

Thank you very much to the members of the Committee for your work on LD 1634 and I support this bill. My name is Sarah Cushman and I represent my firm, Cushman Transportation Consulting, LLC. As a transportation planning consultant, I specialize in pedestrian, bicycle and public transportation projects and I've worked with people in many different communities who struggle with the local context issues that other folks raised during today's hearing, 4/25/23.

I shared my comments via Zoom and wanted to follow up with a couple of links regarding use of the 85th percentile for setting speed limits, hoping they might be helpful for your work session.

- I may have referenced the same recent National Transportation Safety Board report that Senator Bennet mentioned: "Reducing Speeding-Related Crashes Involving Passenger Vehicles", and there's a section that questions the longstanding 85th percentile rule of thumb and offers alternate recommendations. The discussion and recs are on pages 21-29 (pages 33-41 of the PDF): <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>
- In addition, in recent work I've found other states are working with lower percentiles now, such as Oregon, which also has a significant rural population. From the Oregon DOT site: "Previous studies suggest posting speeds near the 85th percentile speed minimize crash occurrence and provide favorable driver compliance. More recent studies suggest that posting near the 50th percentile speed may be more appropriate for roadways within urban areas where there is development and vulnerable users." <https://www.oregon.gov/odot/Engineering/Pages/Speed-101.aspx>

Thank you very much again for listening, for your thoughtful discernment on this important issue, and I urge you to vote Ought to Pass.

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LD 1634

Follow-up links for resources regarding the 85th percentile in attached testimony -  
thank you!