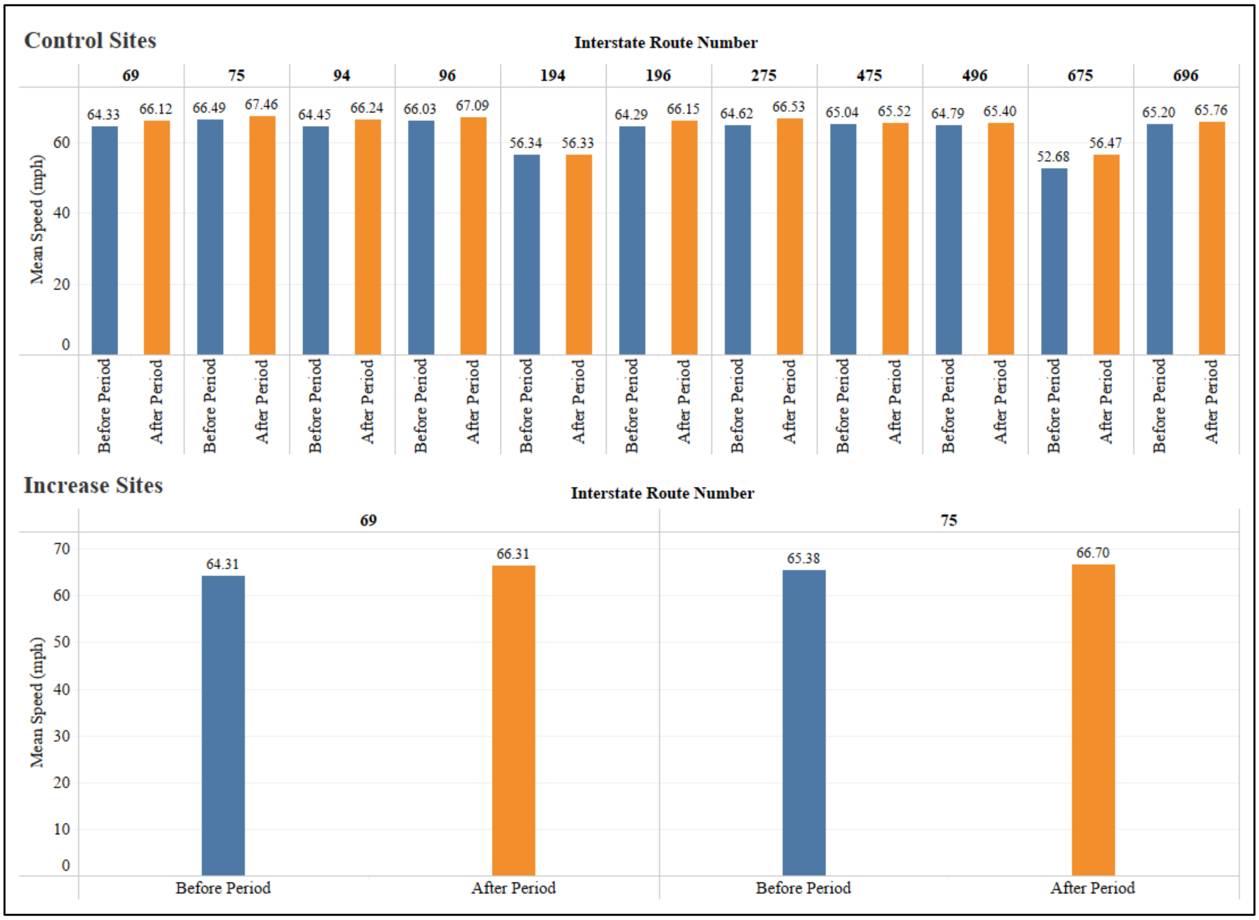

Figure 18 Mean Speed on Interstates by Site Type

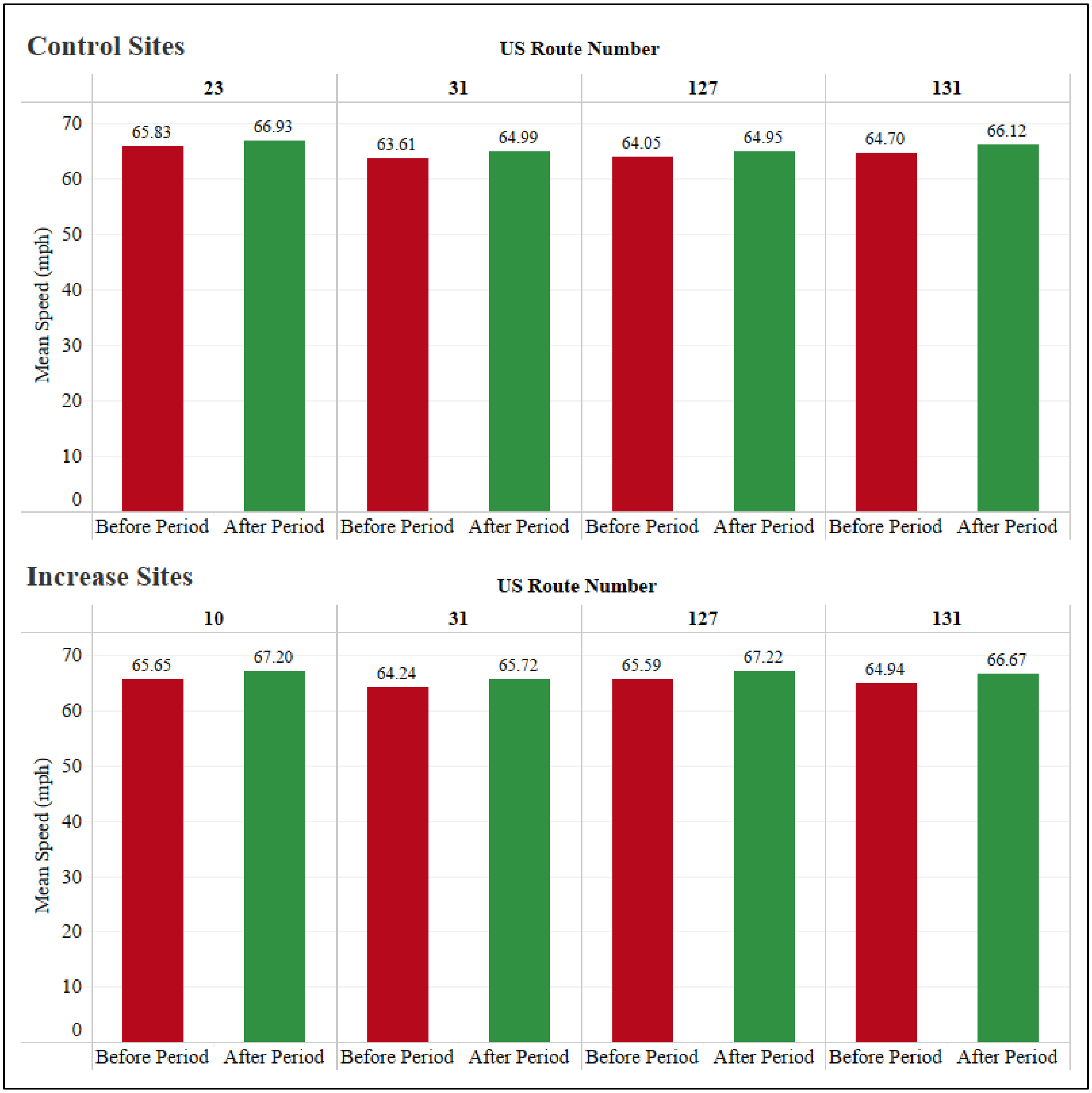

Figure 19 Mean Speed on US Routes by Site Type

3.1.4 Statistical Analysis

The changes in travel speeds as shown in aggregated speed trends in section 3.1.1 above cannot be solely attributed to speed limit increases. Other site-related factors such as changes in traffic volume and site geometric characteristics may have influenced the changes in speeds as well. Thus, the effect of these factors was accounted for in the statistical models. The statistical models were developed for four variables: 15th percentile speed, 50th percentile speed, 85th percentile speed, and standard deviation of speed as shown in Equation 2.

$$\begin{aligned} s_{15,i} &= \beta_1 X_i + \varepsilon_{1i} \\ s_{50,i} &= \beta_2 X_i + \varepsilon_{2i} \\ s_{85,i} &= \beta_3 X_i + \varepsilon_{3i} \\ sd_i &= \beta_4 X_i + \varepsilon_{4i} \end{aligned} \qquad \text{Eq. } 2$$

Where, $s_{15,i}$, $s_{50,i}$, $s_{85,i}$, and sd_i are the 15th, 50th, 85th percentile speeds, and standard deviation of speeds, respectively at site *i*. X_i is a vector of explanatory variables, β are vectors of parameters to be estimated, and ε are error terms.

The ordinary least squares (OLS) regression technique can be utilized to develop individual regression equations for each of the four dependent variables. For unbiased parameter estimates, OLS assumes that the model accounts for all the information relating to the regression variables (S. Washington et al., 2011). However, it is impractical to account for all possible information in a regression equation. This missing information is accounted for by the error term in the model. In a model with multiple equations, such as the one proposed in this study, it is reasonable to assume that the error term of one equation is correlated with the error term in another equation. This is because the unobserved variables that affect the driver speed selection will affect each of the three percentiles as well as the speed variance. In estimating such models with contemporaneous cross-equation error correlation, seemingly unrelated regression equations (SURE) provide higher efficiency compared to OLS and are able to account for correlations between the error terms (Zellner, 1962).

Parameter estimation in the SURE model is achieved using generalized least squares (GLS). Under OLS estimation, the estimated parameters are given as shown in Equation 3, where *n* is the number of observations, *p* is the number of parameters, $\hat{\beta}$ is *p* × 1 column vector of estimated parameters, X is an $n \times p$ matrix of data, and Y is an *n* × *1* column vector.

$$\hat{\beta} = (X^T X)^{-1} X^T Y \qquad \text{Eq. 3}$$

GLS generalizes Equation 2 by using a matrix that considers correlation among error terms of different equations (Ω) as shown in Equation 4. The matrix Ω is estimated from initial OLS estimates of individual equations (S. Washington et al., 2011).

$$\hat{\beta} = (X^T \Omega^{-1} X)^{-1} X^T \Omega^{-1} Y \qquad \text{Eq. 4}$$

The SURE models were estimated using R-studio. Several variables that characterize the site conditions were included in the model. Separate models were estimated for each of the three speed datasets. In each of the cases, the site type (control and increase) and period of data (before and after) were combined to form four binary indicator variables- before-control (Period= Before, Site type= Control), before-increase (Period= Before, Site type= Increase), after-control (Period= After, Site type= Control), and after-increase (Period= After, Site type= Increase). This helped to directly assess the impacts of speed limit increase on control and increase sites. Table 4 presents the descriptive statistics of each variable included in each of the analysis datasets.

As noted previously, the PTR and LIDAR data are both aggregated at a level of fidelity of one hour. In contrast, the probe vehicle data are aggregated at the daily level over the entire year. Consequently, the sample sizes are different between the sources, particularly in the case of LIDAR. For the LIDAR data, each row corresponds to one site-hour (79 sites × 4 years, with 61 missing site-years), each row in the PTR data corresponds to one site-hour in one direction (35 sites × 5 years × 365 days ×24 hours, with some missing site-hours), and each row in the probe vehicle data corresponds to one site-day (5,166 sites × 2 years × 365 days, with some missing site-days). Hence, the sample size for the LIDAR dataset is much smaller compared to the other two data sources.

Table 5, Table 6, and Table 7 present the results of the parameters estimated as a part of the regression analysis for LIDAR data, PTR data, and probe vehicle data, respectively. The standard error for each of the estimates is provided in parenthesis and the statistically significant parameter estimates at 95% confidence level are marked by an asterisk. The same set of predictors were used in both models, as much as possible, to investigate the effect of the same variables on free-flow speed distributions as well as aggregated speed distributions. Also, since the truck percentage at each of the sites was relatively low, the modeling for LIDAR data was done only for passenger cars. This ensures the comparison between LIDAR speeds and aggregated speed data is reasonable for reasons mentioned previously.

Table 4 Descriptive Statistics of Pertinent Variables

Parameter	LIDAR Data (255 site-hours)		PTR Data (2,551,528 site-hours)		Probe Vehicle Data (3,771,114 site-days)	
	Mean	**Std. Dev.**	**Mean**	**Std. Dev.**	**Mean**	**Std. Dev.**
Period and Site Type						
Before-control sites (1 if yes; 0 if no)	0.08	0.27	0.39	0.49	0.31	0.46
Before-increase sites (1 if yes; 0 if no)	0.23	0.42	0.21	0.41	0.19	0.39
After-control sites (1 if yes; 0 if no)	0.19	0.39	0.26	0.44	0.31	0.46
After-increase sites (1 if yes; 0 if no)	0.50	0.50	0.14	0.35	0.19	0.39
Traffic Characteristics						
Traffic volume (veh/hr)	730.68	455.23	719.74	944.21	675.95	374.20
Percent trucks	12.33	6.70	12.73	6.50	12.49	6.78
Road Geometry Characteristics						
Curve geometry (1 if yes; 0 if no)	0.09	0.29	N/A	N/A	0.19	0.39
Median width 90+ ft (1 if yes; 0 if no)	0.52	0.50	0.46	0.50	0.36	0.48
Right shoulder 11+ ft (1 if yes; 0 if no)	0.15	0.36	0.30	0.46	0.27	0.45
Temporal Variables						
Winter season (1 if yes; 0 if no)	N/A	N/A	0.28	0.45	0.33	0.47
Spring season (1 if yes; 0 if no)	N/A	N/A	0.25	0.43	0.25	0.43
Summer season (1 if yes; 0 if no)	N/A	N/A	0.28	0.45	0.25	0.43
Fall season (1 if yes; 0 if no)	N/A	N/A	0.19	0.39	0.17	0.37
Morning (6am-11am) (1 if yes; 0 if no)	N/A	N/A	0.21	0.41	N/A	N/A
Afternoon (11am-4pm) (1 if yes; 0 if no)	N/A	N/A	0.21	0.41	N/A	N/A
Evening (4pm-7pm) (1 if yes; 0 if no)	N/A	N/A	0.12	0.33	N/A	N/A
Night (7pm-11pm) (1 if yes; 0 if no)	N/A	N/A	0.17	0.37	N/A	N/A
Midnight (11pm-6am) (1 if yes; 0 if no)	N/A	N/A	0.29	0.46	N/A	N/A
Speed Metrics (mph)						
15th percentile speed	67.07	2.62	62.72	11.08	62.67	3.38
50th percentile speed	74.42	1.92	70.88	8.27	65.30	2.67
85th percentile speed	79.04	1.69	77.13	6.14	69.07	3.08
Standard deviation of speed	5.68	0.56	8.30	4.25	3.58	1.58

Table 5 SURE Model Parameter Estimates for LIDAR Data

	Estimate (Std. Error)			
Parameter	15th Percentile Speed	50th Percentile Speed	85th Percentile Speed	Standard Deviation
Intercept	69.76 (0.38)*	74.34 (0.29)*	78.91 (0.29)*	4.54 (0.11)*
Period and Site Type				
Before-control		Baseline		
Before-increase	0.62 (0.44)	-0.82 (0.33)*	-1.31 (0.31)*	-0.28 (0.13)*
After-control	0.36 (0.44)	0.49 (0.33)	0.47 (0.32)	0.05 (0.13)
After-increase	1.68 (0.41)*	1.86 (0.31)*	1.45 (0.29)*	-0.04 (0.12)
Percent Trucks	-	-	-0.01 (0.01)*	-
Road Geometry				
Tangent		Baseline		
Curve	-1.78 (0.37)*	-0.89 (0.28)*	-0.57 (0.27)*	0.33 (0.10)*
Median Width(ft)				
< 90		Baseline		
>= 90	0.48 (0.19)*	0.33 (0.16)*	0.42 (0.16)*	-

Table 6 SURE Model Parameter Estimates for PTR Data

	Estimate (Std. Error)			
Parameter	15th Percentile Speed	50th Percentile Speed	85th Percentile Speed	Standard Deviation
Intercept	63.10 (0.03)*	70.93 (0.02)*	75.95 (0.01)*	6.53 (0.01)*
Period, and Site Type				
Before-control		Baseline		
Before-increase	0.90 (0.02)*	-0.57 (0.01)*	-0.26 (0.01)*	-0.64 (0.01)*
After-control	-1.77 (0.02)*	-0.47 (0.01)*	0.51 (0.01)*	2.73 (0.01)*
After-increase	0.55 (0.02)*	2.06 (0.02)*	2.92 (0.01)*	2.88 (0.01)*
Percent Trucks	-0.16 (0.001)*	-0.15 (0.001)*	-0.06 (0.001)*	0.05 (0.001)*
Season				
Winter		Baseline		
Spring	1.87 (0.02)*	2.06 (0.01)*	1.60 (0.01)*	0.10 (0.01)*
Summer	3.25 (0.02)*	2.71 (0.01)*	1.82 (0.01)*	-0.38 (0.01)*
Fall	2.98 (0.02)*	2.44 (0.01)*	1.60 (0.01)*	-0.66 (0.01)*
Time of Day				
6am-11am		Baseline		
11am-4pm	0.60 (0.02)*	0.50 (0.02)*	0.31 (0.01)*	-0.11 (0.01)*
4pm-7pm	1.40 (0.02)*	0.97 (0.02)*	0.66 (0.01)*	-0.27 (0.01)*
7pm-11pm	0.16 (0.02)*	-0.32 (0.01)*	-0.22 (0.01)*	-0.15 (0.01)*
11pm-6am	-2.23 (0.02)*	-3.05 (0.01)*	-1.91 (0.01)*	0.32 (0.01)*
Median Width(ft)				
< 90		Baseline		
>= 90	-	1.06 (0.01)*	1.03 (0.01)*	0.73 (0.004)*
Right Shoulder Width (ft)				
< 11		Baseline		
>= 11	0.78 (0.02)*	0.56 (0.01)*	0.65 (0.01)*	0.10 (0.01)*

Table 7 SURE Model Parameter Estimates for Probe Vehicle Data from RITIS

	Estimate (Std. Error)			
Parameter	15th Percentile Speed	50th Percentile Speed	85th Percentile Speed	Standard Deviation
Intercept	60.11 (0.005)*	63.97 (0.004)*	68.32 (0.005)*	4.31 (0.003)*
Period, and Site Type				
Before-control		Baseline		
Before-increase	0.71 (0.005)*	0.37 (0.004)*	-0.40 (0.004)*	-0.50 (0.002)*
After-control	1.66 (0.004)*	1.48 (0.003)*	1.05 (0.004)*	0.01 (0.002)*
After-increase	2.08 (0.005)*	1.86 (0.004)*	1.38 (0.004)*	-0.10 (0.002)*
Percent Trucks	0.05 (0.001)*	-0.03 (0.001)*	-0.07 (0.001)*	-0.05 (0.001)*
Road Geometry				
Tangent		Baseline		
Curve	-0.79 (0.004)*	-0.68 (0.003)*	-0.71 (0.004)*	0.06 (0.002)*
Season				
Winter		Baseline		
Spring	1.37 (0.004)*	1.26 (0.003)*	1.39 (0.004)*	-0.10 (0.002)*
Summer	1.57 (0.004)*	1.71 (0.003)*	2.28 (0.004)*	0.13 (0.002)*
Fall	1.05 (0.005)*	0.94 (0.004)*	1.05 (0.004)*	-0.11 (0.002)*
Median Width(ft)				
< 90		Baseline		
>= 90	0.17 (0.002)*	N/A	N/A	-0.04 (0.002)*
Right Shoulder Width (ft)				
< 11		Baseline		
>= 11	0.33 (0.004)*	0.25 (0.003)*	0.41 (0.003)*	0.01 (0.002)*

3.1.5 Discussion of Model Results

3.1.5.1 Effect of Speed Limit Increases

The model results show that the increase in speed limit significantly affected both free-flow speeds, as well as the aggregated PTR speed and probe vehicle speed distributions on freeways as indicated by the period and site type variables. However, it is interesting to note that the increases were more pronounced in aggregate PTR speeds as compared to free-flow speeds and probe vehicle speeds. Before the speed limit increases went into effect, the sites where such increases went into effect had marginally lower free-flow speeds as compared to the control sites. This was true for 50th, and 85th percentile speeds, but not for 15th percentile speeds. The aggregated PTR speeds also showed similar results where the 15th percentile speeds were higher by 0.9 mph, but the 50th, and 85th percentile speeds were lower by 0.6 mph, and lower by 0.4 mph, respectively, where the increases eventually occurred. The probe vehicle speed data also shows that the 15th, and 50th, percentile speeds on such sites were 0.7 mph, and 0.4 mph higher than on the control sites. However, the 85th percentile speeds were lower by 0.4 mph.

During the after-period, speeds generally increased at both the control and increase sites. The free-flow speeds increased by only 0.4 to 0.5 mph at the control sites and this change was not statistically significant at a 95% confidence level. In contrast, free-flow speeds increased by 1.1 to 2.8 mph where the increases went into effect. The increases were maximum in the 85th percentile speeds and the lowest in 15th percentile speeds. This shows that faster moving drivers increased their speeds by the maximum amount after the speed limits were increased.

Interestingly, when considering the aggregated PTR traffic speeds, the 15th and 50th percentile speeds actually reduced by 1.8 mph and 0.5 mph, respectively, while the 85th percentile speed increased by 0.5 mph at the control sites after the speed limits were increased. At the increase sites, the 50th and 85th percentile speeds increased by 2.6 mph and 3.2 mph, however, the 15th percentile speeds were marginally reduced by 0.4 mph. The data suggest that at the increase sites, the magnitude of the speed increases was greatest among the highest speed vehicles. This suggests that the drivers in the upper portion of the speed distribution increased their speeds more than other drivers which is also true for free-flow speeds.

Looking into the probe vehicle data, the 15th, 50th, and 85th percentile speeds on the control sites increased by 1.7 mph, 1.5 mph, and 1.1 mph, respectively after the speed limits were increased. On the increase sites, the magnitude of increases was 1.4 mph, 1.5 mph, and 1.8 mph, respectively. As with the other data sources, these results show further evidence that the increases in speeds were greatest among the vehicles traveling at the highest speeds.

The effect of speed limit increases on the standard deviation of speeds was more pronounced when considering the aggregated speeds as compared to free-flow speeds. This suggests that the speed limit increase did not significantly affect the variability in free-flow speeds, as drivers tended to adjust their speeds by similar amounts under low-speed conditions. However, the variability in aggregated PTR traffic speeds and the probe vehicle speed increased significantly after the speed limits were increased. The standard deviation of speed, considering the PTR data, increased by 2.7 mph and 3.5 mph at the control and increase sites, respectively. The reason for such increased speed variance in the case of PTR data is because the data include speeds of both heavy vehicles as well as passenger cars, which introduces variability in speeds due to different speed limits for each vehicle type. The increase in the standard deviation of speeds on increase sites suggests that different groups of drivers (i.e., high-speed versus low-speed) increased their speeds by different amounts. Since the speed limits for trucks were increased to 65 mph across all sites (control and increase), we see an increase in speed variance at the control sites in the after-period as well. When considering the probe vehicle data, the standard deviation of speeds increased by 0.4 mph at the speed limit increase sites while no change was observed at the control sites. It is important to distinguish that the standard deviation of speeds among the probe vehicle data is essentially a measure of the variation in daily speeds on a specific segment over a one-year period. That is why the scale for this metric is significantly different as compared to the other data sources, though the same general trend is observed.

Finally, Figure 20 provides a summary of how the primary speed metrics of interest vary by study period (before versus after) and site type (increase versus control) for the LIDAR, PTR, and probe vehicle data. The figure provides a summary of the mean change in each metric, along with the associated 95 percent confidence interval. The size of these confidence intervals varies considerably and is a function of both the variability in vehicle speeds, as well as the level of aggregation within each data source (e.g., individual vehicle speeds as compared to daily average segment speeds). In any case, the increases in the magnitude of speeds, as well as the variability in speeds, raise potential concerns from a traffic safety perspective.

3.1.5.2 Effect of Site Characteristics

Considering site and traffic characteristics, the proportion of trucks in the traffic stream also significantly affected the speed distributions. As the proportion of trucks increased in the traffic stream, the free-flow speeds, aggregated PTR speeds, and speeds from probe vehicles reduced across most of the percentiles. In the case of aggregated PTR speeds, the reduction in speed was highest among the lowest percentile indicating the slower moving traffic reduced their speeds even further in the presence of heavy vehicles. The effect of proportion of trucks on speed variance was also positive for aggregated PTR speeds, while no significant effect was found on free-flow speeds. As the proportion of trucks increased, the standard deviation of aggregated PTR speeds also increased. A greater proportion of heavy vehicles will further introduce variation in speeds which is reflected in the model as well. However, for the probe vehicle data, opposite trends were observed where standard deviation in speeds reduced as proportion of heavy vehicles increased in the traffic stream.

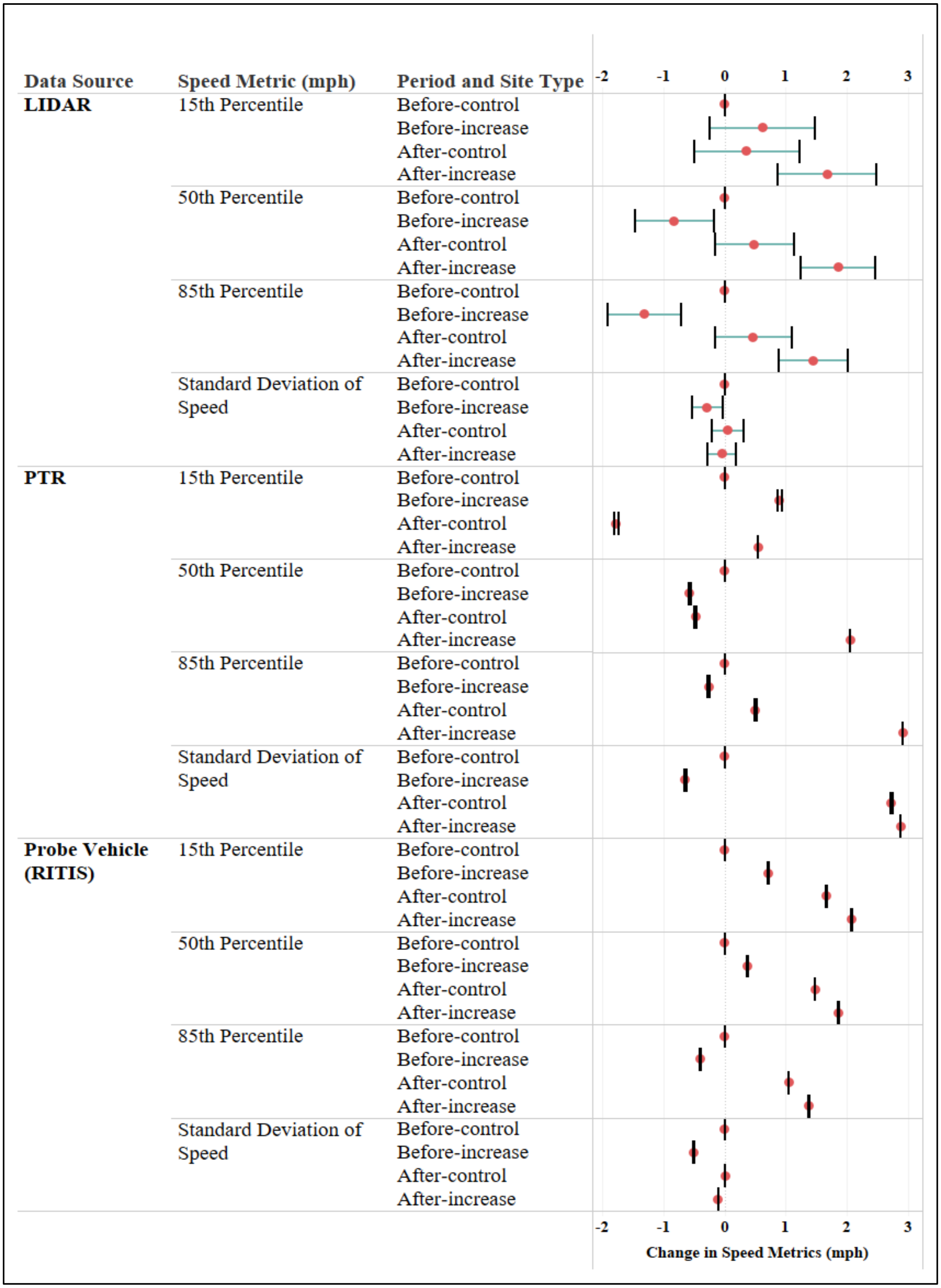

Figure 20 Mean Effects and 95% Confidence Intervals for Various Speed Metrics based on Period and Site Type

Considering other road geometric variables, the presence of horizontal curves was associated with various speed metrics, as were median widths and shoulder widths. In the presence of curves, the 15th, 50th, and 85th percentile free-flow speeds were reduced by 1.8 mph, 0.9 mph, and 0.6 mph, respectively. The aggregated speeds from the probe vehicle data also showed similar trends where the corresponding speed reductions were 0.8 mph, 0.7 mph, and 0.7 mph, respectively. Curves can limit driver visibility, thereby increasing uncertainty which leads to reduced speeds (Martens et al., 1997). The standard deviation of free-flow speeds was 0.3 mph higher on curves as compared to that on tangent road sections, while for aggregated speeds from probe vehicle, a marginal increase of less than 0.1 mph was observed when navigating a curve. The heavy vehicle speeds may be reduced considerably at curve sections to prevent tipping over, which increases variability in speeds.

Both aggregated travel speeds (PTR and probe vehicle), as well as free-flow speeds, were consistently higher as the median width exceeds 90 feet. These larger median widths provide further separation from oncoming traffic in the opposing direction, which may explain the higher speeds. Also, the increases in speeds were highest among the drivers at the lowest percentile for both free-flow speeds, aggregated PTR speeds, and probe vehicle speeds indicating that the slowest moving group of drivers felt more comfortable driving at higher speeds on segments with wider medians. The width of the right shoulder had a similar effect on aggregated PTR speeds and probe vehicle speeds. As shoulder widths increased, the driving speeds also increased. Again, the effect was more pronounced on the lowest group of drivers, whose speeds increased by 0.8 mph as the right shoulder width exceeds 11 ft, when considering PTR speeds, and by 0.3 mph when considering probe vehicle speeds. The speeds of the faster-moving drivers increased by 0.7 mph and 0.4 mph based on PTR speed data and probe vehicle speed data, respectively. The effect of shoulder widths on free-flow speeds was found to be insignificant across all percentiles, hence not included in the final model. Collectively, the median and shoulder widths tend to affect the slowest moving drivers the most. Faster moving drivers tend to maintain their speeds irrespective of changes in roadway geometry.

The median width, as well as shoulder width, were positively related to the standard deviation of aggregated PTR speeds. As stated before, higher median widths and shoulder widths affect the different groups of drivers differently with each group changing their speeds by different magnitude which increases variability in speeds. Also, the effect may be more pronounced on passenger vehicles than on heavy vehicles which further increases speed variance. However, in the case of probe vehicle speed data, opposite trends were observed for median widths. The standard deviation of speeds reduced marginally by less than 0.1 mph as the median widths increased. This might be because of the way the data are collected. As stated earlier, unlike PTR data, the probe vehicle data does not include the speed of individual vehicles but the average speed of the traffic stream. Wider shoulder and/or medians will lead to higher speeds, particularly for drivers traveling at otherwise lower speeds for reasons stated earlier, leading to more uniform traffic flow.

Since the PTR data as well as the probe vehicle data are collected year-round, the effects of seasonal variations were also accounted for in the model. As expected, the speeds were significantly higher during the spring, summer, and fall seasons as compared to the winter season for both cases. The extreme snowy conditions during the Michigan winter months cause the speeds to reduce across all percentiles. However, again the drivers in the lower percentile of the speed distribution are affected the most. This again indicates that the faster-moving drivers tend to maintain their faster speeds during the winter season too. The effect of winter may be more pronounced on heavy vehicles as compared to passenger vehicles, with heavy vehicles reducing their speed by a significantly greater margin than the passenger vehicles. This will increase variability in speeds which is reflected in the model as the standard deviation of speeds is generally higher during the winter season.

In the case of PTR speed data, the speeds were also found to be affected by the time of day. The afternoon (11 am to 4 pm) and nighttime speeds (7 pm to 11 pm) were only marginally different than the morning (6 am to 11 am) speeds indicating that the drivers tend to maintain their speeds for most of the duration of the day. The evening time (4 pm to 7 pm) speeds were higher than the morning time speeds. However, speeds were reduced by 1.9 mph to 3.1 mph from 11 pm to 6 am. This might be due to poor visibility, increased risk of animals crossing the highways during nighttime, and very large headways which enables cautious driving. The standard deviation of speeds was also higher during this time period possibly due to greater truck volume.

It is also important to emphasize that the probe vehicle data speeds were consistently much lower than either of the alternate data sources. This is a byproduct of both the level of data aggregation (i.e., daily as compared to hourly or individual vehicle speeds), as well as the oversampling of freight vehicles among the probe dataset. Though each dataset documented increases in speeds due to speed limit increases, these increases were least pronounced among the probe data. Moreover, free-flow speeds collected using handheld LIDAR showed minimum changes in speed variability as compared to the aggregated speeds collected using PTR stations and probe vehicles. This again reflects vehicle composition as free-flow data consists of only passenger cars traveling without any influence from other vehicles, whereas aggregated speeds include both passenger cars and heavy vehicles during both free-flow and non free-flow conditions. Differences also exist between PTR speeds and probe vehicle speeds which may be due to different data collecting and aggregating techniques. For example, PTR stations collect speed data of all vehicles in the traffic at a point and aggregate them into 5-mph speed bins. The probe vehicle data, on the other hand, are obtained from a sample of vehicles from the overall traffic stream. The speed data of the same sample of vehicles are obtained continuously for longer duration as well over longer distances which are then aggregated to desired level of fidelity. This results in lower speed metrics (mean speeds and speed percentiles) as well as lower variability in the speeds. Observing the same sample of vehicles at different time and locations also introduces some driver specific bias in the data.

3.2 Non-Limited-Access Facilities (Non-Freeways)

As stated above, the speed limits on nearly 943 miles of non-freeways, which primarily included rural two-lane highways were increased from 55 mph to 65 mph. The following sections describe the data collection procedure, data analysis methodology, followed by results and discussion of the analysis carried out for the non-freeway network.

3.2.1 Site Selection

The primary focus of the study was the non-freeway network maintained by MDOT. Similar to the case of freeways, locations where the speed limits were increased were identified and labeled as increase sites. Control sites having similar traffic and roadway characteristics were identified for comparison purposes. Including control group also allowed us to determine any spillover effects occurring on control locations due, in part, to increases occurring elsewhere in the system.

Prior to the speed limit increases in mid-2017, the research team identified locations on the MDOT rural two-lane highway network where periodic spot-speed data collection would be performed before and after implementation of the increased speed limit. The change in speed limits at different segments including speed transition zones and curves, occurred during different months of late 2017, to meet the appropriate signage and marking requirements. As the speed limit increases mostly occurred in MDOT’s most rural Superior and North regions, the majority of both the speed limit increase and control sites were selected from those areas. Additional control sites were selected from central and southern Michigan to provide representation among other regions where the 55-mph speed limit was retained.

The data collection setup at most locations occurred along straight, flat (i.e., grades less than 2 percent) sections of highway. However, a select group of horizontal curves with advisory speeds below 55 mph were also included as such locations have been shown to exhibit disproportionately high numbers of speed-related crashes. Generally speaking, no more than one site was selected per county along a specific highway route. Figure 21 provides a map of the routes where speed limits were increased to 65 mph, in addition to identified locations where data were collected for both the speed limit increase and control sites.

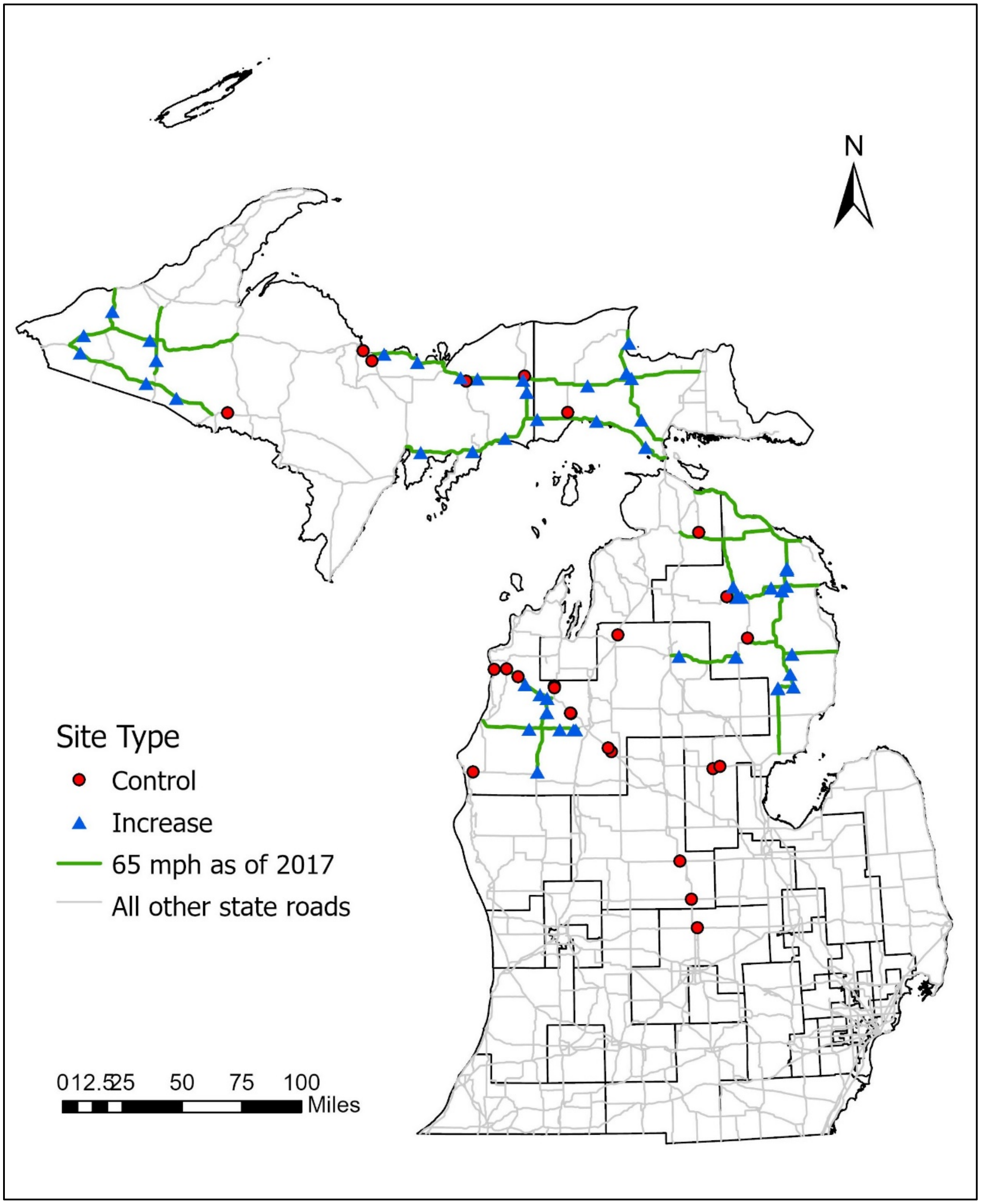

Figure 21 Location of Speed Limit Increase and Control Sites for Speed Data Collection on Non-Freeways

3.2.2 Data Collection

The speed data were collected using hand-held LIDAR guns and also using video cameras. Data were collected from a total of 95 sites. At each location, spot speed data were obtained from covert roadside locations using either elevated high-definition video cameras or handheld LIDAR speed guns. The sites include 67 locations (30 camera sites and 37 LIDAR sites) at which the speed limits were increased, as well as 28 control sites (18 camera sites and 10 LIDAR sites) where the 55-mph limit remained in place.

Three waves of speed data collection were performed as a part of this study. The initial wave occurred during the late spring and summer of 2017 prior to the speed limit increases. Data for the periods after the speed limit increases were collected during late spring and summer of 2018 and 2019. Data were collected between the hours of 8:30 am and 6:30 pm on weekdays under clear weather and dry pavement conditions. Similar data collection procedure was adopted as detailed in the section 3.1.1. At each site, 100 speed measurements for passenger vehicles and at least 10 for heavy vehicles in each direction of travel under free-flow conditions were collected. Due to the rural nature of these highways, free flow conditions were typically present during the data collection.

For the data collection with high definition video cameras, the cameras were temporarily installed on a telescoping pole at covert roadside locations. After completion of the field video recordings, a team of trained reviewers manually performed a frame-by-frame review of the videos to assess the time required for each vehicle to traverse a fixed distance between known reference markers. Vehicle classification, headway, and hourly volume in the direction of speed data collection during each study period were also recorded. Vehicles were classified as passenger vehicles, passenger vehicles with trailers, truck, single unit, tractor-trailer, motorcycle, farm equipment, or all-terrain vehicle. As the camera dataset included all the vehicles during the observation time, the dataset was filtered to include only vehicle observations with a minimum headway of 4.0 seconds.

The collected and calculated data were tabulated and coded into a single data file for subsequent analyses. The initial data set included complete records for 62,939 vehicle observations collected across the three data collection periods from the 95 sites. Prior to the analyses, the dataset was filtered to exclude motorcycles, all-terrain vehicles, farm equipment, passenger vehicles with trailers, and any other observations where free-flow condition could have been compromised (e.g., bicyclist or pedestrian on the shoulder, turning vehicles, passing vehicles, vehicles with brake lights on).

Additional traffic and roadway geometry information were obtained through MDOT sufficiency file and were integrated with the speed data using similar method described earlier for the freeway speed data integration.

3.2.3 Aggregate Data Summary

For all analysis purposes, the LIDAR and camera speed data are combined. Figure 22 and Figure 23 present the aggregated speed trends for passenger cars and heavy vehicles on increase sites and control sites, respectively. The figures provide details for the periods immediately before, one year after, and two years after the speed limit increases went into effect and only for the tangent segments as speeds were significantly different during all periods at the horizontal curve locations.

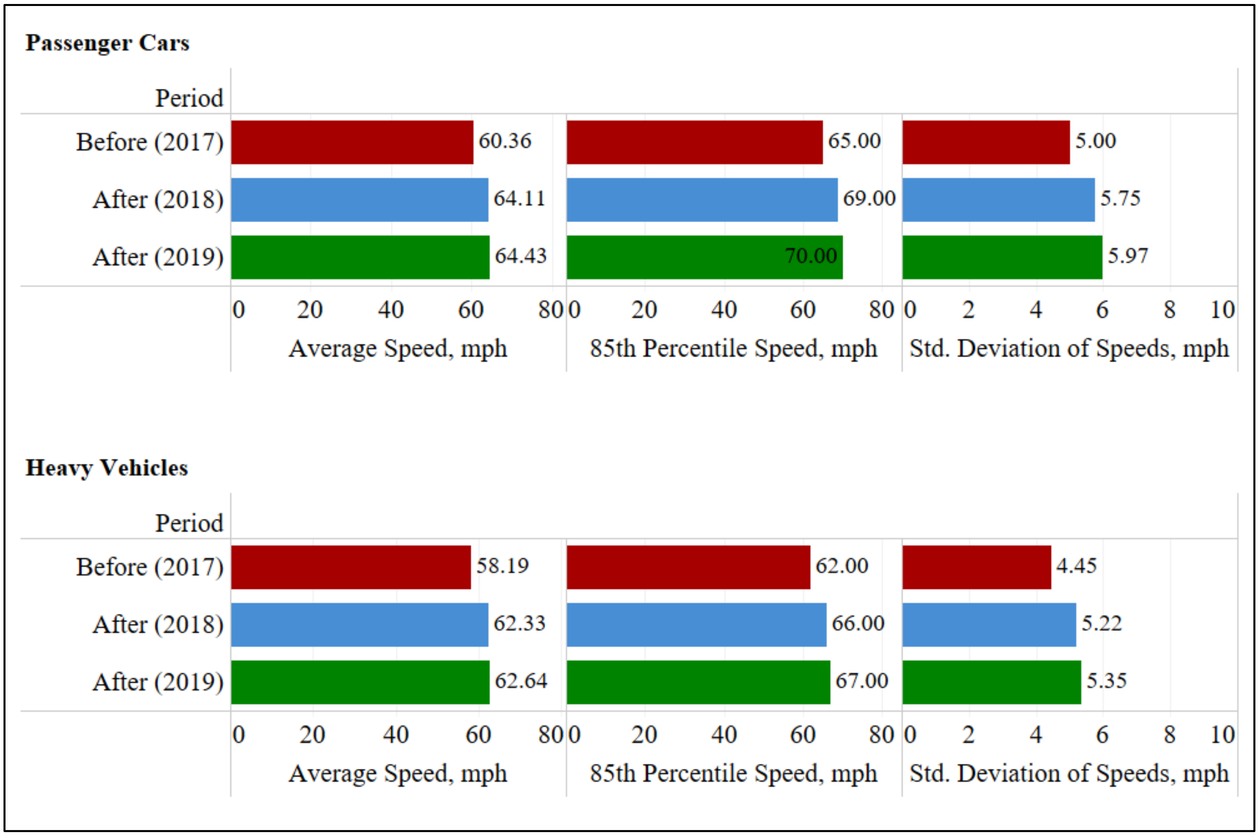

Figure 22 Aggregated Speed Trends on Increase Sites by Vehicle Type

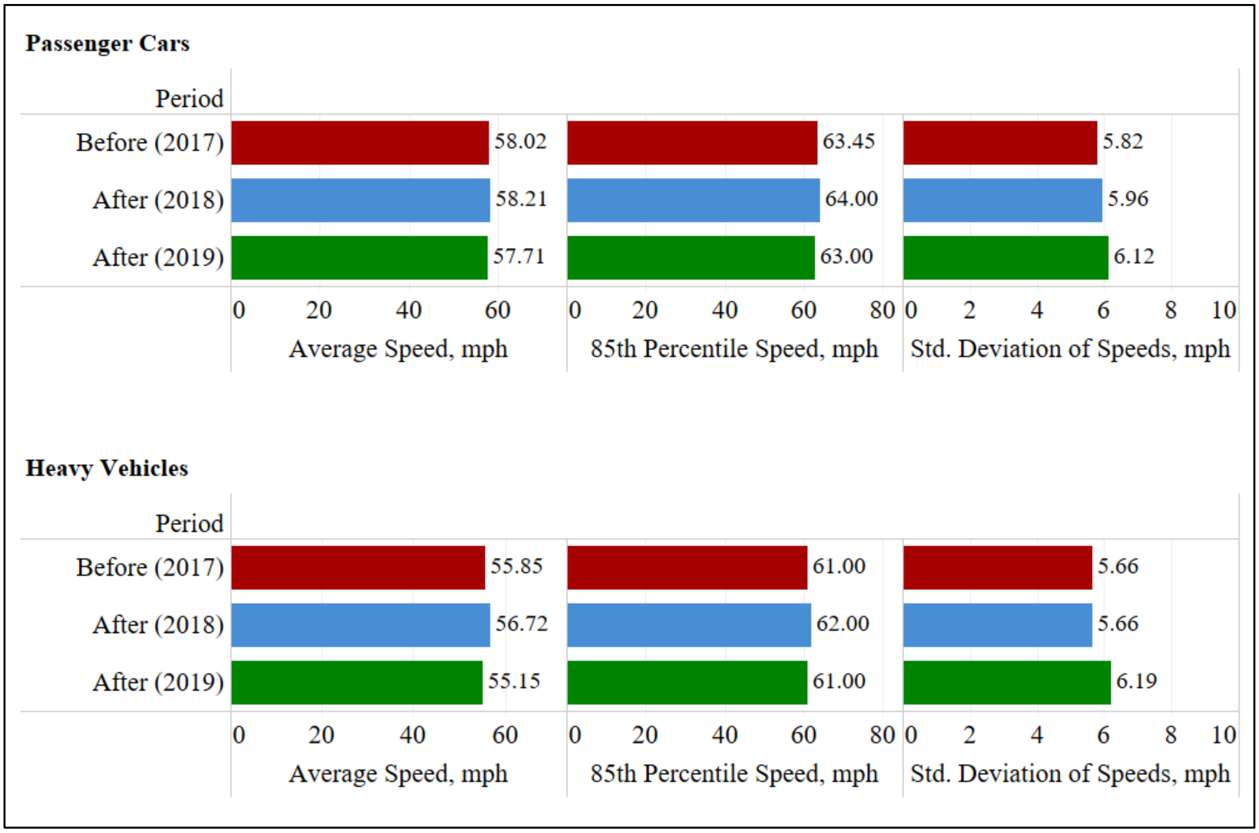

Figure 23 Aggregated Speed Trends on Control Sites by Vehicle Type

These aggregate-level results show the average speeds of passenger cars were 3.8 mph higher after one year and 4.1 mph higher on the increase sites after two years compared to the pre-increase period. For heavy vehicles, these increases were 4.1 mph and 4.5 mph, respectively. The 85th percentile speeds increased by 4.0 mph after one year and 5.0 mph after two years for both vehicle types. Importantly, the speed standard deviation (averaged across all sites) also increased following the speed limit increase. This suggests there was significant variability in the magnitude of increases across the distribution of drivers. On the control sites, no significant differences were observed in the mean speed, 85th percentile speed, and standard deviation in speeds between the before-increase and after-increase periods.

Considering the percentage of drivers driving above the posted speed limits before and after speed limit increases, Table 8 and Table 9 show the speed limit violation rates by different thresholds and by vehicle type for increase sites and control sites, respectively.

Table 8 Percentage of Vehicles Driving Over Different Thresholds Before and After Speed Limit Increase on Increase Sites

Period	Over speed limit (%)	5 mph over speed limit (%)	10 mph over speed limit (%)
		Passenger Vehicles	
Before (2017)	90.92	51.81	9.14
After (2018)	37.86	5.09	0.50
After (2019)	40.86	8.21	0.70
		Heavy Vehicles	
Before (2017)	88.89	27.11	1.59
After (2018)	16.32	0.52	0.52
After (2019)	20.98	1.02	0.00

Table 9 Percentage of Vehicles Driving Over Different Thresholds Before and After Speed Limit Increase on Control Sites

Period	Over speed limit (%)	5 mph over speed limit (%)	10 mph over speed limit (%)
		Passenger Vehicles	
Before (2017)	84.88	35.15	6.87
After (2018)	84.22	39.94	9.75
After (2019)	88.77	45.29	8.97
		Heavy Vehicles	
Before (2017)	77.46	19.30	0.00
After (2018)	70.49	25.55	2.82
After (2019)	81.37	41.18	6.48

The results show that the speed limit compliance improved significantly after the speed limits were increased. The percentage of drivers driving over the speed limit reduced from 91% in 2017 to 38% and 41% in 2017 and 2018, respectively. The reductions were more pronounced for those vehicles traveling at 5 mph (5% to 8%) or 10 mph (less than 1%) over the speed limit.

For heavy vehicles, the compliance rates before the speed limit increase were similar to those of passenger vehicles. After the speed limits were increased, compliance increased to a higher extent compared with passenger cars. Only 16.3% to 21.0% of heavy vehicles were traveling over the speed limit and less than 1% were traveling at 5 mph or more above the posted limit. This result is partially attributable to many trucking companies using speed-limiting devices, which restrict maximum operating speeds. The use of these devices introduces an inherent upper limit to truck operating speeds (Savolainen et al., 2014).

Similar violation rate data are presented for the controls sites in Table 9. In general, the violation rates tended to increase among both passenger vehicles and large trucks, with the increases in trucks generally being more pronounced. This suggests some general changes in speed selection, even at the sites where limits were not increased.

3.2.4 Statistical Analysis

It is important to note that the aggregate data provide results at an aggregate level and do not consider the effects of traffic volume and geometric characteristics. These factors were considered in the regression analysis, along with similar data for the control locations.

Most of the prior studies evaluating impact of speed limit increase utilized aggregated data and compared before-after speed metrics using ordinary least squares (OLS) regression techniques (Enustun et al., n.d.; Gates et al., 2015b; Gayah et al., 2018; Hu, 2017; Retting & Cheung, 2008), ANOVA, and t-tests (Borg, 1975; Dissanayake & Shirazenijad, 2018; R. S. Shirazinejad & Dissanayake, 2018a). Although, these methods have been successful in proving significant changes in speed following the speed limit increases, they lack the ability to provide further details on driver speed selection behavior. While ordinary least squares (OLS) has been the most widely applied method for the analysis of speed data in a regression setting, there are several important limitations to OLS considering the study context. First, speed data tend to be skewed and, as such, the estimates for the conditional mean are not necessarily reflective of the entire speed distribution. Secondly, there is particular interest in the higher and lower quantiles. For example, the 85th percentile is still widely used as a metric for establishing speed limits and, as such, changes in this metric are of particular interest. There is also a potential concern as to drivers who are uncomfortable traveling at the highest speeds, which may result in platooning and high-risk passing by other motorists. Quantile regression is an appealing alternative to OLS as this allows for estimation of the entire conditional distribution rather than just the conditional mean. A few prior studies have successfully utilized quantile regression approach to analyze speed data (Bel et al., 2015; Hewson, 2008). To the best of our knowledge, this is one of the first studies using this technique to evaluate impact of speed limit policy change. For the purposes of this study, the analysis focuses on the 15th, 50th, and 85th percentile speeds. In addition, separate models are estimated for passenger cars and heavy vehicles to determine how speed selection within both groups were impacted by the speed limit increase. Quantile models are similar to OLS linear regression models as they also assume an additive relationship between the dependent variable and the independent variables. However, unlike OLS, quantile regression does not make any assumptions about the distribution of the dependent variable and is more resilient to the influence of outliers (Das et al., 2019).

The general form of the quantile regression model is similar to that of a linear regression model. Quantile levels are denoted by τ, which represents the value of the dependent variable below which the proportion of the conditional response population is τ. Within the context of this study, the quantile regression model takes the form shown in Equation 5:

$$Q_\tau(y_i) = \beta_0(\tau) + \beta_1(\tau)x_{i1} + \beta_2(\tau)x_{i2} + \cdots + \beta_p(\tau)x_{ip} + \varepsilon_i \qquad \text{Eq. 5}$$

where $Q_\tau(y_i)$ is the τth quantile of the speed distribution, x_{ij} are observed independent variables associated with observation i, and ε_i is a random error term with mean equal to zero. The beta coefficients $\beta_j(\tau)$ are now the functions of quantile level τ. The $\beta_j(\tau)$ parameters are estimated by solving the minimization problem:

$$\min_{\beta_0(\tau),\cdots,\beta_k(\tau)} \sum_{i=1}^{n} \rho_\tau \left(y_i - \beta_0(\tau) - \sum_{j=1}^{p} x_{ij}\beta_j(\tau) \right) \qquad \text{Eq. 6}$$

where $\rho_\tau(r) = \tau \max(r, 0) + (1 - \tau) \max(-r, 0)$. The function $\rho_\tau(r)$ is referred to as the check loss which gives asymmetric weights to each of the individual error r for each data point, depending on the quantile and the sign of the error. The function max () returns the maximum value in the parenthesis. Thus, for positive errors, the check function multiplies the error by τ, and by $(1 - \tau)$ if the error is negative. Minimizing equation 6 results in minimum median absolute deviation for the quantile model. For each quantile level τ, the solution to this minimization problem yields a distinct set of regression coefficients (Koenker, 2005). The quantile regression was conducted using R-Studio in order to estimate a model for the 15th, 50th, and 85th percentile speeds.

The same set of predictor variables were included in each model. This included binary indicator variables for the study period (before vs. after) and site type (increase vs. control), hourly volume during the observation period, lane width, degree of curve, MDOT region, and presence of passing lanes or passing restrictions. Although the dataset included several other variables, including shoulder width and type, terrain, pavement type, and time-of-day, these variables were not found to be statistically significant. Table 10 provides the mean and standard deviation of variables considered in the analysis.

Table 10 Descriptive Statistics of Parameters Considered in Analysis (n = 46,162)

Parameters	Mean	Std. Dev.
Traffic volume (veh/hr)	280.00	247.84
Before-control sites (1 if yes; 0 if no)	0.13	0.33
Before-increase sites (1 if yes; 0 if no)	0.21	0.41
After-control sites (1 if yes; 0 if no)	0.24	0.43
After-increase sites (1 if yes; 0 if no)	0.42	0.49
Passenger vehicle (1 if yes; 0 if no)	0.89	0.31
Heavy vehicle (1 if yes; 0 if no)	0.11	0.31
Normal section or one-way passing lane (1 if yes; 0 if no)	0.90	0.31
Two-way passing lanes (1 if yes; 0 if no)	0.10	0.31
Passing permitted (1 if yes; 0 if no)	0.80	0.40
Passing restricted (1 if yes; 0 if no)	0.20	0.40
Lane width =12 feet (1 if yes; 0 if no)	0.74	0.44
Lane width =11 feet (1 if yes; 0 if no)	0.26	0.44
Degree of curvature =0 (1 if yes; 0 if no)	0.86	0.35
Degree of curvature <5 (1 if yes; 0 if no)	0.08	0.27
Degree of curvature =5-10 (1 if yes; 0 if no)	0.04	0.20
Degree of curvature >10 (1 if yes; 0 if no)	0.02	0.14
MDOT region =Superior (1 if yes; 0 if no)	0.43	0.50
MDOT region =Bay (1 if yes; 0 if no)	0.06	0.24
MDOT region =North (1 if yes; 0 if no)	0.46	0.50
MDOT region =Grand (1 if yes; 0 if no)	0.04	0.19
MDOT region =University (1 if yes; 0 if no)	0.01	0.11

Results of the quantile regression models are provided in Table 11 and Table 12 for passenger vehicles and heavy vehicles, respectively. For each quantile model, parameter estimates are provided, along with standard errors and the p-value that corresponds to the t-statistic used to evaluate whether each of these parameters was significantly different than zero. For each quantile, a separate model and the model equation can be written using the parameter estimates showed in Table 10. This allows for an interpretation of how speeds at each quantile change with respect to each parameter of interest. It is also important to note that these models have been calibrated such that the baseline conditions correspond to a control site (where the speed limit was not increased) during the period before the increases had occurred. The period and site type variables allow for an assessment of the differences in speeds between the increase and control sites, as well as between the two study periods. For example, the 15th percentile (i.e., $\tau = 0.15$) passenger vehicle speeds where limits increased were 4.8 mph higher (after the speed limit increases) compared with the control sites during the period before the increases were introduced. The effects of the speed limit increases can be discerned by comparing the parameter estimates between the ‘‘before-increase sites’’ and ‘‘after-increase sites’’ indicator variables. In this case, the increase in 15th percentile passenger vehicle speeds is 2.35 mph (4.7922.44 mph= 2.35 mph). Similarly, the increases at the 50th and 85th percentiles are 4.02 and 4.65 mph, respectively.

Table 11 Linear Quantile Regression Model for Passenger Vehicle Speeds

Dependent Variable = Speed of PC (n = 41,223)						
	τ = 0.15		τ = 0.50		τ = 0.85	
Parameters	**Estimate (Std. Error)**	**P-value**	**Estimate (Std. Error)**	**P-value**	**Estimate (Std. Error)**	**P-value**
Intercept	58.05 (0.48)	<0.01	62.65 (0.34)	<0.01	69.37 (0.45)	<0.01
Ln(Hourly Total Volume)	-1.15 (0.07)	<0.01	-0.93 (0.05)	<0.01	-1.16 (0.07)	<0.01
Period and Site Type						
Before-control sites			*Base Condition*			
Before-increase sites	2.44 (0.16)	<0.01	1.74 (0.11)	<0.01	0.88 (0.17)	<0.01
After-control sites	-0.42 (0.16)	<0.01	-0.10 (0.11)	0.36	0.02 (0.16)	0.90
After-increase sites	4.79 (0.17)	<0.01	5.76 (0.10)	<0.01	5.53 (0.17)	<0.01
Cross-section						
Normal/one-way passing			*Base Condition*			
Two-way passing	0.92 (0.13)	<0.01	0.63 (0.11)	<0.01	1.89 (0.12)	<0.01
Lane Width						
12 feet			*Base Condition*			
11 feet	-0.61 (0.12)	<0.01	-0.98 (0.06)	<0.01	-1.10 (0.11)	0.07
Passing						
Restricted			*Base Condition*			
Permitted	2.08 (0.17)	<0.01	1.38 (0.08)	<0.01	0.98 (0.08)	<0.01
Degree of Curvature						
0			*Base Condition*			
<5	-4.90 (0.31)	<0.01	-1.95 (0.13)	<0.01	-0.49 (0.21)	0.02
5-10	-11.86 (0.15)	<0.01	-11.23 (0.23)	<0.01	-8.87 (0.31)	<0.01
>10	-25.52 (0.29)	<0.01	-27.04 (0.21)	<0.01	-15.28 (0.91)	<0.01

For comparison purposes, Figure 24 and Figure 25 provide graphical comparisons of the parameter estimates for each quantile, along with the same estimates for an OLS model of mean speeds for both vehicle types. When examining these plots, the OLS parameter estimates are reflected by a horizontal line, along with the associated 95 percent confidence intervals for each of the OLS parameters. If the quantile regression parameters fall outside of these bounds, it is reflective of differences that are statistically significant at this same confidence level. It is clear from these respective tables and figures that quantile regression is able to identify relationships in the data that would not be possible under the more typical OLS framework. The following section presents a more comprehensive discussion on the model results.

Table 12 Linear Quantile Regression Model for Heavy Vehicle Speeds

Dependent Variable = Speed of HV (n = 4,939)						
	τ =0.15		**τ =0.50**		**τ =0.85**	
Parameters	**Estimate (Std. Error)**	**P-value**	**Estimate (Std. Error)**	**P-value**	**Estimate (Std. Error)**	**P-value**
Intercept	54.69 (1.70)	<0.01	61.05 (0.98)	<0.01	65.38 (0.98)	<0.01
Ln(Hourly Total Volume)	-1.02 (0.26)	<0.01	-0.98 (0.15)	<0.01	-0.87 (0.15)	<0.01
Period and Site Type						
Before-control sites			*Base Condition*			
Before-increase sites	2.31 (0.58)	0.01	1.38 (0.33)	0.07	0.85 (0.34)	0.01
After-control sites	-0.37 (0.56)	0.51	-0.45 (0.31)	0.14	0.29 (0.32)	0.36
After-increase sites	4.91 (0.57)	<0.01	5.74 (0.32)	<0.01	5.23 (0.28)	<0.01
Cross-section						
Normal/one-way passing			*Base Condition*			
Two-way passing	0.90 (0.52)	0.08	0.55 (0.33)	0.09	1.73 (0.46)	<0.01
Lane Width						
12 feet			*Base Condition*			
11 feet	0.86 (0.36)	0.02	0.15 (0.24)	0.52	0.58 (0.20)	<0.01
Passing						
Restricted			*Base Condition*			
Permitted	2.47 (0.45)	<0.01	1.37 (0.32)	<0.01	0.35 (0.36)	0.33
Degree of Curvature						
0			*Base Condition*			
<5	-7.16 (0.94)	<0.01	-3.43 (0.51)	<0.01	-2.06 (0.50)	<0.01
5-10	-12.23 (0.51)	<0.01	-12.97 (0.64)	<0.01	-9.60 (0.96)	<0.01
>10	-27.34 (0.75)	<0.01	-28.92 (0.84)	<0.01	-18.10 (2.64)	<0.01

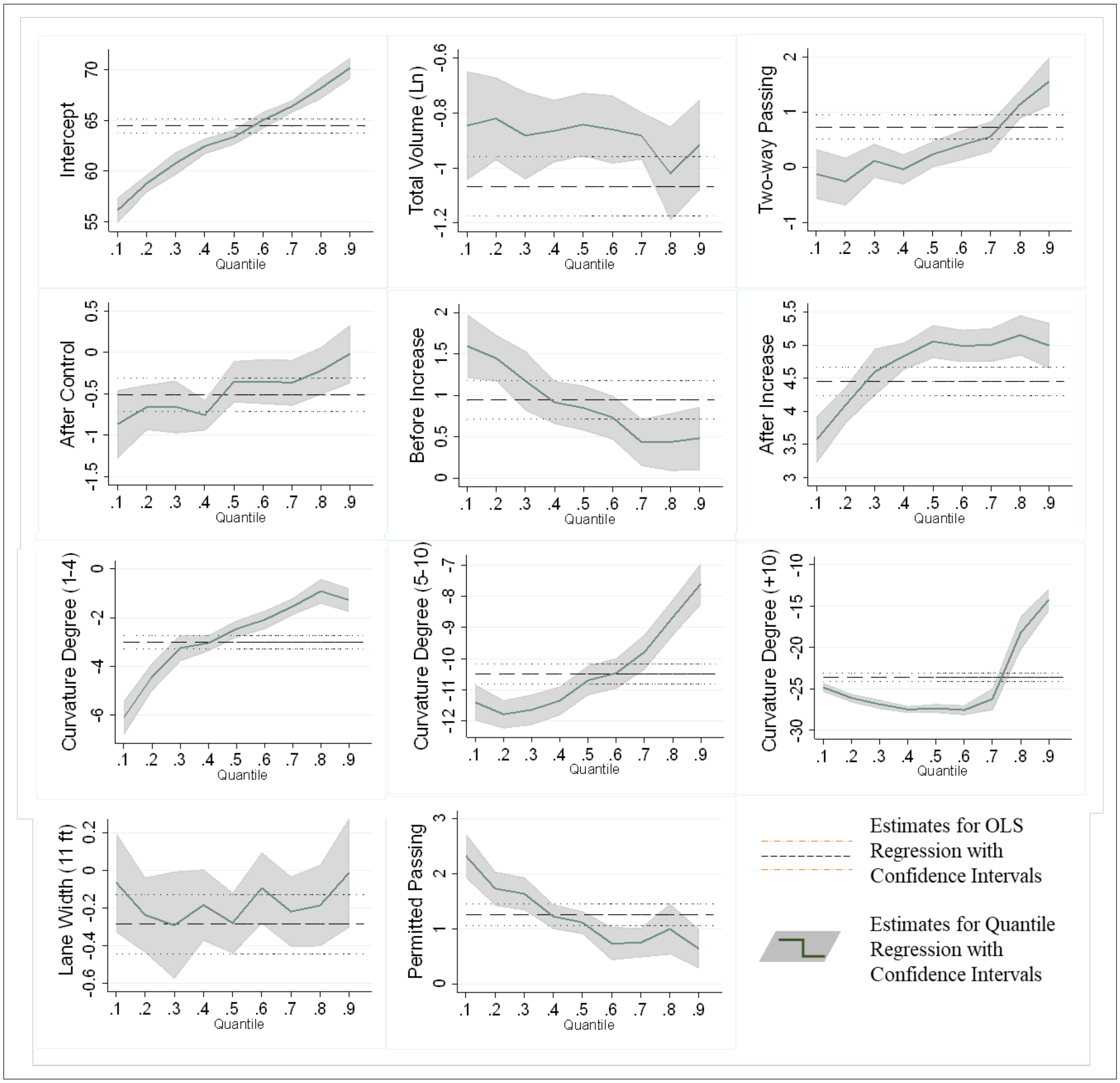

Figure 24 Plot of Parameter Estimates for Speed Quantiles for Passenger Cars

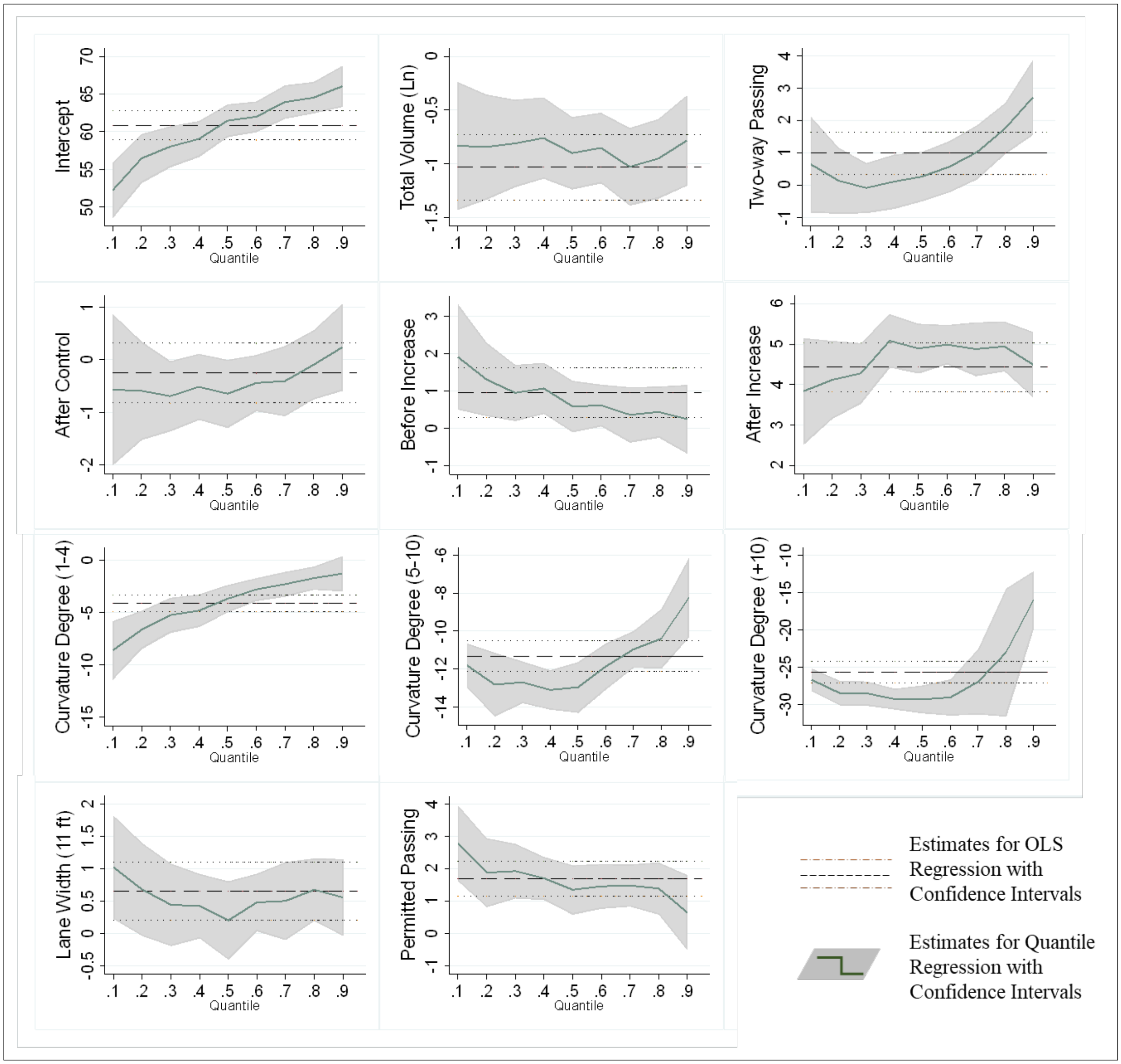

Figure 25 Plot of Parameter Estimates for Speed Quantiles for Heavy Vehicles

3.2.5 Discussion of Model Results

3.2.5.1 Effect of Speed Limit Increases

First, it should be noted that the sites where the speed limits were increased tended to have higher speeds than the control sites. Although the control sites were matched by traffic volume, geometric characteristics, and proximity to the sites where limits were increased, these results were expected, as the prior operating speeds were one of the factors considered in the selection of the segments where speed limits were changed (39). The 15th, 50th, and 85th percentile speeds were 58.1, 62.7, and 69.4 mph, respectively, when the 55-mph limit was in place (with other parameters set to zero).

Before the speed limit change, speeds ranged from 0.9 to 2.4 mph higher among passenger cars and 0.9 to 2.3 mph higher among heavy vehicles at the sites where the increases would subsequently occur.

It is interesting to note that these differences were largest for the lowest quantile and smallest for the highest quantile. This suggests that drivers who tend to travel the fastest also tend to maintain these higher speeds without considering other roadway conditions when the speed limit is the same. In contrast, drivers who travel at lower speeds tend to increase their speeds when conditions are more favorable, as they tended to be at the sites where speed limits were increased. Although it is not possible to determine directly from the available data, this may help to explain why crash risks tend to be exacerbated at higher speeds as this subset of drivers seems less apt to reduce their speeds based on contextual factors. This point will arise during subsequent portions of the discussion, as well.

Following the speed limit increases, significant increases were experienced across the entire speed distribution at sites where the limits were increased. Among passenger vehicles, these increases were 2.8, 4.1, and 4.6 mph for the 15th, 50th, and 85th percentiles, respectively. The corresponding speed increases for heavy vehicles were 3.0, 4.8, and 4.1 mph for these same percentiles. The increase in speeds was again higher in the upper portion of the distribution (i.e., the 50th and 85th percentiles), suggesting that the most aggressive group of drivers tended to increase their speeds by a greater margin.

In general, these results are also similar to findings from prior studies, which have shown that operating speeds increase by roughly half the magnitude of the actual speed limit increase (Mark Freedman & Esterlitz, 1990b; Gates et al., 2015b; Kockelman, 2006; Lynn & Jernigan, 1992; Upchurch, 1989). Interestingly, speeds either remained unchanged or decreased at the control sites across all quantiles and for both vehicle types. This is in contrast to prior research, which has suggested a potential spillover effect on adjacent roads (Alhomaidat et al., 2020).

3.2.5.2 Effect of Site Characteristics

Turning to the other site characteristics that were found to be related to speed selection, several of the roadway-related variables also showed interesting associations with specific quantiles of the speed distribution. First speeds were consistently reduced during periods when traffic volumes were higher. As all the vehicles included in this analysis included headways of at least 4.0 s, this is likely reflective of the relative density of traffic over the course of the segment, including upstream of the speed observation location.

Similar findings emerged when considering the effects of geometric and traffic characteristics that related to passing. Speeds tended to be marginally different among the 50th percentile vehicles along four-lane cross-sections, which included passing relief lanes in both directions. However, the 15th and the 85th percentile speeds were 0.9 and 1.9 mph higher among passenger vehicles, respectively, and 0.9and 2.0 mph higher among trucks, respectively. This shows that the slower and faster drivers tend to increase their speeds significantly along these extended passing sections.

Related to this result, two-lane segments where passing was allowed (without passing relief lanes) showed higher speeds across the entire distribution, although the magnitude of this difference was greatest at lower speeds. This reinforces some of the same patterns alluded to previously. The lowest speed drivers appear to adapt their speeds more based on changes in the driving environment. It is difficult to determine what the causes are for this behavior, though potential explanations may include greater risk aversion among this group or lower levels of comfort under higher stress driving environments. This finding generally aligns with previous results (Dixon et al., 1999; Russo et al., 2015; Savolainen et al., 2018b).

One of the most interesting results related to horizontal curvature. There was significant variability in the sharpness of the curves included in the sample of study sites. Each site was classified into one of four groups based on its degree of curvature, which ranged from 0 (tangent sections), to 5 (radius= 1,146 ft), to 10 (radius= 574 ft), or more. For both vehicle types and all quantiles, speeds were consistently reduced as the horizontal curves became tighter. These speed reductions were again consistently greater among the lowest speed quantiles and lower among the highest speed quantiles. On the largest radius (i.e., broadest) curves, the 85th percentile vehicles reduced their speeds by only 0.5 and 2.1 mph among passenger vehicles and trucks, respectively. In contrast, speed reductions among the 15th percentile vehicles were 4.9 and 7.2 mph, respectively. These same general trends held for the intermediate radius curves. For the sharpest curves in the sample, reductions were 15.3 and 18.1 mph among the 85th percentile passenger vehicles and trucks and 25.5 and 27.3 mph within the 15th percentile vehicles, respectively.

Lastly, lane width also had significant impacts on speed selection. Passenger vehicles reduced their speeds on 11-ft lanes compared with 12-ft lanes, with the greatest differences being 1.1 mph among the 85th percentile vehicles. Among heavy vehicles, speeds were actually higher on the 11-ft lanes, although the results were not statistically significant at the 50th percentile. Collectively, these results suggest that lane widths may not have a substantive impact on speeds at widths of 11 ft or above for heavy vehicles.

3.3 Summary

The primary purpose of the speed limit on a highway is to provide improved operations and safety by improving efficiency and reducing the number and severity of crashes. The speed limit on several highways in the state of Michigan was increased recently in 2017. The present study explores the influence of this increased speed limit on the speed distribution of vehicles, along with studying the road and site-specific factors that influence the driver speed selection by using the statistical approach separately for freeways and non-freeways. The results from this study provide important insights into the impacts of speed limit increases on the underlying speed selection behavior of drivers.

For limited-access facilities, three different types of speed data were collected, free-flow speeds using handheld LIDAR, aggregated speeds from MDOT PTR stations, and aggregated speeds using probe vehicle data through RITIS. Free-flow speed data were collected from a total of 79 different locations on eight different limited access freeways before and after increasing the speed limit using LIDAR. The aggregated speed data from MDOT PTR stations include 12 increase sites and 23 control sites. The RITIS dataset includes the entire Michigan freeway network where either a 70-mph or 75-mph speed limit was in place. Broadly, the results show that the effect of speed limit increases on the free-flow speeds and the aggregated speeds are different. The 5-mph increase in speed limits increased the free-flow speeds by 1.1 mph to 2.8 mph, while the PTR speeds increased by 2.6 mph to 3.2 mph, and the probe vehicle speeds showed an increase of 1.4 mph to 1.8 mph. These increases were different across different percentiles which shows variations in increases in speeds among drivers. The magnitude of these increases was found to be the highest among the faster-traveling drivers, while the lowest speed drivers tend to increase their speeds by the lowest amount. This difference in speed selection behavior leads to greater variability in speeds which increased by 3.5 mph considering the PTR speeds, and 0.4 mph when considering the speed data from probe vehicles. However, the free-flow speeds saw a marginal increase of 0.2 mph in their standard deviation. Since the increases in free-flow speeds across different driver groups were similar, the variability in free-flow speeds was negligible. Additionally, the magnitude of increases in speeds among different groups of drivers varied depending upon the road characteristics considering traffic volume, percentage of heavy vehicles, road geometry, median width, and shoulder width.

The slower-moving drivers tended to get affected the most when their driving environments were changed. Faster moving drivers, on the other hand, maintained their speeds irrespective of the changes made to their driving conditions. This was generally true for both the free-flow speeds as well as the aggregated PTR speeds and speeds from probe vehicle data. Interestingly, the magnitudes of these changes were the highest among the PTR speeds, followed by free-flow speeds, and the least in the probe vehicle speeds.

For the non-freeway network, spot-speed data from 95 study locations provided very high-fidelity data on the speed selection of more than 46,000 drivers under free-flow conditions. This included 67 road segments where speed limits were increased from 55 to 65 mph, as well as 28 control sites where the speed limit was a consistent 55 mph over the 3-year study period. From a big-picture perspective, the results show that the 10-mph speed limit increases resulted in travel speeds that were generally between 2.8 and 4.8 mph higher across the distributions of both passenger vehicles and large trucks. Along with these increases, compliance with the new, higher speed limits tended to improve significantly among passenger cars and, particularly, large trucks. Notably, the travel speed increases varied significantly among subsets of drivers and the magnitude of the speed increases tended to be highest among the top end of the speed distribution. In contrast, the lowest speed drivers increased their speeds by the least amount. For both the vehicle types, the increase in standard deviation of speeds were generally in the range of 0.8 to 0.9 mph. The magnitude of the changes in speed limits also varied significantly based on roadway characteristics, including between passing and no-passing zones, along passing relief lanes, lane widths and, particularly, on horizontal curves.

Collectively, the analysis results from both the freeways and non-freeways have shown that the driver speed selection behavior largely depends on posted speed limits and their driving environments, particularly on two-lane highways. Moreover, different groups of drivers adjust their speeds by different magnitude when their driving environments are changed. This also results in increased speed variance which directly affects traffic safety.

4 EFFECT OF SPEED LIMIT INCREASE ON TRAFFIC SAFETY

The increases in speed limits have significantly affected average travel speeds, as well as the variability in speeds on both the freeway and non-freeway systems as discussed in Chapter 3. These changes in travel speeds, in turn, are expected to influence safety trends along these same roadways. This chapter presents the results of traffic safety analyses that were conducted to discern changes in crashes that occurred after the speed limit increases were introduced. Analyses are presented separately for the limited-access freeway network, as well as the non-freeway network.

Several types of analyses were conducted at varying levels of sophistication. First, comparisons were made between the raw frequency and rate of crashes before and after the increases were introduced. Next, a series of simple before-after comparisons were made. This includes consideration of changes in traffic volumes, as well as contemporaneous trends at control sites. Lastly, empirical Bayes (EB) evaluations were conducted to account for the regression-to-the-mean effect, as well as changes in other factors, such as weather patterns and economic conditions. Three years of data were collected in the before period (2014-2016) and two years of data were collected in the after period (2018-2019).

4.1 Data Collection and Preparation

For all analysis purposes, MDOT sufficiency file was used as the base file. As described previously in Section 3.1.1, the sufficiency file was prepared for a total of five years- three years for the before period (2014-2016), and two years for the after period (2018-2019). Crash data for the state of Michigan were obtained from Michigan State Police (MSP). Each crash has details about the location and time of occurrence along with crash severity and several other driver, roadway, and environmental related factors such as weather, driver sobriety, any changes to roadway at the time of crash such as construction, etc. The annual number of crashes occurring on each segment was calculated, both overall, as well as for the most severe level of injury severity sustained in the crash as per the 5-point KABCO scale, where K represents fatal crashes, A, B, and C denote serious, minor, and possible injury crashes, respectively, and O denotes property damage only (PDO) crashes.

4.2 Methodology

This section is divided into four subsections. Section 4.2.1 describes the definitions used for the various analyses described below. Section 4.2.2 presents the characteristics of the simple or naïve before-after study. Section 4.2.3 describes the underpinnings of the before-after study with reference group. And Section 4.2.4 summarizes how the EB method is conducted in a context of a before-after study.

4.2.1 Definitions

Independent of the method used, before-after studies are usually accomplished using two tasks (Hauer, 1997):

1. Task 1: Predict what would have been the safety of a site in the after period, had the treatment not been implemented.
2. Task 2: Estimate the safety of the treatment at the site after implementation.

For accomplishing these two tasks, the following terms need to be explained:

- The variable π is defined as the expected number of crashes at a specific site in the after period if the treatment has not been implemented. This variable only applies for the targeted crashes (i.e., total, run-off-road, etc.) and/or their severity (i.e., fatal, incapacitating injury, property damage only, etc.). π is referred to as the 'predicted value'.

- The variable λ is used to define the expected number of crashes in the after period (after the implementation of the treatment). λ is referred to as the 'estimated value'.

The effects of a treatment are estimated by comparing both variables above in the following manner:

- The reduction (or increase) in the expected number of crashes is given as $\delta = \pi - \lambda$. A positive number indicates a decrease in the expected number of crashes.
- The ratio or the Index of Safety Effectiveness is defined as $\theta = {}^{\lambda}/_{\pi}$. If the number of crashes analyzed is below 500 for the before period, θ needs to be adjusted by the following factor: $1 + Var\{\pi\}/\pi^2$. This adjustment is used to minimize the bias caused by a small

sample size. The Index of Safety Effectiveness therefore becomes as shown in Equation 7. A value below 1.0 indicates a reduction in the number of crashes.

$$\theta = \frac{\lambda/\pi}{1+Var\{\pi\}/\pi^2} \qquad \text{Eq. 7}$$

The variable $Var\{\pi\}$ is referred to as the variance of π, while the variable $Var\{\lambda\}$ is referred to as the variance λ. The variance is a measure of uncertainty associated with the estimated value. The variance of the reduction, δ, is calculated as shown in Equation 8. The variance of the Index of Safety Effectiveness is calculated as shown in Equation 9.

$$Var\{\delta\} = Var\{\pi\} + Var\{\lambda\} \qquad \text{Eq. 8}$$

$$Var\{\theta\} = \theta^2 \left[\frac{(Var\{\lambda\}/\lambda^2)+(Var\{\pi\}/\pi^2)}{(1+Var\{\pi\}/\pi^2)^2}\right] \qquad \text{Eq. 9}$$

Table 13 lists the variables used when a reference/control group is utilized. The Latin characters represent the number of crashes that occurred at the sites under study. The Greek letters represent the expected or estimated number of crashes at those sites. How these variables are used is described below.

Table 13 Observed and Expected Number of Crashes

	Treatment Group	**Reference Group**
Before	K, κ	M, μ
After	L, λ	N, ν

The safety effectiveness of an intervention is estimated using a 4-step process (Hauer, 1997):

1. Estimate λ and π.
2. Calculate the variance of λ and π. As discussed above, they are defined as Var{λ} and Var{π}, respectively.
3. Estimate the difference δ and the Index θ.
4. Calculate the variance of δ and θ. They are defined as Var{δ} and Var{θ}, respectively.

The steps above are done for each site individually and the estimated and predicted values, as well as their variances, are summed for all the sites that are analyzed simultaneously. Additional discussion on this topic is presented in the EB method below. The next three subsections present the characteristics of the three methods used for this study.

4.2.2 Naïve Before-After Study

The naïve before-after study is the simplest method among those used for evaluating the safety effects of interventions (Hauer, 1997; Lord et al., 2021). The goal of this method is to collect crash data that occurred during the before period and use them as the predicted value for the after period (π). With this method, the number of crashes can be adjusted for the differences in traffic flow and the length of the study period before and after the implementation of the treatment(s). Equation 10 shows how the predicted value can be adjusted as a function of traffic flow and time periods (Hauer, 1997):

$$\hat{\pi} = r_d r_{tf} \hat{\kappa} \qquad \text{Eq. 10}$$

Where, $\hat{\pi}$ = the predicted number of crashes for the after period,

$r_d = \frac{Duration\ of\ the\ after\ period}{Duration\ of\ the\ before\ period}$ or the ratio between the after and before periods,

$r_{tf} = \frac{Traffic\ flow\ during\ the\ after\ period}{Traffic\ flow\ during\ the\ before\ period}$ or the ratio in traffic flow between the after and before periods,

$\hat{\kappa}$ = the estimated number of crashes during the before period (in this case, $\hat{\kappa} = K$, the number of crashes in the before period)

The ratio r_{tf} can be linear or non-linear, r_{tf}^{β}, depending on the characteristics of the data. Usually, β has been shown to vary between 0.5 and 1.0 (the latter representing a proportional, linear relationship). The "^" in Equation 10 and all subsequent equations refer to an estimate of a variable.

The variance or uncertainty associated with the estimated values above are given as follows:

$$Var(\lambda) = L \qquad \text{Eq. 11}$$

$Var(\pi) = \pi\ or\ K$, if a simple before-after study is conducted Eq. 12a

$Var(\pi) = r_d^2 K$, if only the ratio of the time periods is used to adjust for the predicted value Eq. 12b

$Var(\pi) = r_d^2 \times \left(r_{tf}^2 K + K^2 \upsilon_{tf}\right)$, if the predicted value is adjusted using both ratios. Eq. 12c

Where, $\upsilon_{tf} = Var(r_{tf}) = r_{tf}^2 \beta^2 \times \left[cv_{After}^2 + cv_{Before}^2\right]$ and cv = percent coefficient of variation in traffic flow for the before and after time periods. In practice, the percent coefficient of variation can be very difficult to obtain. Hence, if it is not available, values between 0.10 and 0.20 could be used in Equation 12c. It is recommended to conduct a sensitivity analysis to estimate how sensitive the cv is for different values.

The variance for L is equal to the number of crashes in the after period, with the assumption that the crash count follows a Poisson distribution over the entire study time period.

The advantages of the naïve method are as follows:

- The data collection is simplified since it is performed only at the treated sites.
- This method can account for changes in traffic flow and time periods.

Potential disadvantages or limitations of this approach are noted here:

- Does not account for local and regional changes, such as weather patterns and economic conditions.
- Does not account for the regression-to-the-mean (RTM) and site selection effects. The RTM dictates that sites characterized with a large (or small) number of observations in the before period are expected to observe a smaller (or larger) number of observations in the after period, closer to the long-term average or mean of the site, if nothing changes. Site selection effects refer to sites where an entry criterion is used to be selected for further analyses (i.e., four crashes per year, etc.). Although both biases are related, they are in fact different (Cook & Wei, 2002; G. A. Davis, 2000; Lord & Kuo, 2012). In this case, the related concern is that the impacts of the speed limit increases may be overestimated since sites were generally selected where prior crash history was low.

Because of its simplicity and the smaller resources to collect data, this method is the most widely used among transportation agencies.

4.2.3 Before-After Study with Reference Group

This method uses the same approach as the naïve method, but utilizes a reference group in order to capture local and regional changes, as discussed above (Hauer, 1997). Equation 13 adds the term r_{rg} , but removes the term r_d, to Equation 10:

$$\hat{\pi} = r_{tf} r_{rg} \hat{\kappa} \qquad \text{Eq. 13}$$

Where,

$r_{rg} = \frac{\nu}{\mu}$ with the assumption that $r_{rg} = r_t = \frac{\pi}{\kappa}$ which is the ratio in estimated number of crashes between the before and after periods for the reference group and this ratio is considered the same as for the treatment group. The duration for the treatment and reference groups need to be identical as well (so that r_d is captured by r_{rg}).

The variances for the before-after study with reference group method are defined as follows:

$$Var\{\hat{\pi}\} = \hat{\pi}^2[1/K + 1/M + 1/N + Var\{\widehat{\omega}\}]$$

Eq. 14

$$Var(\hat{\lambda}) = L \qquad \text{Eq. 15}$$

In Equation 14, the uncertainty associated with r_{tf} was not included in the calculation of the variance for π, similar to the naïve method. In this equation, *Var(ω)* is assumed to be equal to 0.001 (Lord et al., 2021). Equation 15 is the same as Equation 12.

Although the reference group method provides advantages to the naïve method, it still does not account for the RTM and the site selection effects (unless the reference group is characterized by the same effects as the treatment group (Lord & Kuo, 2012)). This method also requires more resources since data need to be collected at a large number of sites. Hence, it is not as popular due to the increase in data collection costs and database management.

4.2.4 Before-After Study with Empirical Bayes Method

The third method consists of incorporating the before-after study with the EB method in order to minimize the RTM described above (Hauer, 1997; Persaud et al., 2001). For this method, the data collection requirements may be larger than for the reference group since a very large amount of data need to be collected for developing reliable regression models (Lord, 2006). This method allows the estimation of the safety benefits at treated sites using information from reference sites. The expected crash frequency ($E[\kappa|\mathrm{K}]$) at a treated site is a result of the combination of the predicted crash count *(E[κ])* based on the reference sites with similar traits and the crash history (*K*) of that site (usually during the before time period of the treated sites). It should be noted that the terms κ and *(E[κ])* are technically the same, but the latter is usually used for statistical models. Hence, for the EB method, we will use *(E[κ])* rather than κ. The expected crash frequency and its variance are shown in Equations 16 and 17, respectively.

$$E[\kappa|\mathrm{K}] = w.E[\kappa] + (1-w).\mathrm{K} \qquad \text{Eq. 16}$$

$$Var[\kappa|\mathrm{K}] = (1-w).E[\kappa|\mathrm{K}] \qquad \text{Eq. 17}$$

Where, *w* is the weight factor between 0 and 1.

The parameter E[κ] is estimated from the safety performance functions (SPFs) developed using a negative binomial (NB) regression (also known as Poisson-gamma) model under the assumption that the covariates in the SPFs represent the main safety traits of the reference sites (Lord & Mannering, 2010). The procedure for using the before-after study with the EB method is described using the following steps.

Step 1. Develop Safety Performance Functions

Using crash, traffic, and geometric data from the reference sites, develop SPFs using NB regression models for all crashes, as well as crashes for various subsets of interest (e.g., fatal and severe injury). The NB regression model is the most common type of model used by transportation safety analysts for modeling traffic crashes (Lord & Mannering, 2010). This model is preferred over other mixed-Poisson models since the gamma distribution is the conjugate of the Poisson distribution. The NB regression model has the following modeling structure: the number of crashes Y_{it} for a particular i^{th} site and time period *t* when conditional on its mean $E[\kappa]_{it}$ is Poisson distributed and independent over all sites and time periods.

$$Y_{it}|E[\kappa]_{it} \sim Poisson(E[\kappa]_{it}),\ \mathrm{i} = 1, 2, \ldots, i \text{ and } \mathrm{t} = 1, 2, \ldots, t \qquad \text{Eq. 18}$$

The mean of the Poisson is structured as:

$$E[\kappa]_{it} = f(X;\beta)\exp(e_{it}) \qquad \text{Eq. 19}$$

Where,

$f(.)$ is a function of the explanatory variables (X);

β is a vector of unknown coefficients; and,

e_{it} is the model error independent of all the covariates

The SPFs used in this study are presented in the latter sections. When estimating these SPFs, an offset variable is defined, which means its parameter estimate is fixed at unity. For this study, the natural log of segment length is defined as an offset which introduces an implicit assumption that the crash count increases proportionately with the segment length.

Step 2. Estimate the expected number of crashes in the before period

Using the SPFs developed in Step 1, estimate the expected number of crashes ($E[\kappa]_i$) for the before period at each treatment site. Obtain an EB estimate of the expected number of crashes ($E[\hat{\kappa}_i|K_i]$) before implementation of the countermeasure at each treatment site and an estimate of variance of $E[\hat{\kappa}_i|K_i]$. Recall that "^" refers to an estimate of a variable.

The estimate $E[\hat{\kappa}_i|K_i]$ is given by combining the SPF predictions for the before period ($E[\kappa]_i$) with the total count of crashes during the before period (K_i) as follows:

$$E[\hat{\kappa}_i|K_i] = \hat{w}_i \cdot E[\hat{\kappa}_i] + (1 - \hat{w}_i) \cdot K_i \qquad \text{Eq. 20}$$

The weight $\hat{w}_i$ is given as shown in Equation 21.

$$\hat{w}_i = \frac{1}{1 + \alpha E[\hat{\kappa}_i]} \qquad \text{Eq. 21}$$

where α is the inverse dispersion parameter of a NB regression model ($Var[Y_i] = E[\kappa_i] + \alpha E[\kappa_i]^2$).

The variance of the estimate is given as

$$Var[E[\hat{\kappa}_i|K_i]] = (1 - \hat{w}_i) \cdot E[\hat{\kappa}_i|K_i] \qquad \text{Eq. 22}$$

Step 3. Calculate the proportion of the after period crash estimate to the before period estimate

Using the SPFs developed in Step 1, estimate the expected number of crashes ($E[z]_i$) in the after period at each treatment site. The ratio between the after period crash estimate and the before period estimate (P_i) is calculated as

$$P_i = \frac{E[\hat{z}]_i}{E[\widehat{\kappa}]_i} \qquad \text{Eq. 23}$$

Step 4. Obtain the predicted crashes $\hat{\pi}_i$ and its estimated variance

Calculate the predicted crashes during the after period that would have occurred without implementing the countermeasure (i.e., speed limit increase). The predicted crashes ($\hat{\pi}_i$) are given by:

$$\hat{\pi}_i = P_i \times E[\hat{\kappa}_i|K_i] \qquad \text{Eq. 24}$$

The estimated variance of $\hat{\pi}_i$ is given by Equation 25.

$$Var[\hat{\pi}_i] = {P_i}^2 Var[E[\hat{\kappa}_i|K_i]] = {P_i}^2(1 - \widehat{w}_i) \cdot E[\hat{\kappa}_i|K_i] \qquad \text{Eq. 25}$$

Step 5. Compute the sum of the predicted and observed crashes over all sites in the treatment group

The after-period crashes and their variances for a group of sites had the treatment not been implemented (i.e., if the speed limits had not been increased) at the treated sites is given by Equation 26.

$$\hat{\pi} = \sum_{i=1}^{j} \hat{\pi}_i \qquad \text{Eq. 26}$$

where *j* represents the total number of sites in the treatment group, and $\hat{\pi}$ is the expected after-period crashes at all treated sites had there been no treatment, as described above. For a treated site, the crashes in the after-period are influenced by the implementation of the treatment (i.e., the speed limit increase). The safety effectiveness of a treatment is known by comparing the actual crashes with the treatment to the expected crashes without the treatment. The number of after-period crashes for a group of treated sites is given as:

$$\hat{\lambda} = \sum_{i=1}^{j} L_i \qquad \text{Eq. 27}$$

where L_i is the crash frequency during the after period at site *i*. The estimate of $\hat{\lambda}$ is equal to the sum of the observed number of crashes at all treated sites during the after study period.

Step 6. Estimate $Var[\hat{\lambda}]$ and $Var[\hat{\pi}]$

Based on the assumption of a Poisson distribution, the estimate of variance of $\hat{\lambda}$ is assumed to be equal to L. The estimate of variance of $\hat{\pi}$ can be calculated from the equation as follows:

$$Var\left[\hat{\lambda}_i\right] = L_i \tag{Eq. 28}$$

$$Var[\hat{\lambda}] = \sum_{i=1}^{j} Var[\hat{\lambda}_i] \tag{Eq. 29}$$

$$Var[\hat{\pi}_i] = (1 - \widehat{w}_i) \cdot E[\hat{\kappa}_i|K_i] = (1 - \widehat{w}_i) \cdot \hat{\pi}_i \tag{Eq. 30}$$

$$Var[\hat{\pi}] = \sum_{i=1}^{j} Var[\hat{\pi}_i] \tag{Eq. 31}$$

Step 7. Estimate $\hat{\delta}$ and $\hat{\theta}$

The ‘change in the safety’ (δ) and ‘index of safety effectiveness’ (θ) are calculated as described above:

$$\hat{\delta} = \hat{\pi} - \hat{\lambda} \tag{Eq. 32}$$

$$\hat{\theta} = \frac{\left(\frac{\hat{\lambda}}{\hat{\pi}}\right)}{\left(1+\frac{Var(\hat{\pi})}{\hat{\pi}^2}\right)} \tag{Eq. 33}$$

If $\hat{\delta}$ is greater than zero and $\hat{\theta}$ is less than one, then the treatment has a positive safety effect. In addition, the percent decrease in the number of target crashes due to the treatment is calculated as $100\left(1 - \hat{\theta}\right)\%$.

Step 8. Estimate $Var[\hat{\delta}]$ and $Var[\hat{\theta}]$

The estimated variance and standard error of the estimated safety-effectiveness are given by:

$$Var\left[\hat{\delta}\right] = \hat{\pi} + \hat{\lambda} \tag{Eq. 34}$$

$$Var\left[\hat{\theta}\right] = \frac{\hat{\theta}^2 \cdot \left[\frac{Var(\hat{\lambda})}{\hat{\lambda}^2} + \frac{Var(\hat{\pi})}{\hat{\pi}^2}\right]}{\left[1+\frac{Var(\hat{\pi})}{\hat{\pi}^2}\right]^2} \tag{Eq. 35}$$

$$s.e[\hat{\theta}] = \sqrt{Var[\hat{\theta}]} \tag{Eq. 36}$$

The 95% confidence interval for $\hat{\theta}$ is calculated as $\hat{\theta} \pm 1.96 s.e\left[\hat{\theta}\right]$. If the confidence interval contains the value one, then no significant effect has been observed at the 5% significance level. It should be pointed out that the EB method may not necessarily account for the site selection bias, which is important in this case as speed limit increases were introduced at sites that had historically experienced relatively low numbers of crashes, injuries, and fatalities (Lord & Kuo, 2012).

4.3 Analysis Results

This section presents the results of the analyses for freeway and non-freeway facilities. Separate results are included with and without deer-involved collisions included. The section is divided into three subsections. Section 4.3.1 presents high-level summary statistics for both freeway and non-freeway facilities. Section 4.3.2 provides the results from the naïve before-after study and before-after with control group analyses. Section 4.3.3 details the before-after study results using the empirical Bayes (EB) method.

4.3.1 Comparing Pre- and Post- Increase Crash Data

4.3.1.1 Annual Crash Frequencies

First, aggregate statistics are presented to provide a comparison of the total annual average number of crashes that occurred on the routes where speed limits were increased during the years immediately before and after the increases went into effect. The annual average crash frequencies for freeway and non-freeway facilities before and after the speed limit increases are shown in Tables 14 and 15, respectively. The percent change between the before and after periods is also shown in each case. When reviewing these percentages, positive numbers are indicative of crash subsets that increased while negative percentages are reflective of categories where fewer crashes were experienced.

The results show that crashes tended to increase overall, at both the sites where speed limits were increased, as well as at the selected control sites. However, these increases were significantly larger at the increase sites as compared to the control sites. Total crashes on freeways increased by 16.7 percent where the speed limit was increased, while at the control sites, the increase was only 3.4 percent. On non-freeways, the increases were considerably higher. Total crashes increased by 38.7 percent and 10.7 percent at the speed limit increase and control sites, respectively. It should be noted that traffic volumes also tended to increase overall between these time periods as shown by the changes in annual average daily traffic.

Table 14 Pre and Post-Increase Annual Crash Frequencies on Freeways

Variable	Crash Type	Group	Before	After	Percent Change
Total (KABCO)	All Crashes	Increase	3,634	4,241	16.7%
		Control	27,725	28,675	3.4%
	Crashes excluding Deer Collisions	Increase	1,968	2,288	16.2%
		Control	25,104	25,808	2.8%
Severe Injury (KA)	All Crashes	Increase	64	80	25.0%
		Control	448	466	4.0%
	Crashes excluding Deer Collisions	Increase	62	76	22.6%
		Control	445	459	3.1%
Minor Injury (B)	All Crashes	Increase	150	204	36%
		Control	1,191	1,280	7.5%
	Crashes excluding Deer Collisions	Increase	133	171	28.6%
		Control	1,160	1,237	6.6%
Possible Injury (C)	All Crashes	Increase	283	319	12.7%
		Control	3,445	3,386	-1.7%
	Crashes excluding Deer Collisions	Increase	243	261	7.4%
		Control	3,358	3,274	-2.5%
Property Damage Only (O)	All Crashes	Increase	3,137	3,638	16.0%
		Control	22,641	23,543	4.0%
	Crashes excluding Deer Collisions	Increase	1,530	1,780	16.3%
		Control	20,141	20,838	3.5%
Traffic Volume (average AADT)	--	Increase	7,469	8,676	16.2%
	--	Control	28,757	30,259	5.2%
Mileage (miles)	--	Increase	1,217.4		
	--	Control	2,472.1		

Table 15 Pre and Post-Increase Annual Crash Frequencies on Non-Freeways

Variable	Crash Type	Group	Before	After	Percent Change
Total (KABCO)	All Crashes	Increase	1,742	2,416	38.7%
		Control	16,334	18,079	10.7%
	Crashes excluding Deer Collisions	Increase	582	704	21.0%
		Control	7,667	7,492	-2.3%
Severe Injury (KA)	All Crashes	Increase	36	47	30.6%
		Control	382	442	15.7%
	Crashes excluding Deer Collisions	Increase	34	44	29.4%
		Control	370	424	14.6%
Minor Injury (B)	All Crashes	Increase	58	63	8.6%
		Control	680	740	8.8%
	Crashes excluding Deer Collisions	Increase	50	50	0%
		Control	639	682	6.7%
Possible Injury (C)	All Crashes	Increase	86	105	22.1%
		Control	1,291	1,203	-6.8%
	Crashes excluding Deer Collisions	Increase	73	85	16.4%
		Control	1,186	1,082	-8.8%
Property Damage Only (O)	All Crashes	Increase	1,562	2,201	40.9%
		Control	13,981	15,694	12.3%
	Crashes excluding Deer Collisions	Increase	425	525	23.5%
		Control	5,472	5,304	-3.1%
Traffic Volume (average AADT)	--	Increase	2,648	3,003	13.4%
	--	Control	4,971	5,130	3.2%
Mileage (miles)	--	Increase	959		
	--	Control	4,496		

4.3.1.2 Crash Rates

Tables 16 and 17 present the crashes per million vehicle miles traveled (MVMT) before and after speed limit increases on both the control and increase sites for freeways and non-freeways, respectively. When controlled for vehicle miles traveled, the percentage increase in crashes tend to be smaller in magnitude. However, the increases in crashes is higher on increase sites compared to control sites for all severity levels. Total crashes per MVMT on freeways increased by 0.47 percent at sites where speed limits were increased. At control sites, crash rates actually declined by 1.7 percent. Again, the increases were higher on non-freeways compared to freeways. Total crash rates increased 22.3 percent and 7.5 percent at the speed limit increase and control sites, respectively. When animal-related crashes are excluded, the crash rates increased by 6.7 percent at the increase sites, and declined by 5.3 percent at control sites.

Table 16 Pre and Post-Increase Crash Rates on Freeways

Variable	Crash Type	Group	Before	After	Percent Change
Total (KABCO)	All Crashes	Increase	1.095	1.100	0.47%
		Control	1.068	1.050	-1.71%
	Crashes excluding Deer Collisions	Increase	0.593	0.593	0.09%
		Control	0.967	0.945	-2.30%
Severe Injury (KA)	All Crashes	Increase	0.019	0.021	7.61%
		Control	0.017	0.017	-1.15%
	Crashes excluding Deer Collisions	Increase	0.019	0.020	5.53%
		Control	0.017	0.017	-1.97%
Minor Injury (B)	All Crashes	Increase	0.045	0.053	17.08%
		Control	0.046	0.047	2.14%
	Crashes excluding Deer Collisions	Increase	0.040	0.044	10.68%
		Control	0.045	0.045	1.34%
Possible Injury (C)	All Crashes	Increase	0.085	0.083	-2.96%
		Control	0.133	0.124	-6.59%
	Crashes excluding Deer Collisions	Increase	0.073	0.068	-7.54%
		Control	0.129	0.120	-7.34%
Property Damage Only (O)	All Crashes	Increase	0.945	0.944	-0.16%
		Control	0.873	0.862	-1.18%
	Crashes excluding Deer Collisions	Increase	0.461	0.462	0.15%
		Control	0.776	0.763	-1.67%
Traffic Volume (average AADT)	--	Increase	7,469	8,676	16.2%
	--	Control	28,757	30,259	5.2%
Mileage (miles)	--	Increase	1,217.4		
	--	Control	2,472.1		

Table 17 Pre and Post-Increase Crash Rates on Non-Freeways

Variable	Crash Type	Group	Before	After	Percent Change
Total (KABCO)	All Crashes	Increase	1.879	2.298	22.30%
		Control	2.002	2.148	7.25%
	Crashes excluding Deer Collisions	Increase	0.628	0.670	6.66%
		Control	0.940	0.890	-5.31%
Severe Injury (KA)	All Crashes	Increase	0.039	0.045	15.12%
		Control	0.047	0.053	12.12%
	Crashes excluding Deer Collisions	Increase	0.037	0.042	14.11%
		Control	0.045	0.050	11.04%
Minor Injury (B)	All Crashes	Increase	0.063	0.060	-4.22%
		Control	0.083	0.088	5.45%
	Crashes excluding Deer Collisions	Increase	0.054	0.048	-11.82%
		Control	0.078	0.081	3.42%
Possible Injury (C)	All Crashes	Increase	0.093	0.100	7.66%
		Control	0.158	0.143	-9.70%
	Crashes excluding Deer Collisions	Increase	0.079	0.081	2.67%
		Control	0.145	0.129	-11.60%
Property Damage Only (O)	All Crashes	Increase	1.685	2.094	24.25%
		Control	1.714	1.864	8.77%
	Crashes excluding Deer Collisions	Increase	0.459	0.499	8.93%
		Control	0.671	0.630	-6.07%
Traffic Volume (average AADT)	--	Increase	2,648	3,003	13.4%
	--	Control	4,971	5,130	3.2%
Mileage (miles)	--	Increase	959		
	--	Control	4,496		

4.3.2 Naïve Before-After and Before-After with Control Group

This section presents the results for the naïve before-after study and the before-after study with control groups. Those are summarized in Tables 18 and 19 for freeway and non-freeway facilities, respectively. For the naïve approach, the traffic flow was examined for two relationships ($\kappa = F^{\beta}$): linear, $\beta = 1$, and non-linear, $\beta = 0.5$. According to the results shown below, the relationships vary between $\beta = 1$ and $\beta = 0.5$.

The before-after study results show that, in most cases, an increase in the number of crashes was observed following the increase in posted speed limit with some values being statistically significant, while others are not. For freeway facilities, two values did not show an increase, but they were not found to be statistically significant at the 5% level and with the assumption that a linear relationship exists between crashes and traffic flow.

Table 18 Index of Safety Effectiveness for Freeway Facilities

Study Type		Terminology	Total		Severe Injury	
Naïve Before-After	All Crashes	Flow Relationship	$\beta=1$	$\beta=0.5$	$\beta=1$	$\beta=0.5$
		θ (The Index)	0.99	1.08	1.04	1.15
		Standard Deviation	0.02	0.02	0.09	0.10
		Significance (5% level)	No	Yes	No	No
	Crashes Excluding Deer Collisions	Flow Relationship	$\beta=1$	$\beta=0.5$	$\beta=1$	$\beta=0.5$
		θ (The Index)	0.99	1.07	1.02	1.12
		Standard Deviation	0.02	0.02	0.09	0.10
		Significance (5% level)	No	Yes	No	No
Before-After with Control Group	All Crashes	θ (The Index)	1.21		1.19	
		Standard Deviation	0.04		0.14	
		Significance (5% level)	Yes		No	
	Crashes Excluding Deer Collisions	θ (The Index)	1.13		0.96	
		Standard Deviation	0.04		0.12	
		Significance (5% level)	Yes		No	

Table 19 Index of Safety Effectiveness for Non-Freeway Facilities

Study Type	Crash Type	Terminology	Total		Severe Injury	
Naïve Before-After	All Crashes	Flow Relationship	$\beta=1$	$\beta=0.5$	$\beta=1$	$\beta=0.5$
		θ (The Index)	1.23	1.31	1.16	1.23
		Standard Deviation	0.02	0.03	0.30	0.28
		Significance (5% level)	Yes	Yes	No	No
	Crashes Excluding Deer Collisions	Flow Relationship	$\beta=1$	$\beta=0.5$	$\beta=1$	$\beta=0.5$
		θ (The Index)	1.08	1.15	1.17	1.25
		Standard Deviation	0.06	0.05	0.17	0.17
		Significance (5% level)	No	Yes	No	No
Before-After with Control Group	All Crashes	θ (The Index)	1.25		1.12	
		Standard Deviation	0.05		0.17	
		Significance (5% level)	Yes		No	
	Crashes Excluding Deer Collisions	θ (The Index)	1.24		1.14	
		Standard Deviation	0.06		0.17	
		Significance (5% level)	Yes		No	

4.3.3 Empirical Bayes (EB) Before-After Study

This section describes the results of the EB before-after analysis. Since there were very few reported fatal (K) crashes, they were combined with incapacitating injury crashes (A) to obtain statistically reliable estimates. The analysis was conducted for the following crash severity categories:

- Total crashes
- Fatal (K) plus Incapacitating injury (A) crashes
- Non-incapacitating injury (B) crashes
- Possible injury (C) crashes
- No injury or PDO (O) crashes

The database assembled for SPF calibration included reference sites only (control group) and crash frequency is used as a dependent variable and the geometric and traffic variables of each site as independent variables. From the original database, each row (site characteristics) is repeated twice to represent the before and after conditions to capture the safety trend over time. This is important since factors such as driver behavior and vehicle technologies change over time but cannot be easily captured. The results are described separately for freeways and non-freeways in the sections 4.3.3.1 and 4.3.3.2.

4.3.3.1 Freeways

For SPF development, the research team first examined different functional forms with various combinations of variables while modeling the total crashes. The form presented below reflects the findings from several preliminary regression analyses. The same form was also used for modeling the crashes by severity. Note that the designation i and t are removed to simplify the description of the results. The predicted crash frequency is calculated as follows.

$$E[k] = L \times y \times e^{b_0 + b_{aadt}\ln(AADT) + b_{aft}I_{aft} + \sum b_r I_r} \times CMF_{hc} \times CMF_{lw} \times CMF_{osw} \qquad \text{Eq. 37}$$

With,

$$CMF_{hc} = (1 - p_c) \times 1.0 + p_c(b_{hc} \times D_C)$$

$$CMF_{lw} = e^{b_{lw}(lw-12)}$$

$$CMF_{osw} = e^{b_{osw}(osw-10)}$$

Where,

$E[k]$ = Predicted annual average crash frequency,
L = Segment length, miles,
y = Number of years of crash data,
$AADT$ = Average Annual Daily Traffic, vehicles per day,
I_{aft} = Indicator variable for the after period,
I_r = Indicator variable for the region,
CMF_{hc} = Crash Modification Factor for horizontal curves,
CMF_{lw} = Crash Modification Factor for lane width, feet,
CMF_{osw} = Crash Modification Factor for outside shoulder width, feet,
p_c = Proportion of all horizontal curves on the segment,
D_c = Average degree of curvature, degrees,
lw = Lane width, feet,
osw = Outside shoulder width, feet,
b_j = Calibrated coefficients.

The dispersion parameter \alpha is allowed to vary with the segment length and is calculated using Equation 38.

$$\alpha = \frac{1}{L \times e^{\alpha_0}} \qquad \text{Eq. 38}$$

Where,

α = dispersion parameter,

α_0 = calibration coefficient for dispersion parameter

Tables 20 to 24 provide calibrated coefficients for total, KA, B, C and O crashes estimated using the control site database. Before any analysis, reference sites with relatively higher AADT compared to the increase sites were removed to allow similar traffic characteristics across control and increase sites. The data were combined by period of study, i.e., each site was repeated twice in the dataset, one representing the before period and the other representing the after period. The crashes were summed over each of their respective periods and average value of traffic volume and truck percentage was taken while the roadway geometric variables remained unchanged. Tables 25 and 26 provide calibrated coefficients for total and KA crashes excluding deer collisions. A significance level of 5 percent was used to include the variables in the model. However, the coefficient was also considered even if it was marginally significant but was intuitive and within logical boundaries. The NLMIXED procedure in the SAS software was used to estimate the proposed model coefficients. This procedure was used because the proposed predictive model is both nonlinear and discontinuous. The log-likelihood function for the negative binomial (NB) distribution was used to determine the best-fit model coefficients.

The indicator variable for the after period showed that, when everything remains the same, crashes decreased in the after period. In almost all models, it was shown that crashes increase with the presence of horizontal curves and increase with an increase in the degree of curvature. The increase in lane width or shoulder width decreased crash risk.

Table 20 Calibrated Coefficients for Total Crashes on Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-4.9135	0.3760	-13.07	<0.001
b_{aadt}	AADT		0.6903	0.0398	17.33	<0.001
b_{aft}	After period indicator		-0.0776	0.0265	-2.93	0.0034
b_r	Region indicator	Grand Region	0.2063	0.0343	6.02	<0.001
		Bay Region	0.1139	0.0493	2.31	0.021
		University Region	-0.0775	0.0361	-2.15	0.0321
b_{hc}	Horizontal curve		0.1302	0.0393	3.31	0.0009
b_{lw}	Lane width		-0.125	0.0758	-1.65	0.0995
b_{osw}	Outside shoulder width		-0.0842	0.0177	-4.77	<0.001
α_0	Dispersion parameter		1.5238	0.0508	30.01	<0.001

Table 21 Calibrated Coefficients for KA Crashes on Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-11.2905	1.6541	-6.83	<0.001
b_{aadt}	AADT		0.9774	0.1732	5.64	<0.001
b_{aft}	After period indicator		-0.2016	0.1068	-1.89	0.0593
b_r	Region indicator	Grand Region	--	--	--	--
		Bay Region	-0.3876	0.2122	-1.83	0.0680
		University Region	-0.3574	0.1229	-2.91	0.0037
b_{hc}	Horizontal curve		0.1929	0.1505	1.28	0.2003
b_{lw}	Lane width		--	--	--	--
b_{osw}	Outside shoulder width		-0.1707	0.0794	-2.15	0.0316
α_0	Dispersion parameter		1.0848	0.4894	2.22	0.0268

Table 22 Calibrated Coefficients for B Crashes on Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-10.222	1.1982	-8.53	<0.001
b_{aadt}	AADT		0.9103	0.1261	7.22	<0.001
b_{aft}	After period indicator		-0.0642	0.0744	-0.86	0.3885
b_r	Region indicator	Grand Region	0.3341	0.0848	3.94	<0.001
		Bay Region	--	--	--	--
		University Region	-0.1469	0.0996	-1.47	0.1405
b_{hc}	Horizontal curve		0.1949	0.0950	2.04	0.0416
b_{lw}	Lane width		-0.3536	0.2166	-1.63	0.1027
b_{osw}	Outside shoulder width		-0.0745	0.0452	-1.65	0.0991
α_0	Dispersion parameter		0.9708	0.2419	4.01	<0.001

Table 23 Calibrated Coefficients for C Crashes on Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-9.0847	0.8658	-10.49	<0.001
b_{aadt}	AADT		0.8699	0.09128	9.53	<0.001
b_{aft}	After period indicator		-0.1539	0.05559	-2.77	0.0057
b_r	Region indicator	Grand Region	0.2928	0.07035	4.16	<0.001
		Bay Region	0.5771	0.09616	6.00	<0.001
		University Region	-0.1820	0.07886	-2.31	0.0211
b_{hc}	Horizontal curve		0.2100	0.06916	3.04	0.0024
b_{lw}	Lane width		-0.4591	0.158	-2.91	0.0037
b_{osw}	Outside shoulder width		-0.1545	0.03636	-4.25	<0.001
α_0	Dispersion parameter		1.2607	0.169	7.46	<0.001

Table 24 Calibrated Coefficients for O Crashes on Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-4.6083	0.3764	-12.24	<0.001
b_{aadt}	AADT		0.6378	0.0396	16.09	<0.001
b_{aft}	After period indicator		-0.0627	0.0271	-2.32	0.0206
b_r	Region indicator	Grand Region	0.1951	0.0302	6.46	<0.001
		Bay Region	--	--	--	--
		University Region	--	--	--	--
b_{hc}	Horizontal curve		0.1308	0.0391	3.34	0.0009
b_{lw}	Lane width		--	--	--	--
b_{osw}	Outside shoulder width		-0.0586	0.0158	-3.71	0.0002
α_0	Dispersion parameter		1.5192	0.0530	28.64	<0.001

Table 25 Calibrated Coefficients for Total Crashes Excluding Deer Collisions on Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-9.6201	0.4564	-21.08	<0.001
b_{aadt}	AADT		1.1450	0.0481	23.79	<0.001
b_{aft}	After period indicator		-0.1836	0.0312	-5.89	<0.001
b_r	Region indicator	Grand Region	0.2926	0.0397	7.37	<0.001
		Bay Region	0.2691	0.0572	4.71	<0.001
		University Region	-0.1148	0.0405	-2.83	0.0047
b_{hc}	Horizontal curve		0.2261	0.0420	5.39	<0.001
b_{lw}	Lane width		--	--	--	--
b_{osw}	Outside shoulder width		-0.0759	0.0203	-3.74	0.0002
α_0	Dispersion parameter		1.2417	0.0526	23.61	<0.001

Table 26 Calibrated Coefficients for KA Crashes Excluding Deer Collisions on Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-10.952	1.6502	-6.64	<0.001
b_{aadt}	AADT		0.9421	0.1728	5.45	<0.001
b_{aft}	After period indicator		-0.1885	0.1071	-1.76	0.0787
b_r	Region indicator	Grand Region	--	--	--	--
		Bay Region	-0.3553	0.2113	-1.68	0.0929
		University Region	-0.3929	0.1242	-3.16	0.0016
b_{hc}	Horizontal curve		0.2206	0.1440	1.53	0.1259
b_{lw}	Lane width		--	--	--	--
b_{osw}	Outside shoulder width		-0.2070	0.0808	-2.56	0.0105
α_0	Dispersion parameter		1.6174	0.8218	1.97	0.0492

Table 27 summarizes the results for the EB estimate. This table shows an increase can be observed for all crash severity levels, except for crash severity level C. The latter one indicated a small non-statistically significant reduction. These results are in line with the findings of previous studies. For instance, a 2004 study (Nilsson, 2004) showed that, for a 5-mph increase in operating speeds, total and KA crashes increase by 15% and 23% respectively. Another study showed that, for a 5-mph increase in operating speeds on rural freeways, fatal, serious injury, slight injury and PDO crashes increase by 33%, 20%, 8% and 11%, respectively (Elvik, 2009).

Table 27 Index of Safety Effectiveness for Freeway Facilities

Terminology	**Total**		**KA**		**B**	**C**	**O**
Crash Type	All	ND*	All	ND*	All	All	All
θ (The Index)	1.095	1.092	1.333	1.261	1.316	0.927	1.082
Standard Deviation	0.015	0.020	0.110	0.106	0.069	0.039	0.016
Significance (5% level)	Yes	Yes	Yes	Yes	Yes	No	Yes

*ND= Crashes Excluding Deer Collisions

4.3.3.2 Non-Freeways

For non-freeways network which include rural two-lane roads, the increase sites included roadway segments where the speed limits were increased to 65 mph while the control sites include sites having similar roadway characteristics and comparable traffic volume to the increase sites but the speed limits were retained at 55 mph. The analysis was done in two parts. First, all the increase sites and control sites were analyzed. Thereafter, segments that were in the influence zone of a signalized or stop-controlled intersection, roundabout, or speed reduction zones (SRZ) were removed from the analysis dataset. Both the analyses generally generated similar results, hence the results here are presented only for the dataset which does not contain any segments close to intersections, roundabouts, or SRZ.

Similar to the freeway analysis, for SPF development, the research team first examined different functional forms with various combinations of variables while modeling the total crashes. The form presented below reflects the findings from several preliminary regression analyses. The same form is also used for modeling the crashes by severity. The predicted crash frequency is calculated as shown in Equation 39.

$$E[k] = L \times y \times e^{b_0 + b_{aadt}\ln(AADT) + b_{aft}I_{aft} + \sum b_r I_r} \times CMF_{osw} \times CMF_{ter} \times CMF_{pk} \times CMF_{pass} \times CMF_{turn} \times CMF_{HC} \times CMF_{driveways} \quad \text{Eq. 39}$$

With,

$$CMF_{osw} = e^{b_{osw}(osw-10)}$$
$$CMF_{terr} = e^{b_{terr} \times I_{terr}}$$
$$CMF_{turn} = e^{b_{turn} \times n_{turn}}$$
$$CMF_{HC} = e^{b_{HC} \times DOC_{avg}}$$

$$CMF_{turn} = e^{b_{driveways} \times n_{driveway\ per\ mile}}$$

Where,

$E[k]$ = Predicted annual average crash frequency,

L = Segment length, miles,

y = Number of years of crash data,

$AADT$ = Average Annual Daily Traffic, vehicles per day,

I_{aft} = Indicator variable for the after period,

I_r = Indicator variable for the region,

CMF_{osw} = Crash Modification Factor for outside shoulder width, feet,

CMF_{terr} = Crash Modification Factor for terrain,

CMF_{turn} = Crash Modification Factor for turning lanes presence,

CMF_{HC} = Crash Modification Factor for horizontal curves,

$CMF_{driveways}$ = Crash Modification Factor for driveways and minor approaches

osw = Outside shoulder width, feet,

I_{terr} = Indicator variable for the terrain (=1 if level; =0 otherwise),

n_{turn} = Number of turning lanes on the segment,

DOC_{avg} = Average degree of curvature of the horizontal curve

$n_{driveway\ per\ mile}$ = Number of driveways and minor approaches per mile

b_j = Calibrated coefficients.

Tables 28 to 32 provide calibrated coefficients for total, KA, B, C and O crashes estimated using the reference site database. Tables 33 and 34 provide calibrated coefficients for total and KA crashes excluding deer collisions. Similar to the case of freeways, significance level of 5 percent was used to include the variables in the model with some exceptions as discussed previously. Since the were no treatment sites in regions 5, 6, and 7, an indicator variable was not used for those regions. During the model calibration, the region 4 was set as the base scenario with coefficients restricted at zero.

The indicator variable for the after period showed that, when everything remains the same, crashes decreased for some severities whereas a few severity categories increased in the after period. In almost all models, it was shown that crashes decreased with the increase in shoulder width, when the terrain is level, parking is present, or with the increase in turning lanes. In general, presence of passing lanes decreased the crash occurrence.

Table 28 Calibrated Coefficients for Total Crashes on Non-Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-3.4542	0.1398	-24.7000	<0.001
b_{aadt}	AADT		0.5574	0.0174	32.0900	<0.001
b_{aft}	After period indicator		0.1040	0.0188	5.5300	<0.001
b_r	Region indicator	Superior Region	-0.3845	0.0275	-13.9900	<0.001
		North Region	-0.1266	0.0238	-5.3200	<0.001
		Grand Region	--	--	--	--
b_{osw}	Outside shoulder width		--	--	--	--
b_{terr}	Terrain		-0.1302	0.0201	-6.4700	<0.001
b_{turn}	Number of turning lanes		0.0543	0.0130	4.1700	<0.001
b_{HC}	Average DOC of HC		--	--	--	--
$b_{driveways}$	Driveways and minor approaches per mile		0.0093	0.0009	10.3700	<0.001
α_0	Dispersion parameter		1.3310	0.0393	33.880	<0.001

Table 29 Calibrated Coefficients for KA Crashes on Non-Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-8.8612	0.5156	-17.1860	<0.001
b_{aadt}	AADT		0.7118	0.0649	10.9700	<0.001
b_{aft}	After period indicator		0.0513	0.0666	0.7710	0.441
b_r	Region indicator	Superior Region	--	--	--	--
		North Region	-0.2011	0.0774	-2.5960	0.009
		Grand Region	--	--	--	--
b_{osw}	Outside shoulder width		--	--	--	--
b_{terr}	Terrain		--	--	--	--
b_{turn}	Number of turning lanes		0.1128	0.0445	2.5320	0.011
b_{HC}	Average DOC of HC		0.0593	0.0150	3.9650	<0.001
$b_{driveways}$	Driveways and minor approaches per mile		0.0132	0.0026	5.0570	<0.001
α_0	Dispersion parameter		0.8831	0.3350	2.6360	0.0084

Table 30 Calibrated Coefficients for B Crashes on Non-Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-9.5420	0.5105	-18.6910	<0.001
b_{aadt}	AADT		0.8514	0.0596	14.2910	<0.001
b_{aft}	After period indicator		--	--	--	--
b_r	Region indicator	Superior Region	-0.3418	0.0958	-3.5660	<0.001
		North Region	-0.1534	0.0736	-2.0830	<0.001
		Grand Region	0.2651	0.0694	3.8180	<0.001
b_{osw}	Outside shoulder width		-0.0498	0.0212	-2.3540	<0.001
b_{terr}	Terrain		--	--	--	--
b_{turn}	Number of turning lanes		--	--	--	--
b_{HC}	Average DOC of HC		0.0475	0.0132	3.6060	<0.001
$b_{driveways}$	Driveways and minor approaches per mile		0.0133	0.0022	6.1670	<0.001
α_0	Dispersion parameter		0.9865	0.2392		<0.001

Table 31 Calibrated Coefficients for C Crashes on Non-Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-9.3079	0.4284	-21.7280	<0.001
b_{aadt}	AADT		0.8999	0.0508	17.7140	<0.001
b_{aft}	After period indicator		-0.1409	0.0454	-3.1030	0.0019
b_r	Region indicator	Superior Region	-0.2153	0.0707	-3.0450	0.0023
		North Region	-0.1543	0.0542	-2.8490	0.0044
		Grand Region	--	--	--	--
b_{osw}	Outside shoulder width		-0.0385	0.0179	-2.1540	0.0313
b_{terr}	Terrain		-0.1303	0.0489	-2.6640	0.0077
b_{turn}	Number of turning lanes		0.0779	0.0300	2.5980	0.0094
b_{HC}	Average DOC of HC		0.0302	0.0114	2.6590	0.0078
$b_{driveways}$	Driveways and minor approaches per mile		0.0135	0.0018	7.4210	<0.001
α_0	Dispersion parameter		1.4276	0.2400	5.9480	<0.001

Table 32 Calibrated Coefficients for O Crashes on Non-Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-3.3724	0.1485	-22.7040	<0.001
b_{aadt}	AADT		0.5339	0.0184	28.9530	<0.001
b_{aft}	After period indicator		0.1233	0.0200	6.1490	<0.001
b_r	Region indicator	Superior Region	-0.3932	0.0293	-13.4370	<0.001
		North Region	-0.1183	0.0254	-4.6670	<0.001
		Grand Region	--	--	--	--
b_{osw}	Outside shoulder width		--	--	--	--
b_{terr}	Terrain		-0.1283	0.0215	-5.9750	<0.001
b_{turn}	Number of turning lanes		0.0532	0.0139	3.8300	<0.001
b_{HC}	Average DOC of HC		--	--	--	--
$b_{driveways}$	Driveways and minor approaches per mile		0.0085	0.0010	8.8150	<0.001
α_0	Dispersion parameter		1.2133	0.0398	30.463	<0.001

Table 33 Calibrated Coefficients for Total Crashes Excluding Deer Collisions on Non-Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-7.9746	0.2136	-37.3400	<0.001
b_{aadt}	AADT		0.9518	0.0254	37.4700	<0.001
b_{aft}	After period indicator		-0.0778	0.0232	-3.3500	<0.001
b_r	Region indicator	Superior Region	-0.2127	0.0356	-5.9700	<0.001
		North Region	-0.1321	0.0281	-4.7000	<0.001
		Grand Region	--	--	--	--
b_{osw}	Outside shoulder width		-0.0267	0.0096	-2.8000	0.0051
b_{terr}	Terrain		-0.1640	0.0253	-6.4800	<0.001
b_{turn}	Number of turning lanes		0.0729	0.0157	4.6400	<0.001
b_{HC}	Average DOC of HC		0.0639	0.0061	10.5600	<0.001
$b_{driveways}$	Driveways and minor approaches per mile		0.0142	0.0010	13.8300	<0.001
α_0	Dispersion parameter		1.3609	0.0603	22.553	<0.001

Table 34 Calibrated Coefficients for KA Crashes Excluding Deer Collisions on Non-Freeways

Coefficient	Variable		Value	Std. Dev	t-statistic	p-value
b_0	Intercept		-9.1919	0.5535	-16.6080	<0.001
b_{aadt}	AADT		0.7309	0.0697	10.4810	<0.001
b_{aft}	After period indicator		0.0381	0.0685	0.5570	0.5778
b_r	Region indicator	Superior Region	--	--	--	--
		North Region	--	--	--	--
		Grand Region	0.2289	0.0771	2.9700	0.0029
b_{osw}	Outside shoulder width		--	--	--	--
b_{terr}	Terrain		--	--	--	--
b_{turn}	Number of turning lanes		0.1180	0.0454	2.5970	000094
b_{HC}	Average DOC of HC		0.0559	0.0153	3.6460	<0.001
$b_{driveways}$	Driveways and minor approaches per mile		0.0139	0.0027	5.1980	<0.001
α_0	Dispersion parameter		0.8907	0.3568	2.4970	0.0125

Table 35 summarizes the results of the EB analysis. This table shows a marginal, but statistically significant, increase in the total number of crashes, total non-deer crashes and PDO crashes. All the other types of collisions showed very small, but non-statistically significant, changes.

Table 35 Index of Safety Effectiveness for Non-freeway Facilities

Terminology	**Total**		**KA**		**B**	**C**	**O**
Crash Type	All	ND*	All	ND*	All	All	All
θ (The Index)	1.114	1.096	1.017	1.047	0.973	0.996	1.144
Standard Deviation	0.022	0.038	0.113	0.120	0.099	0.082	0.024
Significance (5% level)	Yes	Yes	No	No	No	No	Yes

4.4 Relationship between Speed and Safety on Freeways

Collectively, the results showed that increased speed limits have led to higher travel speeds, as well as increases in crash frequency and severity. In order to better understand the nature of these relationships, additional analyses were conducted to assess the relationship between speed and safety on rural freeways. To this end, a case-control analysis was conducted that compares crash frequency on roads before and after the speed limit increase. The roadway segments where the 70-

mph speed limit was maintained were included in the analysis as a control group, while the road segments with a 75-mph speed limit were the increased segments. The control segments were selected based on comparable AADT and road geometric features of the increase sites. The crash data were obtained from the Michigan State Police as discussed previously. RITIS speed data, as described in Section 3.1.1, were utilized for this analysis due to availability of the speed data for the entire freeway network of Michigan. The lack of such data for the non-freeway system limited the potential for conducting similar analyses for those facility types.

4.4.1 Data Summary

Table 36 presents descriptive statistics (mean and standard deviation) for each of the variables included in the final dataset. Separate summary information is provided for the control sites and the speed limit increase sites. These data describe the geometric and traffic characteristics of each site, followed by details of the aggregate trends in before-and-after period crash and speed data. A few points warrant discussion regarding the comparability of the two datasets. First, the sites where the speed limits were increased were selected, in part, based upon geometric and traffic characteristics. The increases predominantly occurred at those sites where traffic volumes were lower (mean = 7,921 veh/day for increase sites; mean = 19,472 veh/day for control sites), as well as where lanes, shoulders, and medians were wider. The speed data were also generally comparable between the increase (mean = 65.2 mph) and control (mean = 64.6 mph) sites. Given the differences in traffic volumes, it should be noted that the annual number of crashes before the speed limit increases occurred tended to be much higher at the control sites given the higher volumes (mean = 3.60 crashes/year for increase sites; mean = 7.86 crashes/year for control sites). Interestingly, when normalizing by million vehicle-miles-travelled (MVMT), the crash rates are generally comparable as the increase sites experienced an average rate of 1.03 crashes per MVMT compared to 0.95 crashes per MVMT for the control sites. After the speed limit changes occurred, all of the speed metrics were found to increase at both the control sites and the increase sites, though the increases were consistently larger where the speed limit was also increased. Considering the general magnitude of these increases, it is again notable that the sample of probe vehicles included an overrepresentation of heavy vehicles. As shown in previous chapter of the report, data from field LIDAR studies and permanent traffic records were generally 2 to 4 mph across the increase sites while the average increase from the probe vehicles was only 1.6 mph.

Turning to the crash data, crashes also increased at all severity levels across both the increase and control sites. However, these increases were much more pronounced at the sites where the speed limits were increased. Total crashes increased by 16.7% (compared to 4.6% at control sites), K/A injury crashes by 33.3% (compared to 7.7%), B/C crashes by 20.9% (compared to 0.9%), and PDO crashes by 16.1% (compared to 5.1%).

Table 36 Descriptive Statistics of Pertinent Variables

Parameter	**Control Sites**		**Increase Sites**	
	Mean	**Std. Dev.**	**Mean**	**Std. Dev.**
Geometric and Traffic Characteristics				
Annual average daily traffic (veh/day)	19,471.88	7,115.49	7921.31	4012.97
Percent trucks	13.96	7.23	10.24	4.54
Segment length (miles)	1.17	0.55	1.21	0.44
Lane count (1 if 3+, 0 otherwise)	0.11	0.32	0.01	0.11
Lane width (1 if 12ft+, 0 otherwise)	0.98	0.15	1.00	0.00
Cable median barrier present (1 if yes, 0 otherwise)	0.31	0.46	0.05	0.23
Median width (1 if 90ft+, 0 otherwise)	0.24	0.43	0.59	0.49
Right shoulder width (1 if 11ft+, 0 otherwise)	0.29	0.46	0.19	0.39
Left shoulder width (1 if 9ft+, 0 otherwise)	0.15	0.36	0.03	0.16
Road geometry (1 if tangent, 0 otherwise)	0.81	0.39	0.86	0.35
Percent of segment on curve (1 if <40, 0 otherwise)	0.12	0.32	0.09	0.29
Annual Before-Period Crash Data				
Total crashes	7.86	7.01	3.60	3.10
Fatal and serious injury crashes	0.13	0.39	0.06	0.26
Minor and possible injury crashes	1.09	1.5	0.43	0.73
Property-damage-only crashes	6.64	5.89	3.11	2.76
Annual After-Period Crash Data				
Total crashes	8.22	6.86	4.2	3.52
Fatal and serious injury crashes	0.14	0.38	0.08	0.28
Minor and possible injury crashes	1.1	1.41	0.52	0.82
Property-damage-only crashes	6.98	5.91	3.61	3.13
Annual Before-Period Speed Data				
Mean speed (mph)	64.63	2.90	65.16	1.36
15th Percentile speed (mph)	61.64	3.14	62.06	1.4
50th Percentile speed (mph)	64.2	2.95	64.76	1.28
85th Percentile speed (mph)	68.65	2.92	68.94	1.69
Standard deviation (SD) of speed (mph)	4.19	1.10	3.78	0.46
Annual After-Period Speed Data				

Mean speed (mph)	65.70	2.59	66.76	1.18
15th Percentile speed (mph)	63.62	2.97	64.23	1.62
50th Percentile speed (mph)	65.72	2.54	66.5	1.10
85th Percentile speed (mph)	68.89	2.61	69.98	1.47
Standard deviation (SD) of speed (mph)	4.73	1.27	4.39	0.63
Sample size	6970		5045	

4.4.2 Statistical Methodology

A series of regression models were estimated to understand the relationship between speed and safety while accounting for speed limit increases. The annual crash frequency on any given road segment takes the form of a discrete, non-negative integer. Such count data models are generally analyzed by Poisson or negative binomial (NB) regression models. Under a Poisson model, the probability of the number of crashes, *y*, occurring on a road segment *i*, during a specific time period is given as shown in Equation 39.

$$P(y_i) = \frac{e^{-\lambda}\lambda_i^{y_i}}{y_i!} \qquad \text{Eq. 39}$$

Where, λ_i is the average number of crashes for segment *i* with similar characteristics. As discussed previously in Section 4.2.4, the NB model is preferred over Poisson model as it accounts for overdispersion generally found in the crash data. Thus, in a NB model, a gamma-distributed error term is included in estimating λ_i as shown in Equation 40.

$$\lambda_i = EXP(\beta X_i + \varepsilon_i) \qquad \text{Eq. 40}$$

The term $EXP(\varepsilon_i)$ is gamma distributed with mean and variance equal to 1 and α, respectively, where α is the overdispersion parameter. As stated previously, the analysis dataset combines cross-sectional and longitudinal data to form a panel dataset wherein roadway segments are repeated for each year for five years. Thus, a random-effects modeling framework is adopted to account for any correlation among crash count observations across different years. The random-effects model allows the constant term to vary across segments as shown in Equation 41.

$$\beta_{0i} = \beta_0 + \omega_i \qquad \text{Eq. 41}$$

Where, ω_i is a randomly distributed random effect for segment i and all other variables are as defined previously. Again, as described in Section 4.2.4, the natural logarithm of the segment length was taken as the offset variable.

4.4.3 Analysis Results and Discussion

Separate random effects negative binomial models were estimated for crashes at various injury severity levels. Due to the lower frequency of fatal crashes (K), these were aggregated with serious injury (A) crashes. Similarly, minor (B) and possible (C) injury crashes were aggregated, while PDO crashes were evaluated separately due to their relatively higher frequency. Table 37 presents the results of these models. For each variable of interest, a parameter estimate is provided, along with the associated standard error (in parentheses). Those parameters that were statistically significant at a 95% confidence level are indicated by an asterisk.

Table 37 Regression Results for Crashes by Severity Level on Freeways

Parameter	**Estimate (Std. Error)**			
	Total Crashes	**KA Crashes**	**BC Crashes**	**PDO Crashes**
Intercept	-2.979 (0.325)*	-8.536 (0.983)*	-6.750 (0.489)*	-2.936 (0.334)*
Period and Site Type				
Before-Control	*Baseline*			
Before-Increase	-0.189 (0.034)*	-0.170 (0.113)	-0.134 (0.054)*	-0.172 (0.036)*
After-Control	-0.019 (0.013)	-0.060 (0.069)	-0.078 (0.027)*	-0.013 (0.013)
After-Increase	-0.139 (0.035)*	-0.120 (0.120)	-0.084 (0.055)	-0.123 (0.036)*
Mean speed (mph)	-0.018 (0.004)*	-0.002 (0.013)	-0.024 (0.006)*	-0.021 (0.004)*
SD of speed (mph)	0.068 (0.007)*	0.140 (0.027)*	0.103 (0.013)*	0.065 (0.008)*
Ln(AADT)	0.591 (0.024)*	0.586 (0.078)*	0.810 (0.038)*	0.585 (0.024)*
Percent tucks	-0.008 (0.002)*	N/A	-0.021 (0.003)*	-0.007 (0.002)*
Road Geometry				
Tangent	*Baseline*			
Curve on <40% of segment length	0.163 (0.035)*	0.163 (0.089)	0.115 (0.045)*	0.164 (0.035)*
Curve on >=40% of segment length	0.197 (0.045)*	0.330 (0.121)*	0.245 (0.060)*	0.189 (0.046)*
Median type				
Graded with ditch	*Baseline*			
Graded with ditch with cable median barrier	0.053 (0.031)	-0.015 (0.075)	0.021 (0.041)	0.067 (0.031)*
Median width (ft)				
<90	*Baseline*			
>=90	-0.102 (0.026)*	N/A	-0.093 (0.037)*	-0.107 (0.027)*
Right shoulder width (ft)				
<11	*Baseline*			
>=11	-0.079 (0.025)*	-0.159 (0.072)*	N/A	-0.085 (0.026)*
Random Effects				
Variance of Intercept	0.218	0.283	0.192	0.22

Note: N/A indicates variables that did not show a substantive relationship with crashes

4.4.3.1 Effect of Speed Limit Increases

When interpreting the results, it should be noted that a combination of site type (control or increase) and period (before or after) variables were used to distinguish differences that are due to factors that are not directly accounted for in the model. To ensure the model is identifiable, the before-period control site group was left out as a baseline for comparison purposes. As such, the remaining site-type/period variables can be compared to determine how the frequency of crashes vary as compared to this control group.

Table 38 provides a summary of the percent change in crashes between the before- and after-periods at both the speed limit increase and control sites. Overall, crashes were shown to decrease by 1.9% overall at the control sites. These decreases were more pronounced among B/C level injuries (7.5%) and K/A injuries (5.8%). In contrast, crashes of all types increased by approximately 5.0% at those sites where the speed limits were increased.

Table 38 Percent Change in Crashes between Before and After Periods by Severity Level and Site Type on Freeways

Site-Type	**Percent Change in Crashes by Severity Level**			
	Total	**KA**	**BC**	**O**
Control	-1.9%	-5.8%	-7.5%	-1.3%
Speed Limit Increase	5.1%	5.1%	5.1%	5.0%

It should be noted that the differences between the before- and after-periods and between the site types as shown in Table 36 are generally smaller than reflected by the summary statistics in Table 36. This is due to the fact that this analysis has controlled for the effects of other important factors, including changes in traffic volumes and speeds, in addition to accounting for factors that were consistent between the two periods such as shoulder width and horizontal curvature.

Figure 26 depicts differences in total crashes at the speed limit increase sites based upon different levels of traffic volume while holding other independent variables constant. Differences were generally smaller across the lower ranges of AADT (i.e., less than 10,000 vehicles/day). However, these differences become more pronounced as the AADT increases.

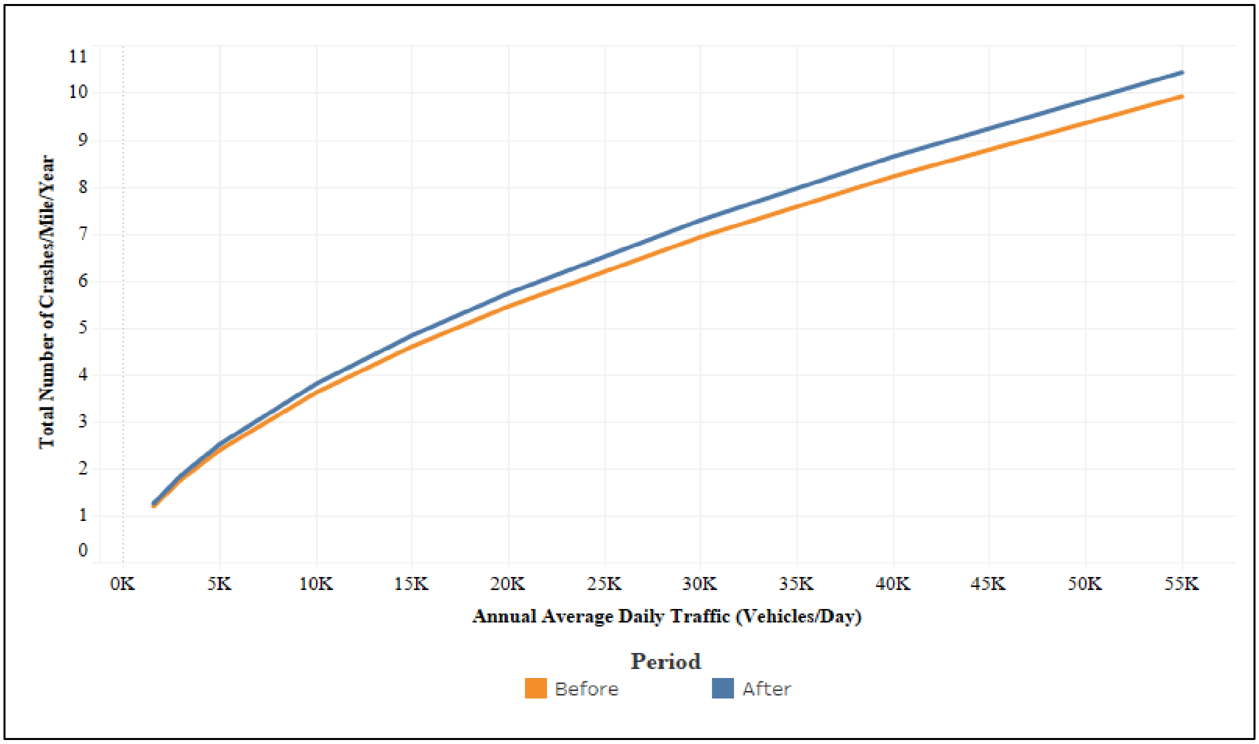

Figure 26 Annual Number of Crashes for Increase Site based on Study Period and AADT

Effect of Speed Distribution

In order to assess the relationship between travel speeds and safety, various speed metrics, including mean speed, 15th, 50th, and 85th speed percentiles, were investigated. The analyses considered each of these metrics as a predictor in the regression models. However, due to the strong correlation between these various metrics at each site, only one such metric was included in the final model. The standard deviation of speeds was also calculated and included in the analysis to account for variability in speeds.

The results show that both the mean speeds, as well as the standard deviation of speeds were strong predictors of crash frequency across all severity levels. Interestingly, higher mean speeds were associated with lower crash frequencies. A 1-mph increase in mean speed was associated with a 1.8% reduction in total crashes and these decreases ranged from 0.2% to 2.4% across the various severity levels. This could be reflective of several factors, including less congestion on the freeways with higher speeds, even after controlling for the effects of traffic volume. Similar results have also been shown in the extant literature (Baruya, 1998; Roshandel et al., 2015; Yu et al., 2013).

On the other hand, the relationship between speed variance and crash frequency was positive. This means that the greater the variability in the speed, the higher the frequency of crashes, which was true for total crashes as well as crashes at each of the injury severity levels. Crashes of higher severity were found to be more sensitive to speed variability with a 1-mph increase in standard deviation in speeds resulting in a 15% increase in KA crashes and 11% and 6.7% increases in BC and PDO crashes, respectively. Total crashes increased by 7% for a 1-mph increase standard deviation. Figure 27 shows a graphical representation of changes in crashes between before and after period with different ranges of standard deviation of speed while keeping other independent variables constant. Overall, the results suggested that the drivers moving at significantly higher or lower speeds than the mean speeds tend to negatively affect traffic safety. This supports early research by Solomon (Solomon, 1964) and Lave (Charles Lave, 1985), which suggest speed variance to be a particular concern for traffic crashes. It is important to note that, even after controlling for the relationships with mean speed and speed variance, the speed limit increase sites experienced persistent increases in crashes while the control sites experienced fewer crashes after the speed limit changes were introduced.

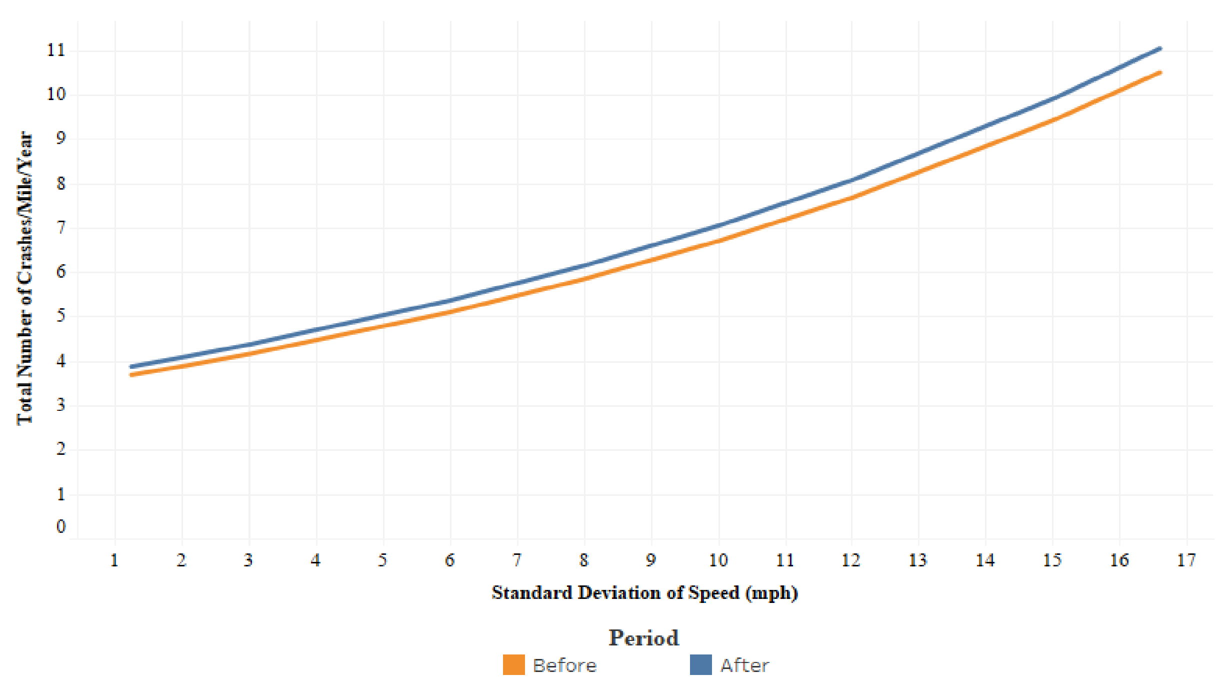

Figure 27 Annual Number of Crashes for Increase Sites based on Standard Deviation of Speed

4.4.3.2 Effect of Site Characteristics

As expected, the crashes were found to increase with traffic volume. The effects were found to be relatively inelastic, with a 1% increase in volume associated with a 0.59% increase in total crashes, KA crashes, and PDO crashes, and a 0.81% increase in BC crashes. The percentage of trucks in the traffic stream was found to have a negative but weak relationship with crash frequency. In general, segments on curves were found to have 12%-39% higher crash frequency compared to the tangent sections. Segments with a greater proportion of their length on a curved section were found to have a higher crash frequency which was found to hold true across all severities. This is expected as curves are generally subjected to lower safety.

Crashes were significantly lower on segments with wider medians and shoulders. This is likely because such conditions provide more room for drivers to regain control of their vehicles or swerve to avoid an impending collision. The installation of cable barriers along the medians on rural freeways led to increased total crash frequency, but reduced fatal and serious injury crashes. This is expected as the primary objective of these barriers is to reduce severity of crashes to minor/possible injury and PDO that would otherwise be a fatal or a serious injury crash. The results show PDO crashes were 6.9% higher, and KA crashes were 1.5% lower at sites with cable median barrier installed compared to sites where these barriers were not present, though this result was only statistically significant among PDO crashes.

4.5 Summary

The 2017 speed limit increases have significantly affected traffic safety trends on both the freeways and non-freeways in Michigan. Various evaluation frameworks were examined, starting with the simple before-after comparison of annual average crash frequencies and crash rates (crashes per MVMT). This was followed by a simple before-after evaluation (with and without a control group), as well as an Empirical Bayes (EB) analysis that considered the impacts of other important site characteristics. Similar analyses were conducted separately for both freeways and non-freeways where the speed limits were increased. As a part of the EB analysis, SPFs were also developed for total crashes based on severity, and also crashes excluding animal collision since Michigan roadways tend to over-experience these types of crashes which may skew the results. From a big picture perspective, the results show that the speed limit increase resulted in persistent increases in traffic crashes across all levels of injury severity.

For freeways, the raw crash frequency data showed a 16.7% and 25% increase in total crashes and severe injury (KA) crashes, respectively, on increase sites. The total crashes per MVMT and KA crashes per MVMT showed a modest increase of 0.5% and 7.6%, respectively. The simpler before-after evaluations (with and without a control group) showed increases of up to 8% in total crashes. Severe injury crashes were found to increase by as much at 15%, though these increases were not statistically significant under these simpler evaluation frameworks, which did not consider the effects of other important geometric and traffic characteristics. The subsequent Empirical Bayes (EB) evaluations showed that total crashes increased by approximately 9.5% on freeways (9.2% excluding deer-involved crashes). Significantly more pronounced increases occurred among fatal and severe injury crashes, where the average increases were 33.3% for all crashes and 26.1% for non-deer involved crashes. Significant increases also occurred among minor (non-incapacity) injury crashes and property-damage only crashes.

On non-freeways, comparing pre- and post-increase annual crash frequencies showed a 38.7% and 30.6% increase in total crashes and KA crashes, respectively. The total crashes per MVMT and KA crashes per MVMT showed an increase of 22.3% and 15.1%, respectively. The simpler before-after analyses estimated increases of 23 to 31% in total crashes, and 8 to 15% when excluding deer-involved crashes. Severe injury crashes increased by 16 to 25%, though these increases were also not statistically significant. The more complex EB analysis showed that the total crashes increased by 11.4% (9.6% exclusive of deer-involved crashes). Much of this was driven by a 14.4% increase in property-damage only crashes. While fatal and severe injury crashes increased by 1.7% when considering all crashes and 4.7% when excluding deer-vehicle crashes, these results were not statistically significant. For easy comparisons, Table 39 below compares the percentage change in total crashes and KA crashes on freeways and non-freeways by various analytical methods.

Table 39 Summary of Percentage Crash Changes by Various Analysis Methodology

Roadway Type	Methodology	Estimates Controlled For	Crash Category	
			KABCO	**KA**
Freeways	Raw Crash Frequency	None	16.7%	25.0%
	Crashes per MVMT	Traffic volume	0.5%	7.6%
	Naïve Before-After	None	8.0%	15.0%
	Naïve Before-After with Control Group	Control sites	21.0%	19.0%
	Empirical Bayes	Traffic volume, control sites	9.5%	33.3%
Non-Freeways	Raw Crash Frequency	None	38.7%	30.6%
	Crashes per MVMT	Traffic volume	22.3%	15.1%
	Naïve Before-After	None	31.0%	23.0%
	Naïve Before-After with Control Group	Control sites	25.0%	12.0%
	Empirical Bayes	Traffic volume, control sites	11.4%	1.7%

Statistical models to relate crash frequency with speed metrics on freeway network were also developed for each of the crash severity. These increases were consistently around 5% across all severity levels after controlling for the effects of other important variables. Notably, the mean speed and variability in speed were both strong determinants of crash frequencies on these roadways. Higher mean speeds were associated with lower crash frequencies, though it is unclear the degree to which this is due to driver behavior versus general differences in traffic characteristics across sites. Continuing on this point, greater variability in speeds on a given segment were associated with higher crash frequencies across all severity levels. Several site-specific characteristics, including traffic volume, traffic composition, shoulder and median widths, and the presence of cable median barriers, also tended to affect the frequency of crashes. Collectively, the results show that the crashes have increased on both freeways and non-freeways after the speed limits were increased in 2017.

5 EVALUATION OF SCREENING CRITERIA FOR SPEED LIMIT INCREASES

Historically, many speed limit increases have occurred at relatively large scale. For example, speed limits were reduced nationwide with the 1974 National Maximum Speed Limit. Subsequently, thousands of miles of rural interstate were increased following the relaxation of the NMSL in 1987 and similar scales of increases occurred following the complete repeal of the NMSL in 1995. More recently, increases to higher limits (of 75 mph and above) have been done in a more selective manner. This has largely been due to the fact that not all roadway segments may be suitable candidates for higher limits. For example, certain roadway (e.g., horizontal curvature, sight distance limitations, reduced clear zone) and traffic characteristics (e.g., operating speeds, truck volumes) may lead to very high levels of crashes if higher speed limits are adopted along them. Thus, it is important to identify roadway segments that are lower risk candidates to increase the speed limits based on certain minimum engineering criteria. This chapter summarizes criteria that were considered by MDOT to identify candidate segments for speed limit increases on the limited-access freeway network. Similar methods were applied to the two-lane network, though this chapter covers only the freeway network for demonstration purposes.

5.1 Overview of Approach

In 2017, the Michigan Department of Transportation began identifying candidate freeway locations for potential increases of speed limits from 70 mph to 75 mph. MDOT selected provisional corridors for speed limit increases based on various criteria, including the Level of Service of Safety (LOSS). The concept of LOSS was developed by Colorado DOT in 2000. LOSS is a four-class stratification scheme that compares the number of crashes a location experiences to the expected value based on a crash prediction model, or safety performance function (SPF). Sites are stratified from LOSS I (i.e., those sites experiencing significantly fewer crashes than an average site) to LOSS IV (i.e., sites experiencing significantly more crashes than other, similar sites). Generally, boundaries are created 1.5 standard deviations above/below the mean predicted value.

Initially, a list of provisional freeway corridors was prepared based on the LOSS analysis. However, not all the segments were selected for speed limit increases due to higher risk geometric and/or traffic restraints. Figure 28 shows the map of provisional freeway corridors initially considered for speed limit increases.

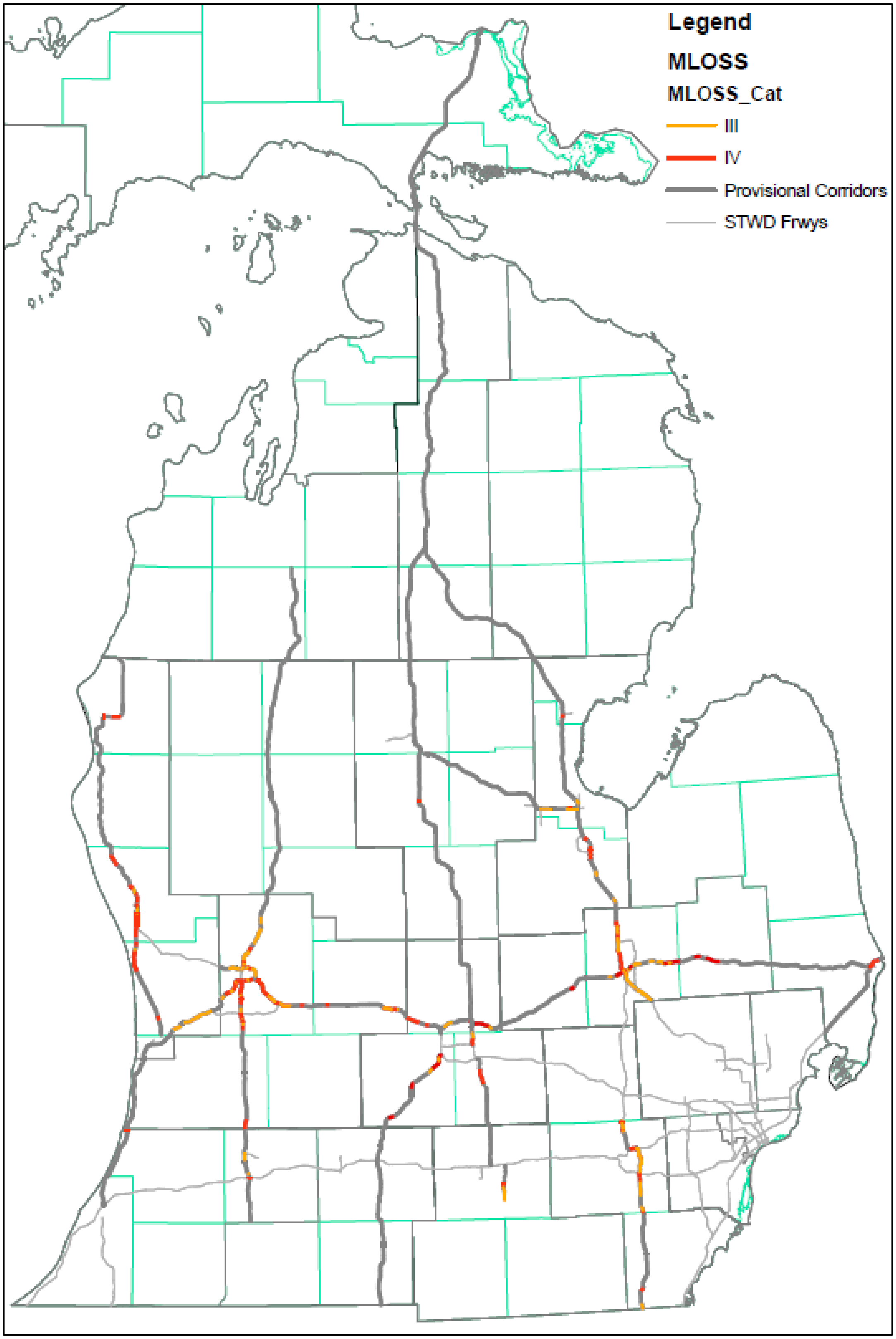

Figure 28 Provisional Freeways Corridors for Speed Limit Increases

To further select locations where the speed limits would be increased to 75 mph, the following procedure was adopted by MDOT:

1. Develop a map and a list of provisional corridors for implementation through a LOSS analysis. Identify the 600 miles of freeway that pose the lowest safety risk to the motoring public (LOSS tiers I and II).
2. Meet with Michigan State Police (MSP) leadership and gain concurrence on provisional corridors identified in the previous step.
3. Initiate a Traffic Survey Report (TSR) in the Traffic Control System (TCS) for each provisional corridor.
4. Perform engineering review of each provisional corridor using the following criteria as a baseline:
    a. Horizontal curve radii (Minimum for 75 MPH = 2,344 feet)
    b. Stopping sight distance (Minimum for 75 MPH = 820 feet)
    c. Average Annual Daily Traffic (AADT) ≤ 40,000
    d. Commercial Average Daily Traffic (CADT) < 5,000
    e. Percent Commercial Traffic ≤ 30%
    f. Current Level of Service (LOS) A, B, or C

    Thereafter, identify horizontal curves that require a posted advisory speed below 75 MPH. Document locations that do not meet one or more of the criteria above. Use engineering judgment and perform as-needed crash analyses to determine if short-term mitigations should be in place prior to raising the speed limit, or to determine if the limits of the corridor should be adjusted. Enter findings and any proposed mitigations into TSRs (initiated in Step #3). Findings should include recommended beginning and ending points for 75 MPH TCO.
5. The following list of provisional corridors is prepared based on the previous steps (approximately 617 miles):

Round 1

- US-127: I-69 to end of freeway at Livingston Rd (St. Johns)
- US-127: Beg. of freeway at Bagley Rd (Ithaca) to I-75
- I-75: US-10 to US-23 in Mackinaw City
- I-75: Portage Rd in St Ignace to Eureka St in Sault Ste Marie
- US-131: M-57 to end of freeway north of Manton

Round 2

- US-31: South Oceana Co. line to US-10
- US-10: M-115 to I-75
- I-69: Bus. I-69 (Saginaw Hwy) to Miller Rd in Swartz Creek
- I-69: M-15 to I-94

Figure 29 shows the map of sites where speed limits increased along with the sites which were initially considered for speed limit increase but did not make the final list.

As a part of this study, LOSS was used to evaluate the relative safety performance of those sites where speed limits were increased, as well as similar provisional sites that were initially considered, but where the maximum limits were ultimately kept at 70 mph. The SPFs developed as a part of safety analysis in Chapter 4 are utilized to calculate the predicted number of crashes at each site during the period from 2018 through 2019. To calculate LOSS, the following procedure is adopted:

1. An SPF is used to calculate the predicted number of crashes *($E[\kappa]$)* at each of the sites of interest.
2. The standard deviation of the predicted number of crashes is calculated using Equation 42.

   $$\sigma = \sqrt{E[\kappa] + E[\kappa] \times E[\kappa] \times k} \qquad \text{Eq. 42}$$

   Where, k is the overdispersion parameter from the negative binomial model.

3. The limits are calculated for four LOSS categories and the observed number of crashes (K) are compared to these limits as shown below in Table 40.

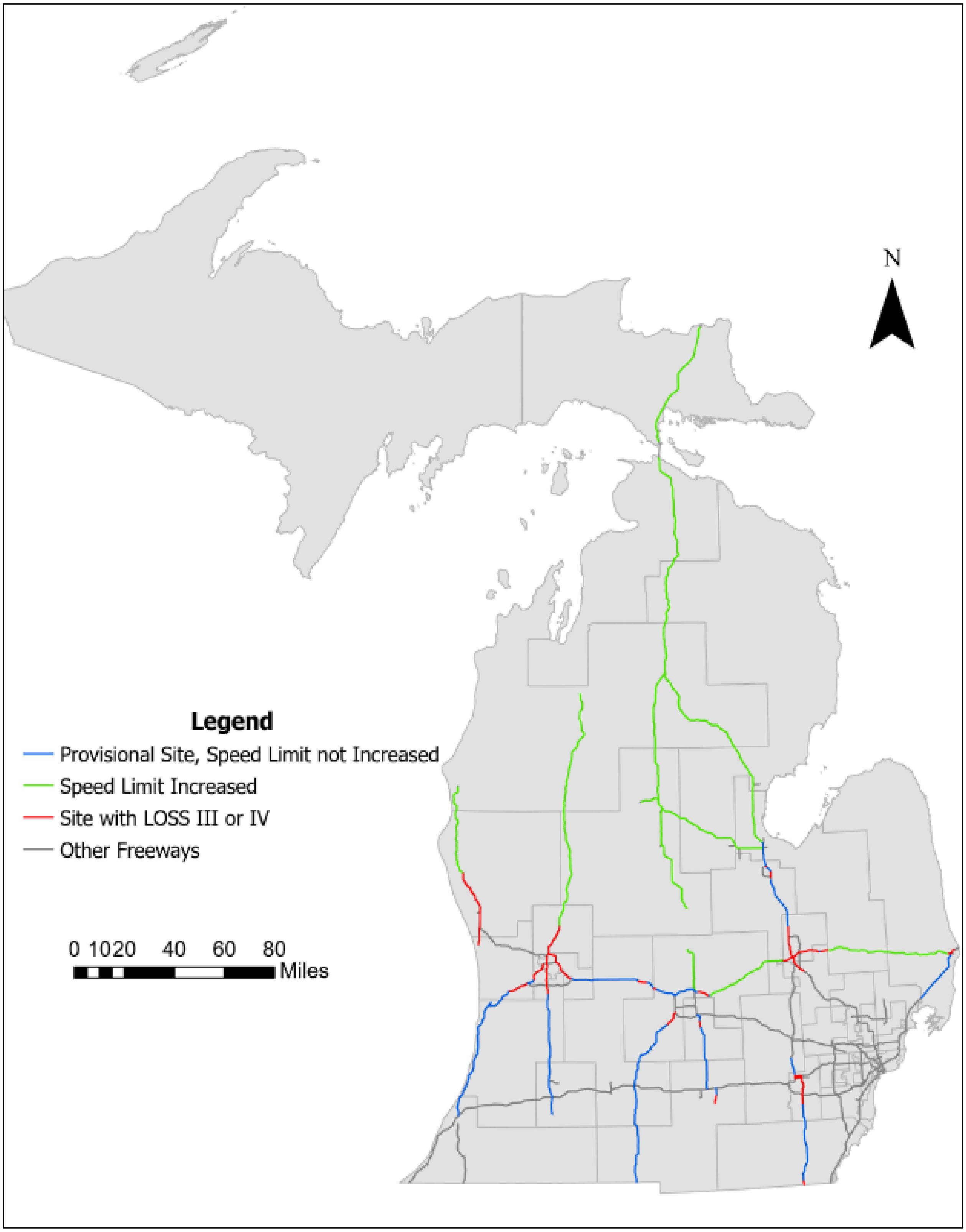

Figure 29 Speed Limit Increase Sites and Provisional Sites

Table 40 LOSS Categories

LOSS	Condition
I	$K < E[\kappa] - 1.5 \times \sigma$
II	$E[\kappa] - 1.5 \times \sigma \leq K \leq E[\kappa]$
III	$E[\kappa] < K < E[\kappa] + 1.5 \times \sigma$
IV	$K \geq E[\kappa] + 1.5 \times \sigma$

As per MDOT site-selection criteria, the LOSS of the provisional corridors in the before period was I or II. The LOSS of these corridors in the after period is determined and compared with the before period LOSS. Table 41 shows the mileage of segments in different LOSS categories after the speed limit increase. The results show that only 0.6% of freeway corridor mileage where speed limits were increased (total 1,217.34 miles) fall in LOSS I tier while 58.1% of freeway corridor mileage (707.34 miles) fall in LOSS tier II after the speed limits were increased. LOSS for 34.2% miles of the freeway segments increased to tier III, and 7.1% increased to tier IV.

For the provisional sites where speed limits did not increase, the LOSS tiers remained at I or II for 15.8 and 401.0 miles of freeways, respectively, which is 2.3% and 59.3% of the total mileage initially included in this category, respectively. For 209.2 miles and 50.9 miles of freeways initially considered for speed limit increases, the LOSS tiers worsened to LOSS III and IV, respectively, which corresponds to 30.9% and 7.5% of the total mileage in this category (676.93 miles), respectively.

Table 41 Mileage of Freeway Corridors based on LOSS After Speed Limit Increase

Site Type	LOSS I	LOSS II	LOSS III	LOSS IV	Total
Increase sites	7.03	707.34	416.76	86.31	1217.44
Provisional site but speed limit not increased	15.80	401.00	209.23	50.90	676.93

Figure 30 shows the map of all the increase sites and the provisional sites where speed limits were not increased based on their after-period LOSS tiers.

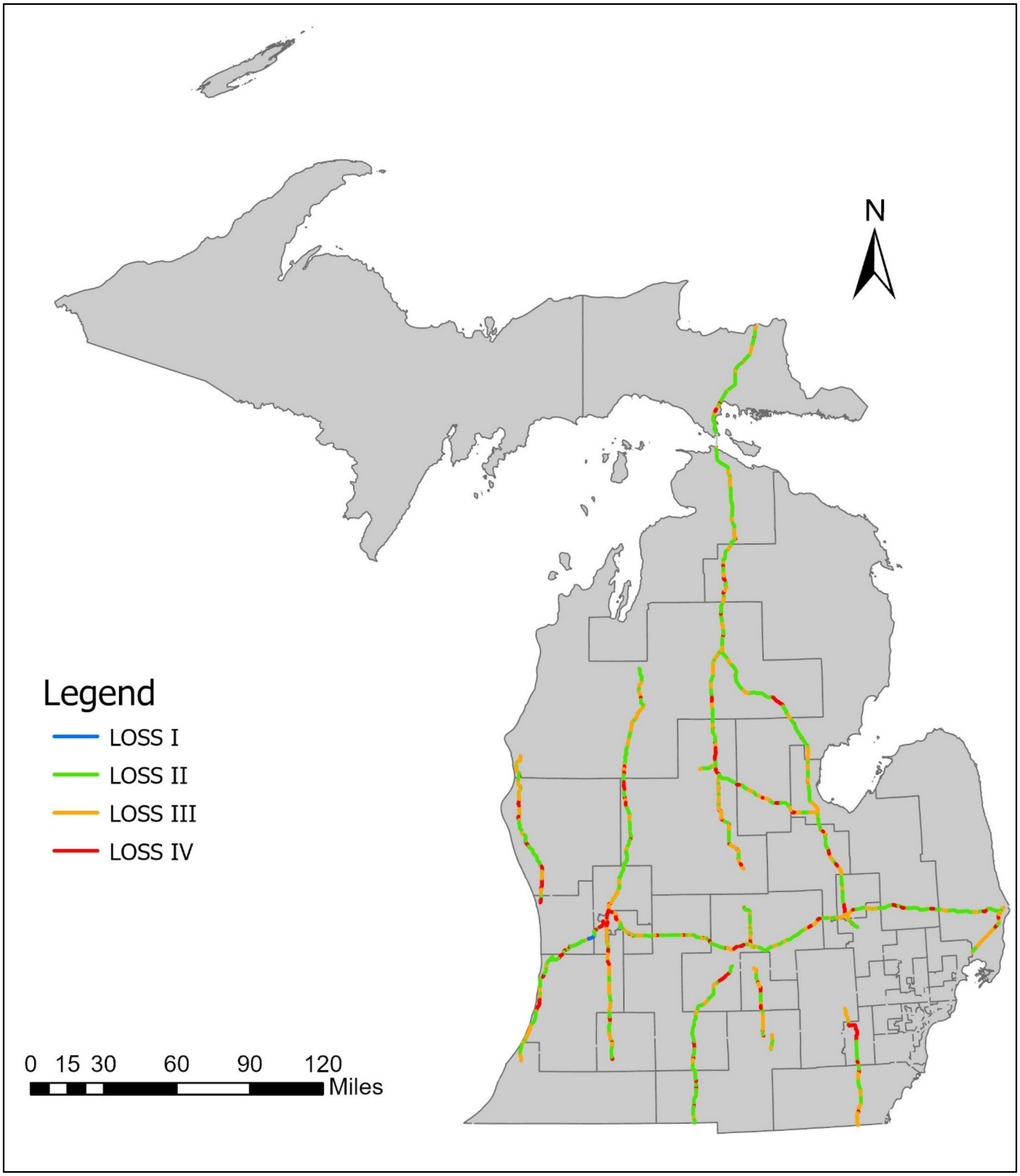

Figure 30 LOSS Tiers After Speed Limit Increase for Provisional Corridors on Freeways

6 ECONOMIC ANALYSIS

6.1 Background

A comprehensive benefit/cost evaluation was conducted to assess whether the benefits of raising the speed limits outweigh the associated costs. This analysis largely followed the methods described in the initial reports estimating the impacts of raising speed limits on MDOT freeways (Savolainen et al., 2014) and non-freeways (Gates et al., 2015b). However, whereas the prior analyses utilized estimated impacts associated with proposed speed limit increases in Michigan, the current analysis described herein estimated the actual costs, wherever possible, associated with the 2017 speed limit increases on limited access freeways and non-freeways in Michigan.

The initial step was to identify economic factors impacted by a speed limit increase during a typical roadway life cycle, including agency costs associated with necessary infrastructure upgrades along with benefits and disbenefits to road users. Only tangible costs and benefits/dis-benefits directly resulting from an increase in speed limit were considered, including:

- Agency Costs
    - Speed limit signs
    - Warning signs (speed reduction zones, curve warning signs, no passing zones, etc.)
    - Pavement markings (no passing zones, auxiliary lanes and tapers, etc.)
- Road User Benefits/Dis-benefits
    - Fuel consumption
    - Travel time
    - Traffic crashes

6.2 Agency Costs

6.2.1 Speed Limit Signs

The most ubiquitous agency-related cost associated with raising speed limits involved the modification of existing speed limit signs, which were updated as a part of the 2017 speed limit increases on MDOT highways as follows:

- Maximum speed limit on 608.7 miles of limited access freeway,

- Speed limits on 966.1 miles of non-freeway highways, and
- Truck speed limit on 1844.76 miles of limited access freeway with a maximum speed limit of 70 or 75 mph.

According to MDOT personnel, the speed limit signs were typically modified using a sheeting overlay of the speed limit number, although it was sometimes necessary to replace the entire sign. These modifications typically did not include replacement signposts. For freeways, the majority of the speed limit sign modifications, including materials and labor for both overlays and replacement signs, were performed by MDOT crews, while contractors were often utilized for non-freeway speed limit sign upgrades. Approximately 75 percent of the freeway speed limit sign modifications were overlays, while new speed limit signs were installed for the majority of non-freeways. Based on data provided by MDOT, material costs for speed limit sign overlays ranged between $42 and $51 per overlay, while new speed limit signs ranged between $80 per 24 by 30 inch sign (non-freeways) and $320 per 48 by 60-inch sign (freeways). Labor costs were accounted for separately.

6.2.2 Warning Signs

Raising the speed limit on high-speed roadways with deficient geometry necessitates installation of new warning signs or relocation of existing warning signs. Example scenarios that prompted installation or relocation of warning signage upon increasing the speed limit included:

- Horizontal curves where the increased speed limit exceeds the design speed,
- Horizontal or vertical curves with insufficient stopping sight distance,
- No passing zones that have been extended to align with the increased speed limit, and
- Speed reduction zones entering communities on rural highways.

According to MDOT personnel, the majority of such warning sign installations or relocations in response to the 2017 speed limit increases were performed on the non-freeway network in the North and Superior regions. A combination of MDOT and contractor forces were utilized for fabrication and installation of these signs. Based on data provided by the MDOT Superior Region, material costs for new 36 by 36-inch warning signs were estimated at $135 per sign. Labor costs were accounted for separately.

6.2.3 Pavement Markings

Increasing the speed limit from 55 to 65 mph extended the necessary passing sight distance on two-lane highways by 20 percent (from 1,000 ft to 1,200 ft), which required extension of no passing zone pavement markings at locations where this could not be achieved. The extension of no passing zones was the most common pavement marking modification implemented as a result of raising the speed limit, the vast majority of which occurred on two-lane trunkline highways in the North and Superior regions. Other pavement marking modifications, such as extensions to auxiliary lanes and tapers, were also implemented on freeways and non-freeways. Based on data provided by the MDOT North Region, material and installation costs for 4-inch yellow pavement markings were estimated at $0.09 per foot, or approximately $13.61 per mile of two-lane segment increased from 55 to 65 mph.

6.2.4 Agency Cost Considerations

Material and labor costs for the aforementioned infrastructure modifications were provided by MDOT. These costs were obtained from a variety of MDOT internal accounting sources and included both internal costs and contractor payments, typically identified based on a dedicated charge-code established by MDOT for materials and labor charges associated with the speed limit increases. The costs were typically provided on a region-by-region basis, and were often separated between warning signing and pavement markings. However, freeway speed limit sign upgrade costs were aggregated for the entire state. The table 42 below provides the breakdown of MDOT infrastructure costs associated with the 2017 speed limit increases for freeways and non-freeways.

Table 42 MDOT Infrastructure Costs Associated with 2017 Speed Limit Increases

Roadway Type	Signs	Pavement Markings	Labor/Other	Total	Equivalent Annualized Cost*
Freeway	$17,620	$0	$115,244	$132,864	$11,130
Non-Freeway	$25,312	$12,591	$110,006	$147,909	$23,926

* Assumes15-year service life for signs and labor/other costs, pavement marking costs incurred annually, and 3 percent discount rate.

It was also necessary to convert these current statewide sign replacement costs to equivalent annualized values for use in the subsequent benefit/cost analysis. The sign service life was assumed as 15 years, which was also applied to the labor/other costs. Non-freeway pavement markings are typically re-applied annually. Consequently, the additional pavement marking costs were assumed to be incurred annually. Assuming a 3 percent discount rate, the annualized statewide infrastructure costs associated with the 2017 speed limit increases were estimated at \$11,130 and \$23,926 for freeways and non-freeways, respectively.

The aforementioned statewide infrastructure cost estimates may be considered as baseline minimum costs as they only relate to traffic control device upgrades, and do not include geometric changes that may be required for compliance with controlling geometric criteria during a future 4R or 3R project. Please refer to the estimated geometric modification costs detailed in the prior speed limit increase studies performed for MDOT (Gates et al., 2015b; Savolainen et al., 2014).

6.3 Road User Benefits/Dis-Benefits

In order to estimate the impacts of the 2017 speed limit increases on fuel consumption and travel times, it was first necessary to determine the following by vehicle type and facility type:

- changes in the average travel speed associated with the posted speed limit increase and
- annual vehicle-miles traveled (VMT) on the speed limit increase segments.

The changes in travel speeds were estimated by utilizing the LIDAR speed data collected by the research team during typical non-congested daytime conditions at 56 freeway and 36 non-freeway locations where the speed limit was increased in 2017. Data were collected in 2017 before the speed limit increase and again at the same locations in 2018 and 2019 after the speed limit increase. Using these data, the average travel speed before and after the speed limit increase was calculated separately for passenger vehicle and heavy trucks. These mean speed data were utilized to estimate the fuel consumption and travel times by facility type and vehicle type.

The annual VMT were estimated on the speed limit increase segments by multiplying the passenger AADT and commercial AADT by the respective segment lengths and multiplying by 365. Segment AADT data for 2019 were utilized for this analysis as 2019 represented the most recent non-pandemic year for which AADT were available. As the speed limit increases occurred almost exclusively on rural sections of highway, it was assumed that near free flow conditions would generally prevail at all times, and would generally only be reduced during poor weather, incidents, road work, and peak summer travel periods. Thus, for the speed limit increase segments, it was assumed that all of the VMT occurs during free flow conditions. As truck speed limits were increased from 60 to 65 mph on all freeways where the maximum speed limit was 70 or 75 mph, the freeway truck VMT was calculated using an additional 1236 miles of freeways where the 70-mph maximum limit was retained.

6.3.1 Fuel Consumption

Fuel consumption for vehicles traveling on uninterrupted high-speed roadways is function of several factors, including air resistance, which is largely impacted by speed and aerodynamics, and tire rolling resistance, which is largely impacted by weight. Nearly all vehicles are more fuel efficient at lower highway speeds, as air resistance begins to have a greater negative impact on fuel economy with increasing speeds. The literature suggests that heavy trucks achieve approximately 7 miles per gallon (mpg) at 55 mph and flat terrain, and fuel economy decreases by approximately 0.1 mpg for every 1 mph increase in travel speed above 55 mph (Bridgestone Tire Corporation, n.d.; Garthwaite, 2011; Oak Ridge National Laboratory, 2013). For passenger vehicles traveling at 70 mph, the current average fuel economy is approximately 25 mph and fuel economy decreases by 0.4 mpg for every 1 mph increase in travel speed above 70 mph (Thomas et al., 2013). Costs associated with vehicle maintenance, repair, and depreciation are not included in this analysis because of a lack of evidence relating such costs to increasing travel speeds within the speed ranges assumed here.

The average retail fuel prices for regular unleaded and diesel in Michigan were obtained from the AAA website (AAA, n.d.) for the current date (March 31, 2022), one month prior, and one year prior, and are presented in Table 43.

Table 43 Average Retail Fuel Price in Michigan by Date

Date	Regular Unleaded ($/gal)	Diesel ($/gal)
March 31, 2022 Average Price	$4.09	$4.96
Feb 28, 2022 Average Price	$3.56	$3.99
March 31, 2021 Average Price	$2.84	$3.05

The volatility of fuel prices displayed in Table 43 created challenges when estimating the fuel unit costs to be utilized in the analysis. However, it was assumed that the recent rapid increase in fuel costs were due to current world events, and would not likely be sustained in the long-term. However, it was also assumed that long term fuel prices would be elevated over March 2021 prices.

Therefore, it was decided to utilize a value of \$3.50 per gallon for regular unleaded and \$4.00 per gallon for diesel fuel. Using these values, the annual increased fuel consumption costs associated with the posted speed limit increases were estimated using the following method, with the results displayed in Tables 44 and 45 for freeways and non-freeways, respectively.

$$\textit{Annual Fuel Consumption Costs (speed limit increase segments, in dollars)} =$$
$$(\textit{VMT / Fuel Economy}_{Orig\_SL} - \textit{VMT / Fuel Economy}_{New\_SL}) * \textit{Fuel Unit Cost (\$/gallon)}$$

Table 44 Estimated Annual Fuel Consumption Cost Increase for Speed Limit Increase Segments (Freeways)

Vehicle Type	Pre-Increase Mean Speed (mph)	Post-Increase Mean Speed (mph)	VMT 2019 (millions)	Fuel Unit Cost (\$/gal)	Pre-Increase Fuel Economy (mpg)	Post-Increase Fuel Economy (mpg)	Change in Annual Fuel Consumption (gallons)	Change in Annual Fuel Consumption Cost (\$)
Passenger	73.43	76.17	3,415.70	\$3.50	23.63	22.53	7,031,742	\$24,611,098
Heavy Trucks	62.30	65.11	3,405.32	\$4.00	6.27	5.99	25,482,528	\$101,930,112
TOTAL							32,339,522	\$126,368,243

Table 45 Estimated Annual Fuel Consumption Cost Increase for Speed Limit Increase Segments (Non-Freeways)

Vehicle Type	Pre-Increase Mean Speed (mph)	Post-Increase Mean Speed (mph)	VMT 2019 (millions)	Fuel Unit Cost (\$/gal)	Pre-Increase Fuel Economy (mpg)	Post-Increase Fuel Economy (mpg)	Change in Annual Fuel Consumption (gallons)	Change in Annual Fuel Consumption Cost (\$)
Passenger	59.21	63.22	863.69	\$3.50	29.32	27.71	1,705,260	\$5,968,409
Heavy Trucks	57.43	61.73	98.65	\$4.00	6.76	6.33	992,283	\$3,969,132
TOTAL							2,697,543	\$9,937,542

For freeways, the estimated increases in mean travel speeds resulted in increases in fuel consumption and associated costs of 4.9 percent for passenger vehicles and 4.7 percent for heavy trucks. For non-freeways, fuel consumption and associated costs were increased by 5.8 percent for passenger vehicles and 6.8 percent for heavy trucks. The fuel consumption disbenefit associated with increasing the posted speed limit is represented by the corresponding increase in annual fuel consumption costs.

6.3.2 Travel Time

MDOT provides separate value-of-time unit estimates for passenger vehicles and commercial trucks for use with the Construction Congestion Cost (CO3) estimation software (Michigan

Department of Transportation, 2022). The MDOT value-of-time unit estimates are based on the FHWA publication *Life-Cycle Cost Analysis in Pavement Design* (Walls III & Smith, 1998) and are currently provided in 2020 dollars. These values are displayed in Table 46.

Table 46 MDOT Value-of-Time Costs per Hour by Vehicle Type

Vehicle Type	User Cost (2020 Dollars per Hour Per Vehicle)
Passenger Vehicle	$19.66
Truck	$34.68

It was also necessary to determine the annual net decrease in travel time that occurred after increasing speed limits statewide. These values may be estimated based on the average change in mean speeds and annual vehicle-miles traveled, displayed in the preceding section in Tables 43 and 44 for freeways and non-freeways, respectively. The annual value-of-time savings associated with the posted speed limit increases were estimated using the following method, with the results displayed in Tables 47 and 48 for freeways and non-freeways, respectively.

$$\textit{Annual Travel Time Savings (speed limit increase segments, in dollars)} =$$
$$\textit{(VMT / Mean Speed}_{Orig\_SL} \textit{ - VMT / Mean Speed}_{New\_SL}\textit{) * User Cost (\$/veh-hour)}$$

Table 47 Estimated Annual Travel Time Savings for Speed Limit Increase Segments (Freeways)

Vehicle Type	Pre-Increase Mean Speed (mph)	Post-Increase Mean Speed (mph)	VMT 2019 (millions)	Value of Time Unit Cost ($/vehicle/hr)	Pre-Increase Travel Time (hours)	Post-Increase Travel Time (hours)	Annual Travel Time Savings (hours)	Annual Value of Time Savings ($)
Passenger	73.43	76.17	3,415.70	$19.66	46,516,343	44,843,049	1,673,294	$32,896,954
Heavy Trucks	62.3	65.11	3,405.32	$34.68	54,660,047	52,301,043	2,359,004	$81,810,249
TOTAL							4,032,297	$114,707,202

Table 48 Estimated Annual Travel Time Savings for Speed Limit Increase Segments (Non-Freeways)

Vehicle Type	Pre-Increase Mean Speed (mph)	Post-Increase Mean Speed (mph)	VMT 2019 (millions)	Value of Time Unit Cost ($/vehicle/hr)	Pre-Increase Travel Time (hours)	Post-Increase Travel Time (hours)	Annual Travel Time Savings (hours)	Annual Value of Time Savings ($)
Passenger	59.21	63.22	863.69	$19.66	14,586,924	13,661,686	925,238	$18,190,185
Heavy Trucks	57.43	61.73	98.65	$34.68	1,717,830	1,598,169	119,661	$4,149,840
TOTAL							1,044,899	$22,340,025

For freeways, the estimated increases in mean travel speeds resulted in travel times and associated costs that were reduced by 3.6 percent for passenger vehicles and 4.3 percent for heavy trucks. For non-freeways, travel times were reduced by 6.3 percent for passenger vehicles and 7.0 percent for heavy trucks. The travel time benefit associated with increasing the posted speed limit is represented by the corresponding annual value-of-time savings.

6.3.3 Traffic Crashes

The annual costs of traffic crashes associated with the speed limit increases may be estimated for using the following method:

$$\textit{Annual Crash Costs (speed limit increase segments, in dollars)} =$$
$$(\textit{Annual Crashes}_{Orig\_SL} - \textit{Annual Crashes}_{New\_SL}) * \textit{Crash Unit Cost (\$/crash)}$$

The crash unit costs were estimated per KABCO severity level based on the FHWA's *Crash Costs for Highway Safety Analysis* (Harmon et al., 2018). This guidance document suggests the use of comprehensive costs for use as default crash unit cost values for states performing benefit/cost analyses of traffic crashes. Comprehensive costs consider both the tangible economic costs of motor-vehicle crashes, which include wage and productivity losses, medical expenses, administrative expenses, motor vehicle damage, and employers' uninsured costs, in addition to a measure of the intangible costs, including the value of lost quality of life, physical pain, and emotional suffering of people injured in crashes and their families. Thus, the comprehensive costs are much greater than the economic costs alone due to inclusion of the intangible costs. The document provides comprehensive costs per KABCO crash in 2016 dollars, which were converted to 2020 dollars by utilizing the ratio of the 2020 to 2016 annual consumer price index for all urban consumers (CPI-U) (United States Bureau of Labor Statistics, 2022).

The change in traffic crashes on the speed limit increase segments were estimated using three different methods, which included:

- Raw crash counts
- Volume adjusted crash counts
- Empirical Bayes estimates

6.3.3.1 Raw Crash Counts

As an initial step, raw crash data were utilized to determine the costs associated with the change in annual crash frequencies for both freeways and non-freeways. Table 49 and 50 present the dollar value associated with annual change in raw crash counts for freeways and non-freeways, respectively.

Table 49 Estimated Annual Crash Frequencies and Associated Costs for Speed Limit Increase Segments based on Raw Crash Counts (Freeways)

Severity	Average Annual Crash Frequency, 2014-2016 (Pre-Increase)	% Change in Crash Frequency (Post-Increase)	Change in Crash Frequency (Post-Increase)	Unit Cost Per Crash (2020 Dollars)	Change in Annual Crash Costs
K	10.7	54.7%	5.8	$12,176,441	$71,029,240
A	53.3	19.1%	10.2	$706,090	$7,178,582
B	150.0	35.7%	53.5	$213,983	$11,448,091
C	282.7	12.7%	35.8	$135,397	$4,851,719
PDO	3,137.0	16.0%	501.5	$12,828	$6,433,342
Total	3,633.7	16.7%	606.8		$100,940,973

Table 50 Estimated Annual Crash Frequencies and Associated Costs for Speed Limit Increase Segments based on Raw Crash Counts (Non-Freeways)

Severity	Average Annual Crash Frequency, 2014-2016 (Pre-Increase)	% Change in Crash Frequency (Post-Increase)	Change in Crash Frequency (Post-Increase)	Unit Cost Per Crash (2020 Dollars)	Change in Annual Crash Costs
K	4.3	73.1%	3.2	$12,176,441	$38,558,730
A	31.7	24.7 %	7.8	$706,090	$5,531,038
B	57.7	8.4%	4.8	$213,983	$1,034,251
C	86.3	21.0%	18.2	$135,397	$2,459,709
PDO	1,561.7	41.0%	639.8	$12,828	$8,207,910
Total	1,741.7	38.7%	673.8		$55,791,638

6.3.3.2 Volume Adjusted Crash Counts

The costs associated with increased crashes after the speed limit increases were also determined based on traffic volume adjusted crash counts. Tables 51 and 52 show the costs associated with change in crashes, adjusted by volumes pre- and post-increase, for freeways and non-freeways, respectively.

Table 51 Estimated Annual Crash Frequencies and Associated Costs for Speed Limit Increase Segments based on Volume Adjusted Crash Counts (Freeways)

Severity	Average Annual Crash Frequency, 2014-2016 (Pre-Increase)	% Change in Crash Frequency (Post-Increase)	Change in Crash Frequency (Post-Increase)	Unit Cost Per Crash (2020 Dollars)	Change in Annual Crash Costs
K	10.7	34.0%	3.6	$12,176,441	$44,152,234
A	53.3	3.1%	1.7	$706,090	$1,180,528
B	150.0	17.5%	26.3	$213,983	$5,622,764
C	282.7	-2.4%	-6.8	$135,397	$(917,200)
PDO	3,137.0	0.5%	14.8	$12,828	$189,317
Total	3,633.7	1.1%	39.6		$50,227,644

Table 52 Estimated Annual Crash Frequencies and Associated Costs for Speed Limit Increase Segments based on Volume Adjusted Crash Counts (Non-Freeways)

Severity	Average Annual Crash Frequency, (Pre-Increase)	% Change in Crash Frequency (Post-Increase)	Change in Crash Frequency (Post-Increase)	Unit Cost Per Crash (2020 Dollars)	Change in Annual Crash Costs
K	4.3	55.2%	2.4	$12,176,441	$29,107,496
A	31.7	11.8%	3.7	$706,090	$2,644,588
B	57.7	-2.8%	-1.6	$213,983	$(349,845)
C	86.3	8.5%	7.4	$135,397	$995,403
PDO	1,561.7	26.4%	412.0	$12,828	$5,285,163
Total	1,741.7	24.3%	423.8		$37,682,806

6.3.3.3 Empirical Bayes Crash Estimates

As a final step, the estimated annual change in crashes associated with the speed limit increase was calculated for each facility type and KABCO severity level based on the respective empirical Bayes (EB) index of effectiveness noted in Chapter 4. These values were then utilized towards determination of the changes in crash costs. The annual statewide crash estimates before and after the speed limit increase are each displayed by injury classification in Tables 53 and 54.

Table 53 Estimated Annual Crash Frequencies and Associated Costs for Speed Limit Increase Segments based on EB Estimates (Freeways)

Severity	Average Annual Crash Frequency, 2014-2016 (Pre-Increase)	EB % Change in Crash Frequency (Post-Increase)	EB Change in Crash Frequency (Post-Increase)	Unit Cost Per Crash (2020 Dollars)	Change in Annual Crash Costs
K	10.7	33.3%	3.6	$12,176,441	$43,250,719
A	53.3	33.3%	17.8	$706,090	$12,540,158
B	150.0	31.6%	47.4	$213,983	$10,142,794
C	282.7	-7.3%	-20.6	$135,397	-$2,793,868
PDO	3,137.0	8.2%	257.2	$12,828	$3,299,849

Total	3,633.7		305.3		$66,439,653

Table 54 Estimated Annual Crash Frequencies and Associated Costs for Speed Limit Increase Segments based on EB estimates (Non-Freeways)

Severity	Average Annual Crash Frequency, 2014-2016 (Pre-Increase)	EB % Change in Crash Frequency (Post-Increase)	EB Change in Crash Frequency (Post-Increase)	Unit Cost Per Crash (2020 Dollars)*	Change in Annual Crash Costs
K	4.3	1.7%	0.1	$12,176,441	$896,998
A	31.7	1.7%	0.5	$706,090	$380,112
B	57.7	-2.7%	-1.6	$213,983	-$333,172
C	86.3	-0.4%	-0.3	$135,397	-$46,757
PDO	1,561.7	14.4%	224.9	$12,828	$2,884,806
Total	1,741.7		223.6		$3,781,987

6.4 Benefit/Cost Ratio

Utilizing the itemized statewide costs and benefits presented in the prior sections, a series of benefit/cost ratios were computed for the speed limit increases on freeways, non-freeways, and overall, with the results displayed in Table 55. The benefit/cost ratios were calculated as follows:

$$\frac{B}{C} = \frac{Travel\ Time\ Savings - Increased\ Fuel\ Consuption\ Costs - Increased\ Crash\ Costs}{Infrastructure\ Costs} \qquad \text{Eq. 42}$$

Table 55 Benefit/Cost Ratios for Increasing Speed Limits by Crash Estimation Method and Facility Type

Crash Estimation Method	Benefit/Cost Ratio for Freeways	Benefit/Cost Ratio for Non-Freeways	Benefit-Cost Ratio for Both Facilities Combined
Raw Crashes	-10,133	-1,813	-4,455
Volume Adjusted Crashes	-5,576	-1,057	-2,492
EB Estimated Crashes	-7,033	360	-1,987

The results of the benefit cost analysis present several interesting findings. For non-freeways, the travel time savings are more than double the increased fuel consumption costs. However, for freeways, the increased fuel consumption costs are approximately 10 percent greater than the travel time savings. The fuel consumption impacts are greater for freeways due to the increased number of roadway miles where the truck speed limit was increased compared to non-freeways. The increased crash costs are also significantly higher for freeways than non-freeways due to an elevated occurrence of severe crashes on freeways. These differences in benefits and disbenefits have created stark differences in the benefit/cost ratios between freeways and non-freeways irrespective of the method used for estimating crashes in the period post speed limit increase. The benefit/cost ratio for freeways ranged from -5,576 to -10,133 depending on the crash estimation method. The high negative value is reflective of the significant fuel consumption and increased crashes. However, for non-freeways, the benefit-cost ratio was positive with a value of 360 when traffic crashes are estimated using the EB adjustments. This means that the benefits of raising the speed limits outweigh the costs, due to the large travel time saving compared to the increases in fuel consumption and crash costs. When using the raw crash frequencies and crash rates, the benefit-cost ratio was -1,813 and -1,057, respectively. Finally, combining both facility types together result in an unfavorable benefit/cost ratio for all three methods. Based on these findings, it can be concluded that the increased freeway speed limit has resulted in an unfavorable economic condition compared to the prior speed limit policies, while the conclusion for non-freeways is dependent on the crash estimation method utilized.

It is also important to note again that only traffic control device upgrades were included in the infrastructure costs, resulting in relatively modest costs. However, consideration must be given to geometric improvements that may be required for compliance with controlling geometric criteria during a future project. Furthermore, many of the routes included in the 2017 speed limit increases possessed sufficient geometry, low traffic volumes, and/or favorable safety performance. However, if speed limit increases are considered at other routes, it is unlikely that these locations will possess such favorable conditions to support the increased speed limit. Consequently, additional agency costs or road user disbenefits, particularly degraded safety performance, may likely be experienced. Thus, it is recommended to carefully consider several factors before considering increasing the speed limits on future roadways. This includes prevailing travel speeds (mean speed, 85th percentile speed, speed variance), long term crash history, roadway geometry, traffic volume, and associated costs.

7 EFFECT OF COVID-19 PANDEMIC ON SPEED AND SAFETY TRENDS

7.1 Background

The years 2020 and 2021 have seen unprecedented changes in the transportation sector due to the spread of the coronavirus (COVID-19) pandemic. The first COVID-19 case in the United States was reported on January 21, 2020, and the first death due to the virus was reported on March 1, 2020. Since then, the US has reported more than 80 million cases and more than 990,000 deaths, which are the highest around the world (*Reported Cases and Deaths by Country or Territory*, 2022). To mitigate the effects of the pandemic, several state-wide travel restrictions were imposed between March and April of 2020.

In Michigan, the first stay-at-home order was issued on March 24, 2020 which stayed in effect till April 13, but was later extended to April 30, 2020 (Office of the Governor State of Michigan, 2020). These restrictions greatly affected the travel patterns throughout the state resulting in significant reduction in trips and consequently lower traffic volumes. These same general trends were experienced across the United States.

One of the unanticipated consequences of the pandemic was a substantive increase in fatal crashes, which was largely attributed to changes in travel speeds. This chapter investigates the effect of COVID-19 pandemic on the traffic speed and safety trends in the state of Michigan while also considering the segments where the speed limits were increased in 2017. The analysis is done separately for freeways and non-freeways. Following sections present the results and discussion of the analyses.

7.2 Limited-Access Facilities (Freeway Network)

The analysis focuses on the same sites (roadway segments) that were included in safety analyses presented in Chapter-4. However, the analysis considers only two time periods- before pandemic (2019) and after-pandemic (2020). The speed data from LIDAR, PTR stations, and probe vehicles through RITIS were utilized to investigate changes in speed trends. For safety analyses, the 2020 crash data were obtained from the MSP and integrated with the existing dataset. The speed data from RITIS were used to obtain the speed metrics on each of the segments included in the study due to their higher fidelity and greater coverage over the Michigan freeway network. It should be noted that the all the analyses presented for limited-access facilities are after applying quality control checks on the segments based on AADT, i.e., control sites with relatively larger AADT compared to the increase sites were excluded from all analysis which primarily include high volume segments in Metro Detroit.

7.2.1 Effect of the Pandemic on Traffic Speeds

During the pandemic, travel was reduced significantly. On the freeways with 70 mph speed limit (control sites), the average AADT reduced from 21,261 vehicles/day in 2019 to 17,399 vehicles/day in 2020, a reduction of 18.2%. On roads with 75 mph speed limit (increase sites), the corresponding reduction was 13.3%, from 8,822 vehicles/day to 7,646 vehicles/day.

When comparing the changes in speed trends in 2020, different results were obtained when comparing the speed data based on data source (i.e., LIDAR, PTR stations or probe vehicles through RITIS). Figure 31 shows the changes in mean speed, 85th percentile speeds, and standard deviation in speeds before and during the pandemic.

Figure 31 Aggregate Speed Trends Before and During Pandemic based on Data Source

As mentioned previously, the RITIS data has shown a significant inflection point in mid-2019 wherein the vehicle fleet used to collect the data underwent significant changes leading to significant jumps in the speed data starting June 2019. Therefore, when comparing probe vehicle data from RITIS, the 2019 speed data from January through May were adjusted proportionately based upon the trends from June through December.

The results showed no significant changes in free-flow speed trends on both the control and increase sites based on the data collected using LIDAR. The mean and 85th percentile of free-flow speed both increased marginally by 0.4 mph on the control sites. At the speed limit increase sites, no practical changes in speed metrics were observed in 2020 compared to 2019. Looking into the PTR data obtained through MDOT, it is seen that the speeds increased significantly in 2020 compared to 2019 on both the control and increase sites. At the control sites, the mean speed and 85th percentile speeds increased by 4.2 mph and 2.4 mph, respectively. The corresponding increases at the sites where limits were increased were 2.4 mph and 1.0 mph, respectively. The probe vehicle data obtained from RITIS also showed marginal changes in traffic speeds in 2020 compared to 2019. The mean speed increased by 0.3 mph and 0.1 mph on the control sites and increase sites, respectively. The 85th percentile speeds, however, reduced by 0.4 mph and 0.1 mph, respectively on the control and increase sites.

These trends are also seen when looking into the mean speeds on a monthly basis. PTR speed data showed significant increases in mean monthly speeds in 2020 compared to the same month of 2019 as shown in Figure 32. The probe vehicle data, on the other hand, showed only marginal changes (increase or decrease) in monthly speeds as shown in Figure 33.

Considering the variability in speeds, Figure 31 shows significant reductions in standard deviation in speeds is observed in 2020 compared to 2019 across all the three data sources. On control sites, the standard deviation in speeds reduced by 0.3 mph, 3.2 mph, and 1.1 mph based on LIDAR data, PTR data and probe vehicle data, respectively. On the increase sites, the corresponding reductions were 0.3 mph, 3.0 mph, and 0.3 mph, respectively.

These differences in speed trends between the two data sources are mainly a result of different data collecting and integrating techniques. For example, free-flow speeds were collected using LIDAR which is reflective of the speed selected by drivers during free-flow conditions i.e., during low volume conditions uninterrupted by other vehicles. As such, the effect of pandemic on free-flow speeds is expected to be minimal as also seen in the trends in Figure 31. The PTR data and the probe vehicle data includes the speed of all vehicles (with or without free-flow conditions). However, the RITIS data generally includes higher proportion of heavy vehicles which might be one of the reasons for seeing smaller changes in speed trends compared to the PTR data. The variability in speeds reduced in 2020 across all the three data sources. However, differences were still observed in the magnitude of this decrease across the three different data sources which are again due to reasons alluded to previously in Section 3.1.3.

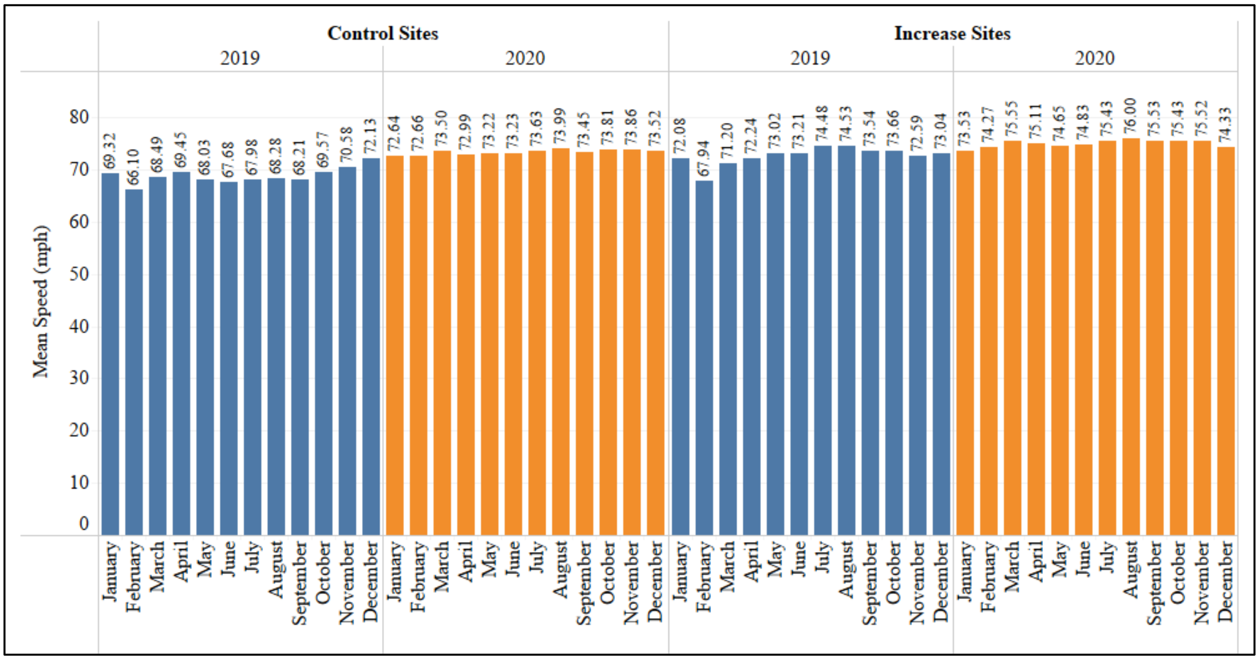

Figure 32 Monthly Speed Trends in 2019 and 2020 based on PTR Data

Figure 34 compares the speed trends on select Interstate and US routes in Michigan between 2019 and 2020 using PTR speed data. Figure 28 and Figure 29 show that mean speeds generally increased across all routes. However, the increases in speeds were greater on the sites where the speed limits remained at 70 mph compared to the sites where speed limits were increased to 75 mph.

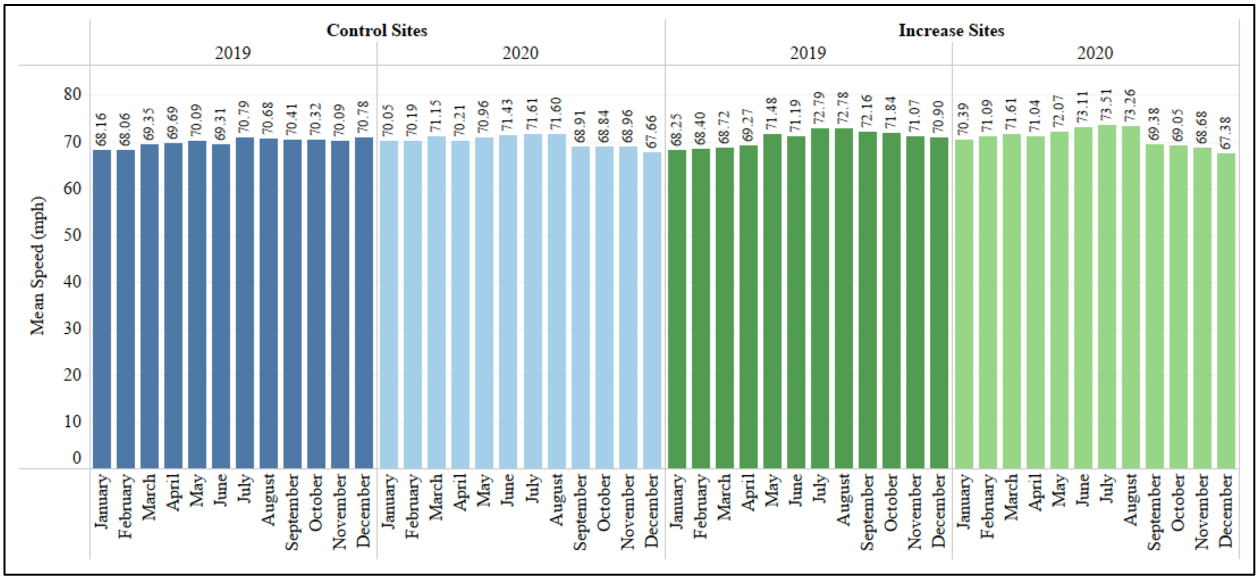

Figure 33 Monthly Speed Trends in 2019 and 2020 based on Probe Vehicle Data

Figure 34 Speed Trends in 2019 and 2020 by Route based on PTR Data

7.2.2 Traffic Safety Trends During the Pandemic

During the early pandemic months, it was expected that crashes would decrease due to significant reductions in traffic volume. While this was generally true, the severity of crashes was shown to increase, a trend that was largely speculated to be due to higher travel speeds. This section presents the results of the analysis done to investigate the changes in safety trends in 2020 compared to 2019 while considering the locations where speed limits were increased in 2017. The analysis is done at two different levels of aggregation- yearly aggregation and monthly aggregation. Random effects NB model was used to model the crash frequency on segments of interest which include sites where speed limits were increased to 75 mph in 2017 along with a comparison group where speed limits were retained at 70 mph.

Table 56 presents the high-level summary of traffic volumes, speeds, and crash data for the years 2019 and 2020 for the data used in statistical analysis. It can be seen that the mean of total crash count reduced from 7.11 crashes/year in 2019 to 5.10 crashes/year in 2020. For speed metrics, as stated previously, RITIS data was utilized due to its availability over a wider freeway network. As such, the average mean speed showed a reduction from 71.23 mph in 2019 to 70.48 mph in 2020.

Table 56 Aggregated Safety Data Summary

Parameter	**2019**		**2020**	
	Mean	**Std. Dev.**	**Mean**	**Std. Dev.**
Annual average daily traffic (veh/day)	16,369.80	8,848.13	13,567.13	7,073.08
Percent trucks	13.17	6.83	15.24	8.85
Segment length (miles)	1.20	0.50	1.20	0.50
Total crashes	7.11	6.63	5.10	4.52
Fatal crashes (K)	0.03	0.16	0.02	0.16
Serious injury crashes (A)	0.10	0.32	0.07	0.28
Minor injury crashes (B)	0.30	0.60	0.22	0.51
Suspected injury crashes (C)	0.64	1.08	0.41	0.78
Property-damage-only crashes (O)	6.05	5.67	4.37	3.86
Mean speed (mph)	71.23	2.60	70.48	2.22
15th Percentile speed (mph)	66.51	2.42	66.23	2.37
50th Percentile speed (mph)	71.91	2.87	70.71	2.29
85th Percentile speed (mph)	75.85	2.59	75.22	2.31
Standard deviation (SD) of speed (mph)	5.02	1.11	4.75	0.77
Sample size	2,557		2,558	

It should be noted that these summary data do not control for the effects of traffic volumes or differences in speed limits. As such, additional analyses were conducted to investigate these trends in greater detail. Table 57 shows the results of regression models for total crash frequency and fatal and serious injury crashes (KA crashes) when the data is aggregated at the yearly level. The two time periods- 2019 (before pandemic) and 2020 (during pandemic) along with the two types of sites- control sites (speed limit = 70 mph) and the increase sites (speed limit = 75 mph) were combined to form four independent variables- Control 2019 (control sites with 70 mph speed limit in 2019), Control 2020 (control sites with 70 mph speed limit in 2020), Increase 2019 (increase sites with 75 mph speed limit in 2019), and Increase 2020 (increase sites with 75 mph speed limit in 2020).

Table 57 Parameter Estimates for Random Effects Negative Binomial Model for Yearly Aggregated Data

Parameter	**Estimate (Std. Error)** (n = 5,115 site-years)	
	Total Crashes	**KA Crashes**
Intercept	-4.117 (0.378)*	-12.004 (1.635)*
Ln (AADT)	0.767 (0.028)*	0.802 (0.125)*
Site Type and Period		
Control 2019	*Baseline*	
Control 2020	-0.207 (0.015)*	0.062 (0.102)
Increase 2019	-0.063 (0.039)	0.061 (0.185)
Increase 2020	-0.147 (0.041)*	-0.200 (0.204)
Lane Width		
12 ft or more	*Baseline*	
11 ft	0.219 (0.101)*	N/A
Median Width (ft)		
< 75	*Baseline*	
>= 75	-0.096 (0.026)*	N/A
Outside Shoulder Width (ft)		
< 11	*Baseline*	
>= 11	-0.082 (0.026)*	N/A
Road Geometry		
Tangent	*Baseline*	
Curve	0.166 (0.029)*	N/A
Mean speed (mph)	-0.028 (0.005)*	0.011 (0.022)
SD of speed (mph)	0.093 (0.009)*	0.163 (0.040)*
Random Effects		
Variance of Intercept	0.204	0.730

The parameter estimates along with the standard error in parenthesis are shown. The estimates marked with an asterisk denote a statistically significant estimate at 95% confidence level. For KA crash model, only the site type and period, and speed metric variables were included in the model as the site-specific variables were highly insignificant due to smaller sample of KA crashes.

Broadly speaking, the results showed that the total crash frequency reduced significantly in 2020 compared to 2019. More precisely, the crashes in 2020 were 18.7% lower than in 2019 on the sites where speed limits were 70 mph (control sites). On the increase sites (sites where speed limit is 75 mph), crashes reduced by only 8.1% in 2020 compared to 2019. When looking into severe crashes (fatal and serious injury crashes), it was seen that the 70 mph sites experienced an increase in these severe crashes in 2020 compared to 2019 (6.4% increase). While the 75 mph sites experienced fewer KA crashes in 2020, this difference was not statistically significant.

With respect to other site-specific variables, similar trends were observed as seen in the previous safety analysis presented in Section 4.4. Crashes tend to increase with traffic volume and were generally lower on segments with greater lane widths, median widths, and outside shoulder widths. Also, crashes were generally higher on curves compared to tangent sections. With respect to speed metrics, as seen previously, crashes tended to reduce with higher mean speeds but increased with higher variability in speed. However, KA crashes tended to increase with mean speed which was expected as crashes occurring at higher speeds tend to be more severe due to fundamental laws of kinematics. Both total crashes and KA crashes increased with speed variance as well. Interestingly, KA crashes were more sensitive to standard deviation (SD) in speeds compared to total crashes. With every 1 mph increase in SD of speed, the total crashes and the KA crashes increased by 9.7% and 17.7%, respectively.

A similar analysis was also done using monthly aggregated data. Table 58 shows the crash count and percentage change in crash frequency in 2020 compared to 2019 and site type for total crashes and KA crashes. Each of the segment in the dataset was repeated 24 times- once for every month for each of the years 2019 and 2020. As such, the mileage of roadways remains constant across months and across years in Table 58. The table shows that the total crashes reduced by 32.2% in 2020 compared to 2019 on an average on the control sites, with the highest reduction being 60% in March 2020 compared to March 2019. Similarly, on the increase sites, the crashes reduced by

16.1% on an average. The highest reduction was again observed during the months of March and April with both months showing a 48% reduction in total crashes compared to their counterparts in 2019.

Considering fatal and serious injury crashes or KA crashes, the control sites experienced an average reduction of 16.5% in KA crashes, while the increase sites showed a reduction of 33.3%. However, the month of April did not observe any KA crash in 2020 on the increase sites. The months of May, June, and September showed an increase in KA crashes in 2020 compared to the same months of 2019.

Table 58 Monthly Changes in Crash Count in 2020 by Site Type on Freeways

Site Type	Month	Total Crashes			KA Crashes		
		2019	2020	% Change	2019	2020	% Change
Control Sites	January	1,967	898	-54.3%	24	14	-41.7%
	February	1,540	1,133	-26.4%	28	15	-46.4%
	March	900	357	-60.3%	19	5	-73.7%
	April	882	397	-55.0%	13	6	-53.8%
	May	1094	725	-33.7%	18	14	-22.2%
	June	1197	873	-27.1%	18	23	27.8%
	July	899	757	-15.8%	30	23	-23.3%
	August	824	620	-24.8%	20	21	5.0%
	September	768	659	-14.2%	11	18	63.6%
	October	1,301	1,103	-15.2%	14	21	50.0%
	November	1,567	1,114	-28.9%	18	15	-16.7%
	December	1,022	836	-18.2%	17	17	0.0%
	Total	**13,961**	**9,472**	**-32.2%**	**230**	**192**	**-16.5%**
Increase Sites	January	374	294	-21.4%	4	6	50.0%
	February	410	285	-30.5%	3	1	-66.7%
	March	247	127	-48.6%	5	1	-80.0%
	April	267	138	-48.3%	5	0	-100.0%
	May	364	266	-26.9%	5	6	20.0%
	June	465	457	-1.7%	4	11	175.0%
	July	319	253	-20.7%	14	5	-64.3%
	August	214	217	1.4%	6	2	-66.7%
	September	209	247	18.2%	6	7	16.7%
	October	453	459	1.3%	11	9	-18.2%
	November	566	532	-6.0%	8	4	-50.0%
	December	367	296	-19.3%	13	4	-69.2%
	Total	**4,255**	**3,571**	**-16.1%**	**84**	**56**	**-33.3%**

The above aggregated data summary is not being controlled for traffic volumes and several other site-specific factors. Hence, regression analysis is used to further investigate monthly trends in total crash frequency and KA crash frequency. Table 59 shows the parameter estimates using random effects NB model for monthly aggregated data for total crashes and KA crashes. The time period variable accounts for monthly variations in crash frequency in individual months of 2020 compared to the mean of the entire year of 2019.

Table 59 Parameter Estimates for Random Effects Negative Binomial Model for Monthly Aggregated Data

Parameter	**Estimate (Std. Error)** (n = 61,218 site-months)	
	Total Crashes	**KA Crashes**
Intercept	-6.075 (0.319)*	-14.698 (1.693)*
Ln (AADT)	0.788 (0.027)*	0.738 (0.126)*
Site Type		
Control sites (70 mph)	*Baseline*	
Increase sites (75 mph)	0.022 (0.035)	-0.096 (0.157)
Time Period		
2019	*Baseline*	
January 2020	-0.151 (0.033)*	-0.234 (0.234)
February 2020	0.029 (0.031)	-0.522 (0.267)
March 2020	-0.844 (0.048)*	-1.193 (0.414)*
April 2020	-0.750 (0.046)*	-1.120 (0.414)*
May 2020	-0.129 (0.036)*	0.022 (0.234)
June 2020	0.186 (0.032)*	0.503 (0.187)*
July 2020	-0.125 (0.036)*	0.257 (0.204)
August 2020	-0.302 (0.038)*	0.075 (0.222)
September 2020	-0.298 (0.038)*	0.323 (0.214)
October 2020	0.315 (0.031)*	0.592 (0.201)*
November 2020	0.376 (0.031)*	0.152 (0.245)
December 2020	-0.191 (0.035)*	0.072 (0.235)
Lane Width		
12 ft or more	*Baseline*	
11 ft	0.234 (0.100)*	N/A
Median Width (ft)		
< 75	*Baseline*	
>= 75	-0.085 (0.026)*	N/A
Outside Shoulder Width (ft)		
< 11	*Baseline*	
>= 11	-0.078 (0.025)*	N/A
Road Geometry		
Tangent	*Baseline*	
Curve	0.155 (0.029)*	N/A

Mean speed (mph)	-0.041 (0.003)*	0.022 (0.020)
SD of speed (mph)	0.117 (0.005)*	0.194 (0.027)*
Random Effects		
Variance of Intercept	0.188	0.707

When comparing the sites, crashes were slightly higher at the increase sites (compared to control sites) in 2019 and higher in 2020, though these differences were not statistically significant. Moving in to 2020, the results show that the total crash frequency reduced significantly during the early months of the pandemic (March-April 2020). Beginning in May 2020, crashes began to increase, but were generally still lower as compared to the same months in 2019. The months of October and November 2020 showed increase in crashes at both the control and increase sites. The relationship with traffic volume, site geometry, and speed metrics are similar to what has been seen in analyses presented previously.

Considering fatal and severity injury (KA) crashes, there were dramatic reductions in March and April of 2020 (compared to 2019), which is largely a reflection of lower traffic volumes during these periods. In contrast, while volumes remained lower, the KA crash frequency was consistently higher between May and December of 2020 as compared to 2019. When examining the speed-safety relationship, the same general trends exhibited previously (for the period prior to 2020) hold here. Crashes tended to decrease at locations with higher mean speeds, but increased at sites where the variability in speeds was greater. As expected, the KA crashes tend to increase with both the mean speed and variability in the speed.

7.3 Non-Limited-Access Facilities (Non-Freeway Network)

Similar to the case of freeways, the analyses for non-freeways included two time periods- 2019 (before pandemic) and 2020 (during pandemic). The following sections provide traffic speed and safety trends on rural two-lane roads during these two time periods.

7.3.1 Effect of the Pandemic on Traffic Speed and Safety

For investigating the effects of the pandemic on the speed trends on the non-freeway network, the speed data collected using LIDAR and camera were utilized. Figure 35 shows the changes in mean speed, 85th percentile speed and standard deviation in speeds on the control sites and the increase sites based on vehicle type. The results show that the mean speeds, as well as the 85th percentile speeds, increased significantly in 2020 compared to 2019. As in the freeway case, these increases were more pronounced at the control sites where the limit remained at 55 mph.

At the 55-mph control sites, the mean and 85th percentile speeds of passenger cars increased by 2.3 mph and 1.0 mph, respectively. The corresponding increase at 65 mph sites was only 0.3 mph increase in mean speeds while no increase was observed in the 85th percentile speeds. Similarly, for heavy vehicles, the mean speeds increased by 3.0 mph and 0.8 mph on control sites and increase sites, respectively. Only 1.0 mph increase in 85th percentile speed was observed on the control sites while no change was observed on the increase sites. The variability in speeds reduced across all site types and vehicle types which is similar to the results obtained for the freeway network.

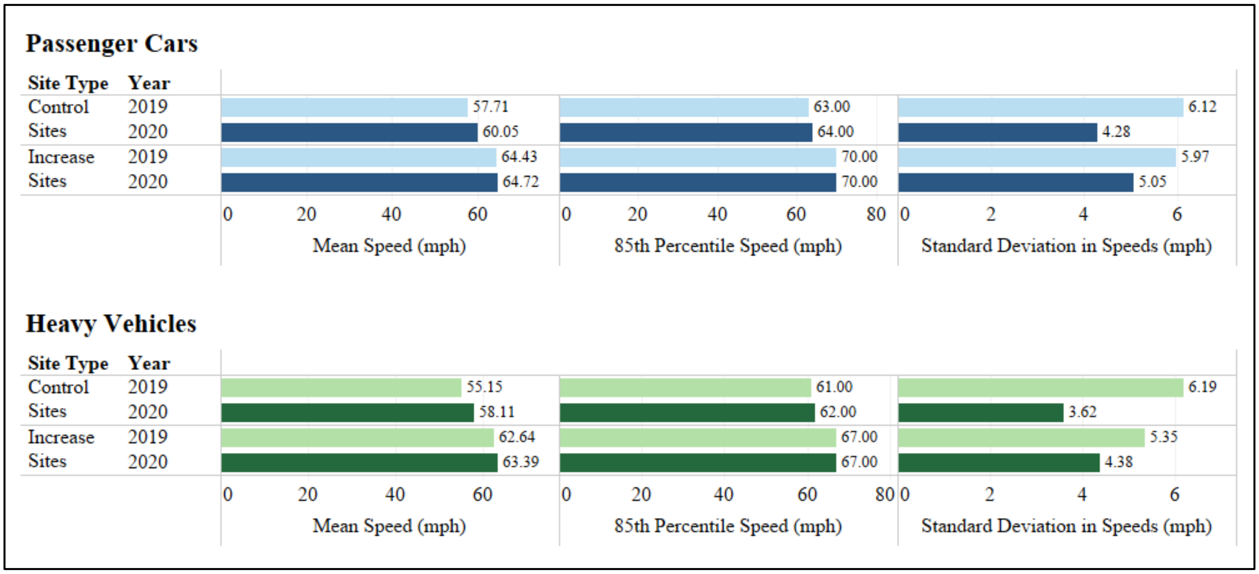

Figure 35 Aggregate Speed Trends by Vehicle Type based on LIDAR Data

To investigate the effects of the pandemic on safety, the dataset used for prior safety analyses is used. As alluded to previously, the dataset has gone through extensive quality control checks wherein all segments within the influence of signals, stop controlled intersections, roundabout and SRZs have been removed. The analysis is done at two-levels of aggregation- yearly and monthly.

Similar to freeway network, the non-freeway network also experienced significant reduction in traffic volumes and VMT. On the 55-mph sites, the average AADT reduced from 4,778 vehicles/day in 2019 to 4,182 vehicles/day in 2020, which is a 12.5% reduction. Similarly, on the increase sites (sites with 65 mph speed limit), the AADT reduced by 8.1% in 2020 compared to 2019. The crash counts also reduced due to reduced traffic volumes. Table 60 shows aggregated crash data summary by month for the analysis dataset. The aggregated results show that the total crashes reduced by 14.4% and 21.1% on control sites and increase sites, respectively, in 2019 compared to 2020. The KA crashes increased by nearly 7% on control sites while on the increase sites, they reduced by 25%. This again may be function of increases in travel speeds observed in 2020 compared to 2019 on these sites. As the magnitude of increases in travel speeds were greater on the control sites, these sites tended to experience more severe crashes more frequently compared to the increase sites where the speeds increased only marginally in 2020 compared to 2019.

Table 60 Monthly Changes in Crash Count in 2020 by Site Type on Non-Freeways

Site Type	Month	Total Crashes			KA Crashes		
		2019	2020	% Change	2019	2020	% Change
Control Sites	January	1,401	1,488	6.2%	29	35	20.7%
	February	1,148	1,319	14.9%	15	27	80.0%
	March	1,189	889	-25.2%	27	15	-44.4%
	April	1,091	537	-50.8%	23	13	-43.5%
	May	1,099	771	-29.8%	32	28	-12.5%
	June	1,173	1,076	-8.3%	29	32	10.3%
	July	1,015	878	-13.5%	40	39	-2.5%
	August	898	780	-13.1%	41	49	19.5%
	September	919	993	8.1%	38	50	31.6%
	October	1,803	1,694	-6.0%	25	35	40.0%
	November	2,451	1,967	-19.7%	31	32	3.2%
	December	1,746	1,251	-28.4%	25	24	-4.0%
	Total	**15,933**	**13,643**	**-14.4%**	**355**	**379**	**6.8%**
Increase Sites	January	201	162	-19.4%	5	2	-60.0%
	February	169	149	-11.8%	5	1	-80.0%
	March	205	137	-33.2%	1	0	-100.0%
	April	161	83	-48.4%	2	0	-100.0%
	May	151	98	-35.1%	2	1	-50.0%
	June	204	162	-20.6%	0	10	--
	July	171	124	-27.5%	6	6	0.0%
	August	137	135	-1.5%	9	7	-22.2%
	September	99	117	18.2%	0	2	--
	October	183	180	-1.6%	7	2	-71.4%
	November	284	246	-13.4%	3	2	-33.3%
	December	241	148	-38.6%	4	0	-100.0%
	Total	**2,206**	**1,741**	**-21.1%**	**44**	**33**	**-25.0%**

To account for changing traffic volumes and several site-specific factors, random effects NB model were estimated for crash frequency for total crashes at both the levels of aggregation. Table 61 and Table 62 show the results of the model estimation for yearly aggregated data and monthly aggregated data, respectively. Due to relatively lower frequency of KA crashes, the model estimation for these severe crashes did not show any significant results and hence are not presented.

Table 61 Parameter Estimates for Random Effects Negative Binomial Model for Non-Freeways based on Yearly Aggregation

Response: Total Crashes (n = 6,492 site-years)			
Parameter	**Estimate**	**Standard Error**	**p-value**
Intercept	-4.333	0.139	<0.001
Ln (AADT)	0.658	0.017	<0.001
Percent of Trucks	-0.010	0.003	<0.001
Site Type and Period			
Control 2019		*Baseline*	
Control 2020	-0.071	0.012	<0.001
Increase 2019	0.024	0.037	0.520
Increase 2020	-0.168	0.039	<0.001
Passing Lane			
Not present		*Baseline*	
Present	-0.074	0.037	0.045
Number of driveways and minor approaches per mile	0.009	0.001	<0.001
Random Effects			
Variance of Intercept	0.2175		

Table 62 Parameter Estimates for Random Effects Negative Binomial Model for Non-Freeways based on Monthly Aggregation

Response: Total Crashes (n = 77,904 site-months)			
Parameter	**Estimate**	**Standard Error**	**p-value**
Intercept	-6.805	0.139	<0.001
Ln (AADT)	0.657	0.017	<0.001
Percent of Trucks	-0.009	0.003	<0.001
Site Type			
Control sites (55 mph)		*Baseline*	
Increase sites (65 mph)	-0.031	0.033	0.360
Time Period			
2019		*Baseline*	
January 2020	0.164	0.028	<0.001
February 2020	0.049	0.029	0.092
March 2020	-0.310	0.034	<0.001
April 2020	-0.810	0.042	<0.001
May 2020	-0.473	0.036	<0.001
June 2020	-0.117	0.031	<0.001
July 2020	-0.328	0.034	<0.001
August 2020	-0.422	0.035	<0.001
September 2020	-0.230	0.033	<0.001
October 2020	0.296	0.026	<0.001

November 2020	0.458	0.025	<0.001
December 2020	-0.001	0.030	0.966
Passing Lane			
Not present		*Baseline*	
Present	-0.074	0.037	0.043
Number of driveways and minor approaches per mile	0.009	0.001	<0.001
Random Effects			
Variance of Intercept	0.210		

The results show that the total crash frequency reduced significantly in 2020 on both the control and increase sites. When looking at yearly aggregated results, the control sites and increase sites experienced a reduction of nearly 7% and 17%, respectively. Looking at the monthly aggregated data results, the total crashes reduced significantly by 26.7% and 55.5% on control sites in March and April of 2020, respectively, compared to 2019. On increase sites, this reduction was 25.2% and 54.1%. On average, the increase sites experienced 3.1% fewer crashes than the control sites, although this result was not statistically significant.

With respect to other site related characteristics, crashes tend to increase with traffic volume while higher percentages of heavy vehicles in the traffic stream tend to reduce crashes marginally. Segments with presence of passing lanes are associated with lower crash frequency, while the crashes increase as number of driveways and minor approaches on a segment increase.

7.4 Summary

The COVID-19 pandemic affected the travel behavior significantly throughout the country. In the state of Michigan, the stay-at-home orders imposed as a response to the pandemic significantly affected speed and safety trends. As such, the speed and crash data before and during the pandemic were compared to study the effects of the pandemic.

Broadly speaking, the results show that traffic volumes were significantly reduced due to government-imposed travel restrictions. In part, this appears to have resulted in travel speeds that were significantly higher in 2020 compared to 2019. Crash frequencies were also significantly lower in 2020 for both freeways and non-freeways, which is another byproduct of lower traffic volume.

On freeways, the mean speeds on the control sites increased by about 0.3-4.2 mph while on the increase sites, the mean speed increased by 2.4 mph or less. Total crashes were reduced by 18.7% and 8.1% on the control sites and increase sites, respectively.

On non-freeways, the mean speed increased by 2.3-3.0 mph and 0.3-0.8 mph for different vehicle types on the control and increase sites, respectively. In terms of safety, total crashes reduced by 7% and 17% on the control sites and the increase sites, respectively.

Perhaps one of the most interesting trends that was observed was the increase in fatal and severe injury (KA) crashes between 2019 and 2020. Given the lower traffic volumes and higher speeds, comparisons were made between the percentage of all crashes that resulted in fatal and severe injuries between the speed limit increase and control sites. Table 63 provides a comparison for freeways while Table 64 shows a similar comparison for non-freeways. These results show that the percentage of these most severe crashes actually decreased slightly at the speed limit increase sites. In contrast, these proportions increased at the control sites, particularly on the non-freeway system.

Table 63 Changes in KA Crash Rate on Freeways by Site-Type from 2019 to 2020

Site Type	Year	Total Crashes	KA Crashes	KA as Percent of Total
Control	2019	13,961	230	1.6%
Control	2020	9,472	192	2.0%
Increase	2019	4,255	84	2.0%
Increase	2020	3,571	56	1.6%

Table 64 Changes in KA Crash Rate on Non-Freeways by Site-Type from 2019 to 2020

Site Type	Year	Total Crashes	KA Crashes	KA as Percent of Total
Control	2019	15,933	355	2.2%
Control	2020	13,643	379	2.8%
Increase	2019	2,206	44	2.0%
Increase	2020	1,741	33	1.9%

Generally speaking, the control sites experienced a greater magnitude of change in their speed metrics in 2020 compared to 2019. This might be a consequence of travel speeds being already higher on the increase sites before the pandemic, and the drivers may not have further room to increase their speeds given the roadway geometry constraints and driver comfort levels or other factors. In contrast, the control sites showed speeds that were significantly higher in 2020.

In terms of overall safety trends, the 70-mph sites experienced a larger reduction in crashes in 2020 compared to the 75-mph sites on the freeway network, which is largely attributable to the greater reduction in volumes at the control sites as compared to the speed limit increase sites. However, the opposite trends were observed on the non-freeway network where crashes were reduced by a greater margin at the 65-mph sites. It is unclear the specific reasons for these differences, though the substantive increases in traffic speeds at the control sites may explain some of this result as these 55 mph roads are generally not as well suited to accommodate these higher speeds. Ultimately, more detailed volume and speed data would be valuable to better understand the nature of these changes. In any case, the travel impacts created by the COVID-19 pandemic warrant continued attention as traffic volumes return towards pre-pandemic levels.

8 CONCLUSIONS AND RECOMMENDATIONS

The purpose of this research was to evaluate the impacts of speed limits increases that occurred in the state of Michigan during calendar year 2017 on speed selection, crash and injury risk, and the net impacts of these changes from an economic perspective. Separate analyses were conducted for the freeway and non-freeway networks. On more than 600 miles of limited-access freeways, the speed limits were increased from 70 mph to 75 mph for passenger cars while the limits for trucks were increased from 60 mph to 65 mph statewide. On non-freeways, the speed limits were increased from 55 mph to 65 mph on 943 miles of rural two-lane highways. To this end, several analyses are carried out to evaluate the impacts of these speed limit increase on traffic speed and traffic safety. This was followed by evaluation of the site-selection criteria adopted by MDOT to increase the speed limits and a cost-benefit analysis of the speed limit increase. Lastly, the effect of the COVID-19 pandemic on traffic speed and traffic safety were also investigated on both freeway network and non-freeway network.

8.1 Impacts on Traffic Speed

The much of the prior research has focused on impacts of speed limit increase on just the mean speeds and not other speed percentiles, such as 85th percentile which is still used for setting the speed limits in many states. Thus, the analyses in this research were done for various percentiles (15th, 50th, and 85th) along with variability in speed using various regression methods.

The speed limit increases resulted in increased speeds on both the freeway and the non-freeway network. On the freeway network, the 5-mph increase in speed limits increased the free-flow speeds by 1.1 mph to 2.8 mph, and the aggregated speeds increased by 1.4 mph to 3.2 mph. The magnitude of these increases was found to be the highest among the faster-traveling drivers, while the lowest speed drivers tend to increase their speeds by the lowest amount. These differences in speed selection behavior across drivers leads to higher speed variability which increased by 0.2 mph for free-flow speed, and 0.4 mph to 3.5 mph for aggregated speeds based on data aggregation technique.

On the non-freeway network, the results show that the 10-mph speed limit increases resulted in travel speeds that were generally between 3 mph and 5 mph higher across the distributions of both passenger vehicles and large trucks. Notably, the travel speed increases varied significantly among drivers: the magnitude of these increases tend to be highest among the top end of the speed distribution. In contrast, the lowest speed drivers increased their speeds by the least amount. Again, this leads to increased speed variability which increased by 0.8 mph to 0.9 mph for both the vehicle types.

8.2 Traffic Safety Impacts of Speed Limit Increase

To evaluate the impacts of speed limit increases on traffic safety, several analyses starting with the simplest wherein the annual average crash frequencies and rates are compared, followed by naïve before-after with and without control group, and culminating in the more sophisticated Empirical Bayes (EB) analysis are carried out for both freeways and non-freeways. As a part of the EB analysis, safety performance functions (SPF) were developed based on control sites to predict the crash count by severity for the increase sites. The results from the EB analysis show that the crashes generally increased across all severities as a result of speed limit increases on both freeways and non-freeways. On freeways, total crashes with and without deer collisions increased by 9.5% and 9.2%, respectively. KA crashes increased by the greatest amount (33.3%), while B crashes increased by 31.6% followed by PDO crashes which increased by 8.2%. C crashes reduced by 7.3%. On non-freeways, the EB analysis showed an increase of 11.4% and 9.6% in total crashes with and without deer involved crashes. The KA crashes increased by 1.7% when deer collisions are included, and 4.7% when these are excluded (not statistically significant). The B and C crashes reduced by 2.7% and 0.4%, respectively, although these results were not statistically significant. The PDO crashes increased by 14.4%.

Additional analysis that relates traffic speed and traffic safety is also carried out for the freeway network. The results show that the crashes increased by 5% across all severities due to speed limit increases after controlling for the effects of other important variables related to roadway geometry and traffic volumes. Notably, higher mean speeds were associated with lower crash frequency while greater speed variability was associated with greater crash frequency. However, it should be noted that the mean speeds considered in this analysis were obtained from probe vehicles through RITIS and were aggregated annually for each of the segments. As such, the speeds are generally biased downwards due to the overrepresentation of heavy vehicles in RITIS data. Further, the standard deviation in speeds used in this study is based upon aggregate speeds over 15-minute intervals and does not directly account for differences in speeds of individual vehicles.

8.3 Evaluation of MDOT Site-Selection Criteria

The sites selected for speed limit increase in 2017 on freeways and non-freeways were selected based on LOSS values and several geometric and traffic restrictions. The LOSS values of these provisional corridors initially selected for speed limit increase were either LOSS I or LOSS II (i.e., these segments experienced significantly fewer crashes than typical segments with similar geometric and traffic characteristic). The after-period LOSS values of these sections are calculated and compared.

For the freeway network, results show that 58.7% of the total miles where the speed limits were eventually increased maintained their prior LOSS tiers of I or II. In contrast, crashes increased amongst the other sites. Approximately 417 miles of 75-mph segments (34.2%) were found to operate at LOSS III and 86 miles (7.1%) were reduced to LOSS IV. For provisional sites that were initially considered for speed limit increases but did not make the final list of increase sites, nearly 60% of the total mileage of such sites have LOSS I or II in the after-period. These rates are largely similar and this may suggest that the higher limit 75 mph sites now operate at similar levels of safety as compared to the higher risk sites that remained at 70 mph.

8.4 Cost-Benefit Analysis

Cost-benefit analyses were conducted to assess the economic impacts of the speed limit increases by comparing the benefits accrued by road users against the associated agency costs. Agency costs included signage costs, pavement marking costs, and other labor costs which totaled to $11,130 and $23,926 annually for freeways and non-freeways, respectively. The benefits include increased fuel consumption costs (negative benefit), travel time saving (positive benefit), and increased crash costs (negative benefit). The travel time saved as a result of increased speeds due to higher speed limits resulted in annual savings of nearly $114,707,202 and $22,340,024 on freeways and non-freeways, respectively. The fuel consumption increased due to higher operating speeds which resulted in a dis-benefit of $126,541,210 and $9,937,541 on freeways and non-freeways, respectively. The crashes also largely increased post speed limit increase. Three different methods were utilized to estimate change in crashes due to speed limit increases- raw crash frequencies, crashes adjusted by VMT, and EB adjusted crash estimates. The increases in crashes post speed limit increase resulted in dis-benefits ranging from $50 million to $100 million on freeways, and from $3 million to $56 million on non-freeways depending upon the crash estimation method. Out of the three methods, using raw crash frequencies gave the highest dis-benefit associated with increased crashes on both types of highways. The more sophisticated EB estimates that controlled for traffic volume as well as changes in crashes on a set of similar control sites, produced the minimum dis-benefits associated with increased crashes for non-freeways and modest estimates for freeways. These costs and benefits of raising speed limits resulted in benefit to cost ratios that were largely negative for both freeways and non-freeways, with one exception being non-freeways when crashes are estimated using EB method, which produced a positive (greater than 1) benefit-cost ratio. Thus, the increased speed limit resulted in an unfavorable economic condition compared to the prior policies. When aggregating the effects of the speed limit increases collectively across both facility types, a large (greater than 1) negative benefit/cost ratio is obtained irrespective of crash estimation method.

8.5 Effect of the COVID-19 Pandemic

The unexpected emergence of the COVID-19 pandemic affected the speed and safety trends on Michigan roads. As such, the speed and crash data before and during the pandemic were compared to study the effects of the pandemic. Traffic volumes were reduced significantly on both freeways and non-freeways in 2020 compared to 2019. As a result, travel speeds were generally higher. On freeways, the mean speeds on the control sites increased by about 0.3 mph to 4.2 mph while on the increase sites, the mean speed increased by up to 2.4 mph only. On non-freeways, the mean speed increased by 2.3 mph to 3.0 mph and 0.3 mph to 0.8 mph for different vehicle types on the control and increase sites, respectively.

The reduction in volumes led to fewer crashes over the course of the pandemic. Interestingly, the rate of fatal and severe injury crashes remained similar at the sites where speed limits were increased. However, serious and fatal injuries tended to increase at the control sites, an effect that may be due to the increases in travel speeds that were observed at these sites. This phenomenon warrants continued investigation as traffic volumes have now rebounded to at or above pre-pandemic levels throughout the state.

8.6 Recommendations

The effects of the speed limit increase are largely similar with the results from prior research conducted both nationally and internationally. Speed limit increases are generally associated with increases in travel speeds, as well as both the frequency and severity of crashes. Broadly speaking, the present study further reinforces these results.

Historically, 85th percentile speeds have been used to set the speed limits on any given roadway. However, a 2018 survey conducted by the National Committee on Uniform Traffic Control Devices (NCUTCD) Task Force shows that those professionals who perform posted speed limit studies rarely use only the 85th percentile speed and, instead, consider the context of the roadway where the speed limit change is being considered (Fitzpatrick et al., 2019). The results from this study have shown that the driver speed selection varies significantly across different groups of drivers. Any changes in the driving environment affects each driver differently and as such 85th percentile speed may not be suitable in determining the speed limit alone. Other factors such as variability in speeds, roadway context, roadway characteristics and historic crash rates should also be considered while setting the speed limits.

From a speed limit policy perspective, safety trends suggest that the higher speed limits are associated with higher frequency and severity of crashes. The detail analysis of speed data suggests disproportionate increases in speeds among those drivers traveling at the highest speeds. Though it is generally not possible to determine the speeds of individual crash-involved vehicles, it may be that these highest speed drivers are also responsible for a disproportionate number of traffic crashes. Consequently, caution should be exercised as to direct adherence of speed limits to the prevailing 85th percentile speeds. This practice may lead to a persistent cycle of increasing speed limits, resulting in higher operating speeds and lower safety (Donnell et al., 2009).

In Michigan, it is important to note that the speed limits were increased at locations that had historically experienced fewer crashes. In spite of this fact, both the frequency and severity of crashes increased significantly at these locations. Consequently, caution should be exercised in considering additional speed limit increases. This is especially true given the increases in vehicle speeds and in the rate of fatal and severe injuries that were experienced at the sites where the lower speed limits remained in place over the course of the pandemic.

The speed limit increases have also resulted in relatively modest infrastructure costs, which are largely associated with changes required in signage and pavement markings. These costs represent a conservative estimate and if speed limit increases are considered at other locations, these costs are likely to be higher given more challenging geometric and traffic characteristic, which may necessitate changes to horizontal and vertical alignments. From a road user perspective, significant costs are also incurred due to increased crashes, as well as additional fuel consumption. While the increased speed limits did introduce a benefit in the form of travel time savings as a result of higher travel speeds, these savings are entirely offset by increased fuel consumption. Thus, it is recommended to carefully consider several factors before considering to increase the speed limits on any roadway. These factors include prevailing travel speeds (mean speed, 85th percentile speed, speed variance), long term crash history, roadway geometry, traffic volume, and costs incurred.

8.7 Limitations and Future Research

This study provides important insights as to the impacts of the speed limit increases that occurred throughout Michigan in 2017. However, a few important limitations should be noted. First, the analyses of speed data allowed for an investigation of differences in speed selection behavior across specific roadway locations. Similarly, the crash analyses provide insights as to aggregate-level trends in safety performance that coincided with the speed limit increases. However, there is still some uncertainty as to the nature of the speed-safety relationship. While the findings consistently show that crashes, injuries, and fatalities increase when speed limits are increased, there is considerable nuance to these relationships and the speed-safety analyses presented herein suggest that variability in travel speeds is perhaps a stronger determinant of safety performance than mean speed. With that being said, the variability in speeds was also shown to increase where speed limit increases went into effect.

This research examined several different sources of speed data, ranging from permanent traffic recorders, to probe vehicles, to LIDAR-based spot-speed studies. As such, the differences in speed metrics before and after the increase tend to vary based on the speed data source. This is primarily due to different data aggregation techniques across different data sources, which makes it difficult to directly compare the results across different sources. As such data are being used with increasing frequency by road agencies, it is important to acknowledge the limitations and inherent differences when using different sources, particularly as it relates to probe vehicle data.

Beyond these issues, it is also important to note several other issues that potentially impact the analysis. First, the COVID-19 pandemic created challenges in the before-after evaluation framework. Given the marked changes in traffic volumes, as well as differences in terms of which drivers were on the road in 2020 versus prior years, there is considerable uncertainty in understanding what these speed-safety relationships may look like moving forward. In addition, other contemporaneous changes may have also impacted the analysis, including the fact that marijuana was legalized in December 2018. This factor is essentially considered implicitly through the inclusion of control sites, with the underlying assumption being that the effects will be comparable across sites regardless of whether the speed limits have been increased. However, it is possible that the adverse safety impacts may be more pronounced due to potential interaction effects between impairment and speed selection. The results of this study have advanced our understanding of how mobility and safety are impacted by speed limit policy changes, though additional research is warranted to better understand the complex nature of these relationships.

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