

MEMORANDUM

Date: February 26, 2026

To: Brian Marsh – Village of Menands

From: Mark Sargent, PE; John Finelli, EIT; Melissa Marton, AICP

Project: 124-157.05

Re: Village of Menands Speed Limit Reduction Assessment: Draft Recommendations

Introduction

Changes in New York State’s legislation have enabled cities and villages to set area-wide speed limits as low as 25 mph instead of the previously permitted 30 mph minimum. The purpose of this evaluation was to review streets under the Village of Menands’s (Village) jurisdiction and make a recommendation for a Village-wide speed limit. This evaluation is based on a technical review of traffic engineering industry guidance for determining appropriate speed limits and an assessment of peer municipalities that have set a Village-wide speed limit below 30 mph to help develop an approach for evaluating Menands streets.

Based on our technical review, analysis, and engineering judgment, a Village-wide speed limit of 25 mph (with exceptions as needed), will most likely meet the Village’s policy goals and be safe, enforceable, fair, and accepted.

Summary of Best Practices

Based on the Manual on Uniform Traffic Control Devices (MUTCD), other technical guidance, and peer studies, there is no single, standard method for municipalities to select appropriate speed limits. Accordingly, we reviewed the following technical resources to help substantiate our approach (see attachments A and B for details):

- MUTCD
- Managing Speed (TRB Report 254)
- Methods and Practices for Setting Speed Limits (FHWA)
- NYSDOT Traffic Safety and Mobility Instruction (TSMI) 17-05
- A Model for Setting Credible Speed Limits in Urban Areas (ITE)
- NACTO City Limits
- Peer Studies (East Greenbush, Albany, Tivoli, Red Hook, and New York City)

The approaches cited by these resources generally fall into two categories:

1. Past Experience and Area Characteristics: These methods review historical and existing conditions data to determine operating speeds and motorist comfort on a given roadway. Based on the data and assessment of environmental conditions, speed limits are set to align policy with prevailing existing conditions.
2. Desired Outcome and Safe Systems: These methods identify policy goals, including improved safety and feasibility of compliance and enforcement, and set speed limits that align with desired outcomes.

Both methods were considered in this assessment.

Analysis Methodology & Findings

Only Village-owned streets were considered for this analysis. Streets outside of the Village's jurisdiction are not eligible for a municipally mandated speed limit reduction as per New York State law. Geographic Information Systems (GIS) and tabular datasets were gathered from a variety of sources, including NYSDOT's Traffic Data Viewer (NYSDOT TDV), the New York State GIS Clearinghouse, and the US Census Bureau. The following factors were considered to determine the appropriate speed limit for a given street.

1. Roadway Environment

A. Functional Classification and Roadway Characteristics

- **Guidance & Discussion:** Each street or road serves a unique role in moving traffic across a larger transportation network. Roads must balance competing functions such as access (the ability to reach a destination) and mobility (the ability to move through an area). The Federal Highway Administration (FHWA) defines roads in terms of their functional classification, which is based on the extent to which they balance those needs.
- **Methodology & Analysis:** Functional classification data was acquired from the NYSDOT 2019 Traffic Data Viewer (NYSDOT TDV). This data was mapped and filtered to show only Village-owned streets. The results indicate that Village-owned streets consist of two basic functional classes: Collector (Class 17) and Local Street (Class 19). All Village-owned streets are classified as Local Streets, except Wards Lane which is classified as a Major Collector. A review of Map 6 – Functional Classification also shows that the Village streets are short, or curvilinear and are not conducive to higher speeds.
- **Determination: Local streets are conducive to a Village-wide 25 mph speed limit.**

B. Land Use & Parcel Density

- **Guidance & Discussion:** Land use refers to the classification of land based on its primary function or purpose, such as residential, commercial, industrial, agricultural, or recreational.
- **Methodology & Analysis:** Parcel-based land use data was acquired from the NYS GIS Clearinghouse. The results suggested that there are no land uses adjacent to Village-owned streets that would benefit from a higher speed limit or require higher speeds to support surrounding land uses (e.g., heavy industrial or agricultural uses). Broadway (US-4) functions as the primary commercial spine, with retail, services, offices, and mixed-use buildings running alongside the corridor. Residential areas dominate much of the interior of the Village. Community services are concentrated along the Broadway corridor. Relative parcel density shows concentrations of small parcels typical of an urban environment with pedestrian activity and would likely benefit from reduced vehicle speeds.
- **Determination: Menand's existing land use and density patterns are conducive to a Village-wide 25 mph speed limit.**

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2. Reported Crash Experience

A. Crash History

- **Discussion & Guidance:** Examining the crash history for a period of 12 months or more is essential to understand the safety performance of roadways.
- **Methodology & Analysis:** Five years of recent crash data (2020–2025) were obtained from the NYSDOT CLEAR database and analyzed to understand crash frequency, severity, and patterns along key roadway segments. Map 5 – Crashes 2020-2025 was developed to evaluate the spatial distribution and density of incidents on Village streets. No fatal crashes occurred during this period; however, Wards Lane experienced two serious-injury crashes, three minor-injury crashes, and several additional lower-severity incidents. A separate data cluster, including one serious-injury crash, was identified on Simmons Lane near its intersection with Broadway. Additional concentrations of crashes were observed at the intersections of Wolfert Road with both Hutton Street and North Pearl Street, as well as at Menands Road and Jones Court.
- **Determination:** Though crash density and distribution have little to no impact on the feasibility of a speed limit reduction, **lower speed can reduce the number and severity of crashes.**

3. Speed Distribution and Traffic Volumes

A. Average and 85th Percentile Speeds

- **Discussion & Guidance:** Analyzing speeds, specifically average speed and 85th percentile speed, provides insights into how fast drivers typically drive. The average speed represents the typical speed of traffic under free-flowing conditions, while the 85th percentile speed represents the speed at or below which 85 percent of drivers travel, which indicates the speed most drivers find comfortable. Lower average and 85th percentile speeds generally support a lower speed limit.
- **Methodology & Analysis:** Speed data was sourced from the NYSDOT 2023 and 2025 TDV and mapped in GIS. It is recognized that the speed data is limited, but it is considered representative of speeds on typical Village streets due to the short street lengths and local setting. The average and 85th-percentile speeds support reducing the speed limit to 25 mph on most streets, as most motorists are already traveling at or below that speed. The only exception was along Wards Lane, where the 85th-percentile speed is 39 mph. Based on the higher speeds, and roadway characteristics along this segment, engineering judgment concluded that this segment should not be included in the speed reduction, without other countermeasures to bring speeds down.
- **Determination:** **The average and 85th percentile speeds along Village-owned streets do not rule out the implementation of a 25 mph Village-wide speed limit.**

B. Average Annual Daily Traffic (AADT)

- **Discussion & Guidance:** AADT reflects the average volume of vehicles on a roadway normalized across an entire year and is included for reference. Volume alone is not a determining factor in setting speed limits.
- **Methodology & Analysis:** AADT data for the Village of Menands streets was sourced from NYSDOT. Due to the nature of the State's sampling methods, many village streets

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did not have a recorded AADT. The data shows that volumes are typically low on the Village's streets, with Wards Lane carrying the most traffic at about 3,700 vehicles per day.

Recommendation

Based on our review of best practices, the technical analysis outlined above, and our traffic engineering judgment, **a 25 mph Village-wide speed limit for Village streets is considered appropriate, except for Wards Lane. A 25 mph Village-wide speed limit will most likely meet the Village's policy goals and satisfy the four criteria outlined by the FHWA¹: a speed limit that is safe, enforceable, fair, and accepted.**

Implementation

To enhance safety and promote consistency, implementation of a Village-wide 25 mph speed limit must align with the MUTCD and the New York State Supplement to the MUTCD and applicable technical guidance on area-wide speed limit signage. Based on the technical guidance:

- NYR2-5 signs (VILLAGE SPEED LIMIT XX, UNLESS OTHERWISE POSTED), should be placed on all main streets entering the Village to clearly mark the 25 mph limit, ensuring that drivers are informed as they enter and leave the Village.
- Additional signs should be used as needed within the Village to reinforce the speed limits, and to differentiate streets with other speed limits.

The MUTCD emphasizes consistent signage placement beyond intersections and near boundaries to guide drivers effectively as they transition between different speed-regulated areas, to ensure compliance and safety (*NYS Supplement to the MUTCD*, § 2B.13, Paragraphs 00T to 00X; (see attachment A: References). The goal is to minimize sign clutter while maintaining clear visibility of the speed restriction.

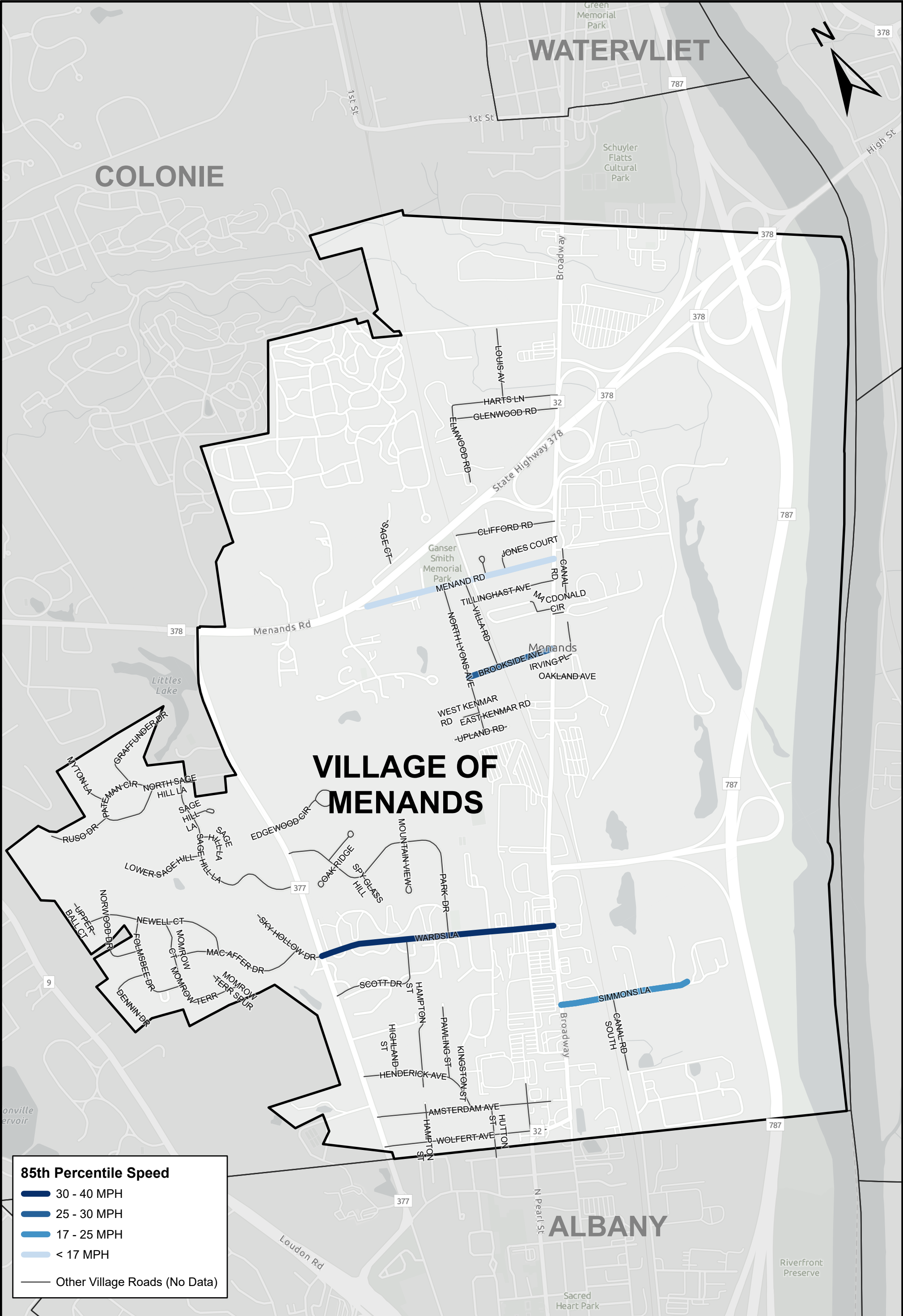
The following are the main steps for the Village of Menands to implement a Village-wide 25 mph speed limit:

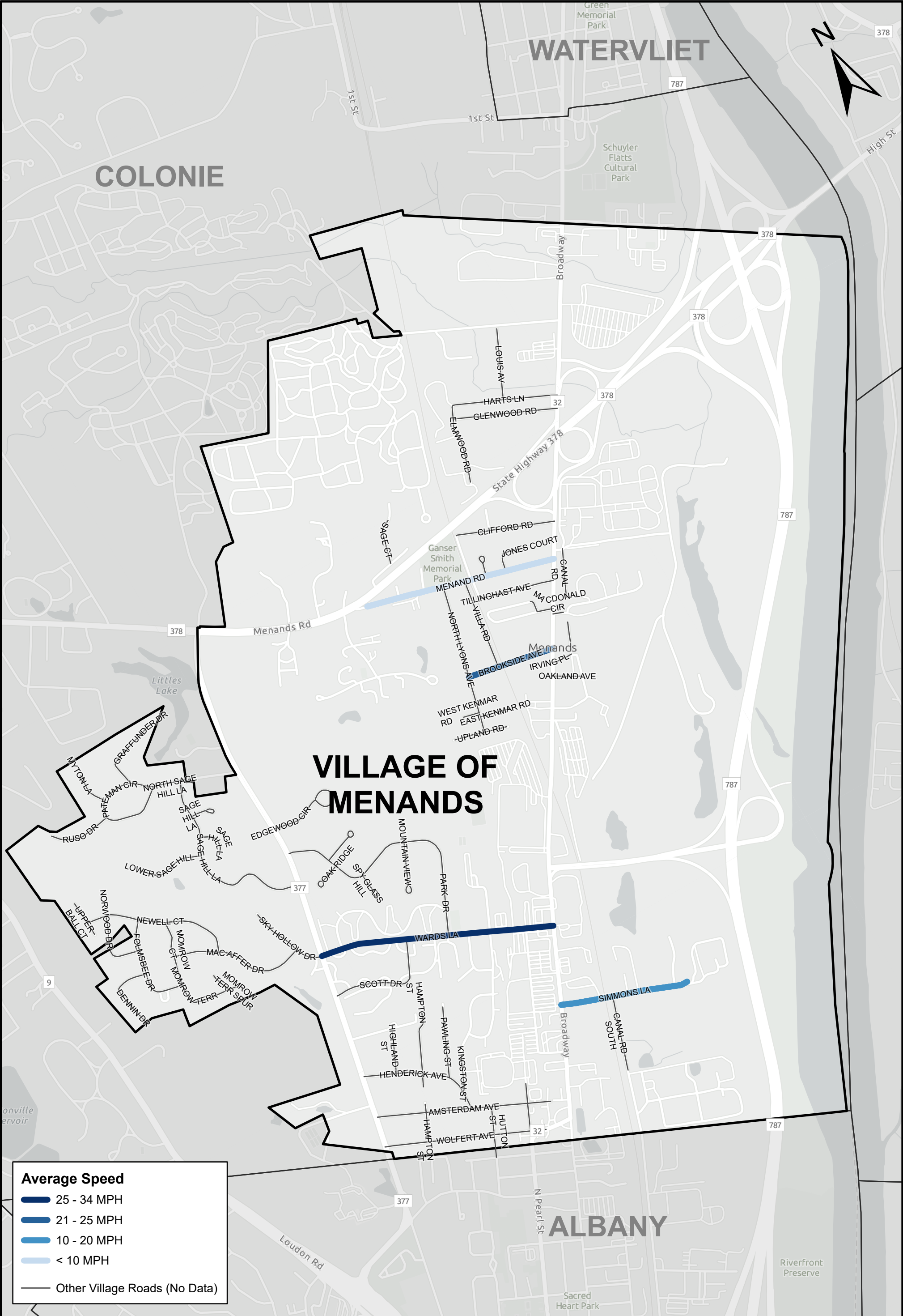
1. Adopt a local law creating a 25-mph village-wide speed limit.
 - See [samples compiled by the New York Bicycling Coalition](#), and others in Attachment D to this report.
2. Amend the Village Code to be consistent with the local law
 - For school speed limit zones: Review the Village Code and amend it, if needed, to make school zone designations consistent for any throughout the Village.
 - For non-school zone streets with existing posted speed limits of less than 25 MPH: Review discrepancies between the Village Code and NYS law regarding enforceable speed limit minimums (see note on page 3), and update the code as needed.
3. Complete an inventory of existing speed limit signs.

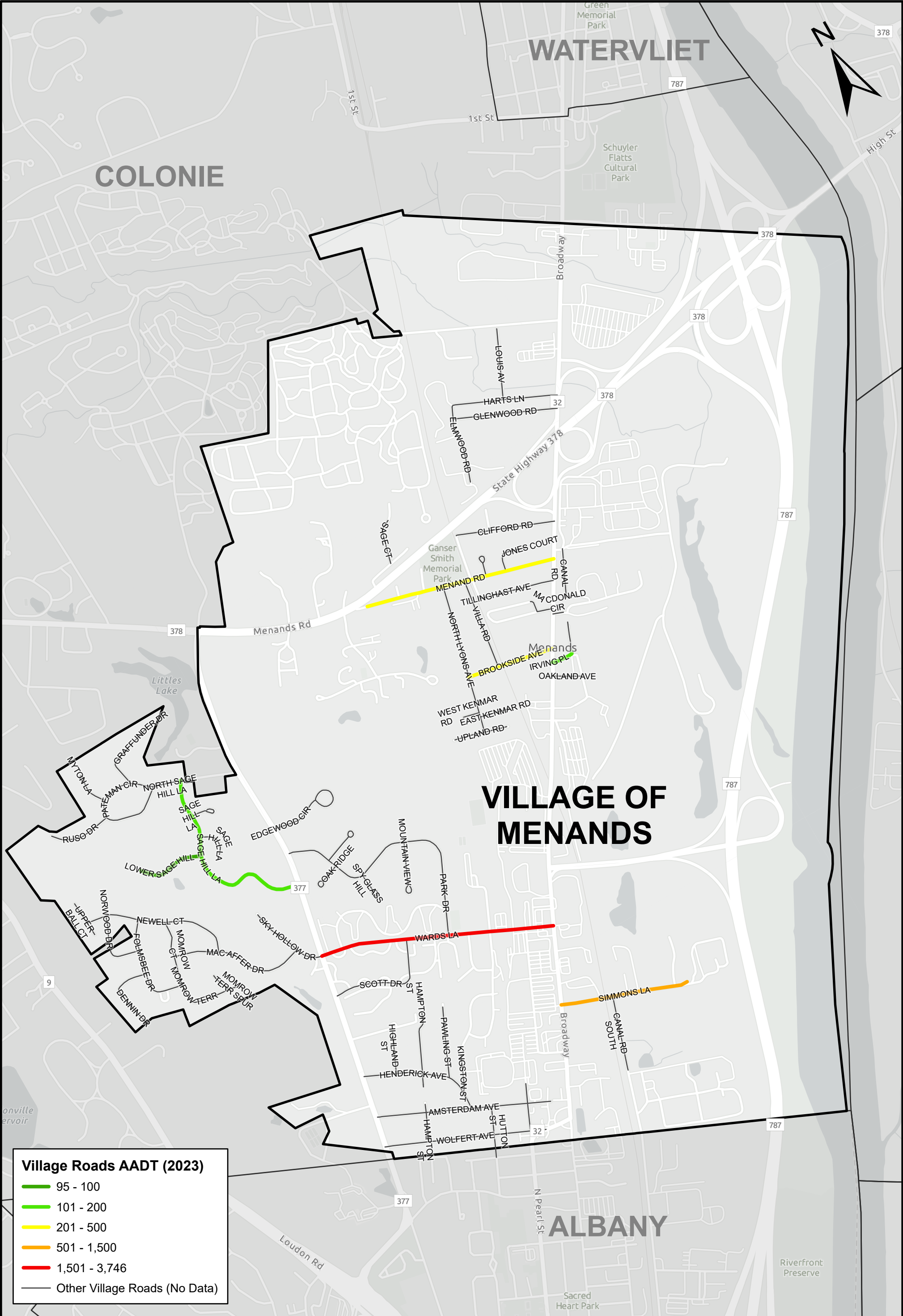
¹ Federal Highway Administration Safety Program (2012) – *Methods and Practices for Setting Speed Limits: An Informational Report*. [Link to document](#).

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4. Develop a detailed sign plan identifying signs to be removed, signs to be replaced, and new signs to be installed.
 - Include a plan for school speed limit zone signs (signs to remove and new signs to add)
5. Confirm funding and responsibilities for implementation.
6. Coordinate with Village law enforcement personnel and other key Village staff to ensure they understand the new law.
7. Develop a public outreach campaign to educate residents and others about the new law before it takes effect.
 - See sample messaging from [Worcester, MA](#); [Lowell, MA](#); [New York City](#); and [St. Paul, MN](#)
8. Replace, remove, and install signs based on the sign plan.
 - The sign plan should outline a construction sequence to make sure it is reasonable and to minimize conflicts. This could include the following steps:
 - Remove existing signs
 - Install new signs
 - The new signs may be covered when installed, then uncovered efficiently in a timely manner.







Village Roads AADT (2023)

95 - 100

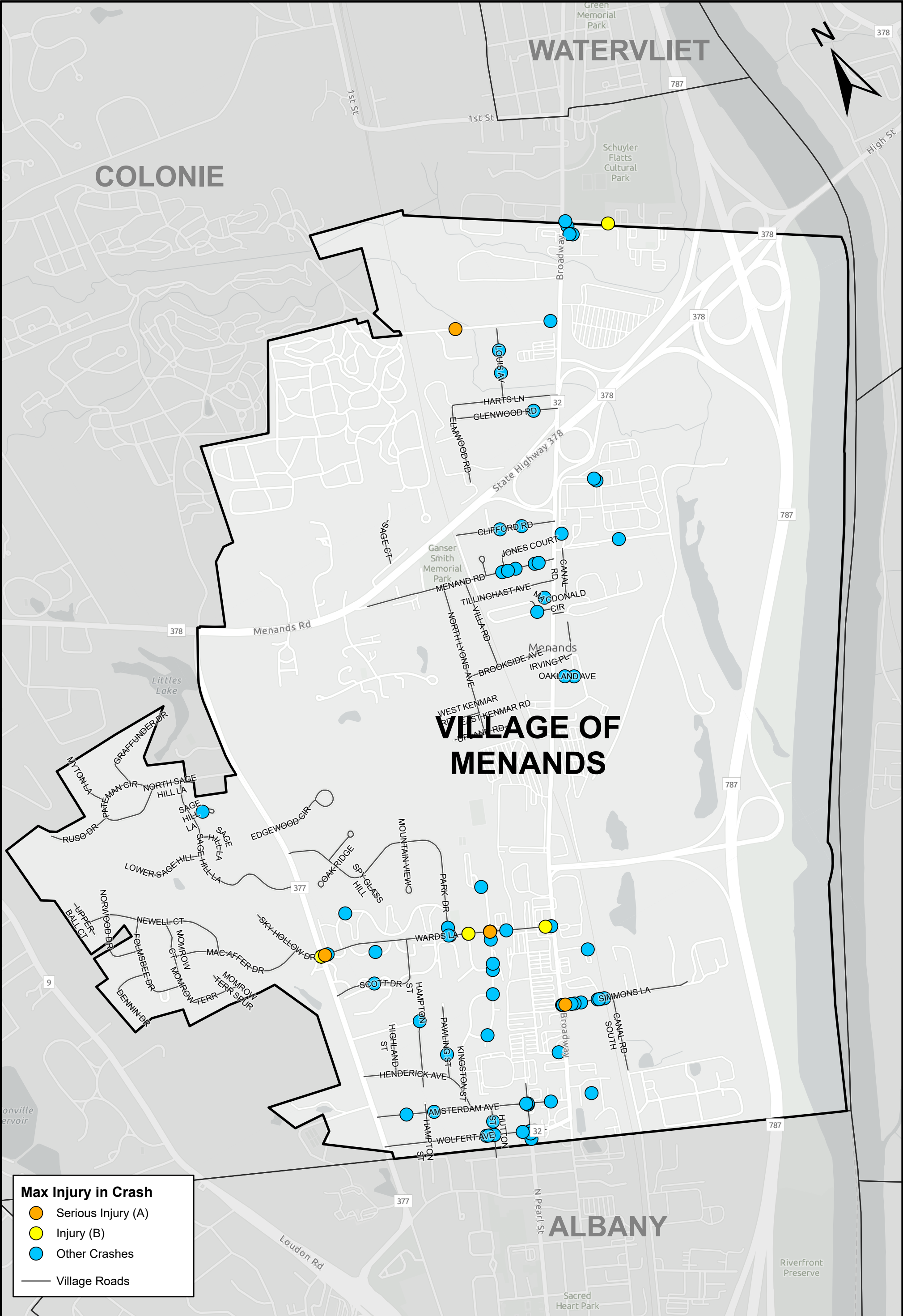
101 - 200

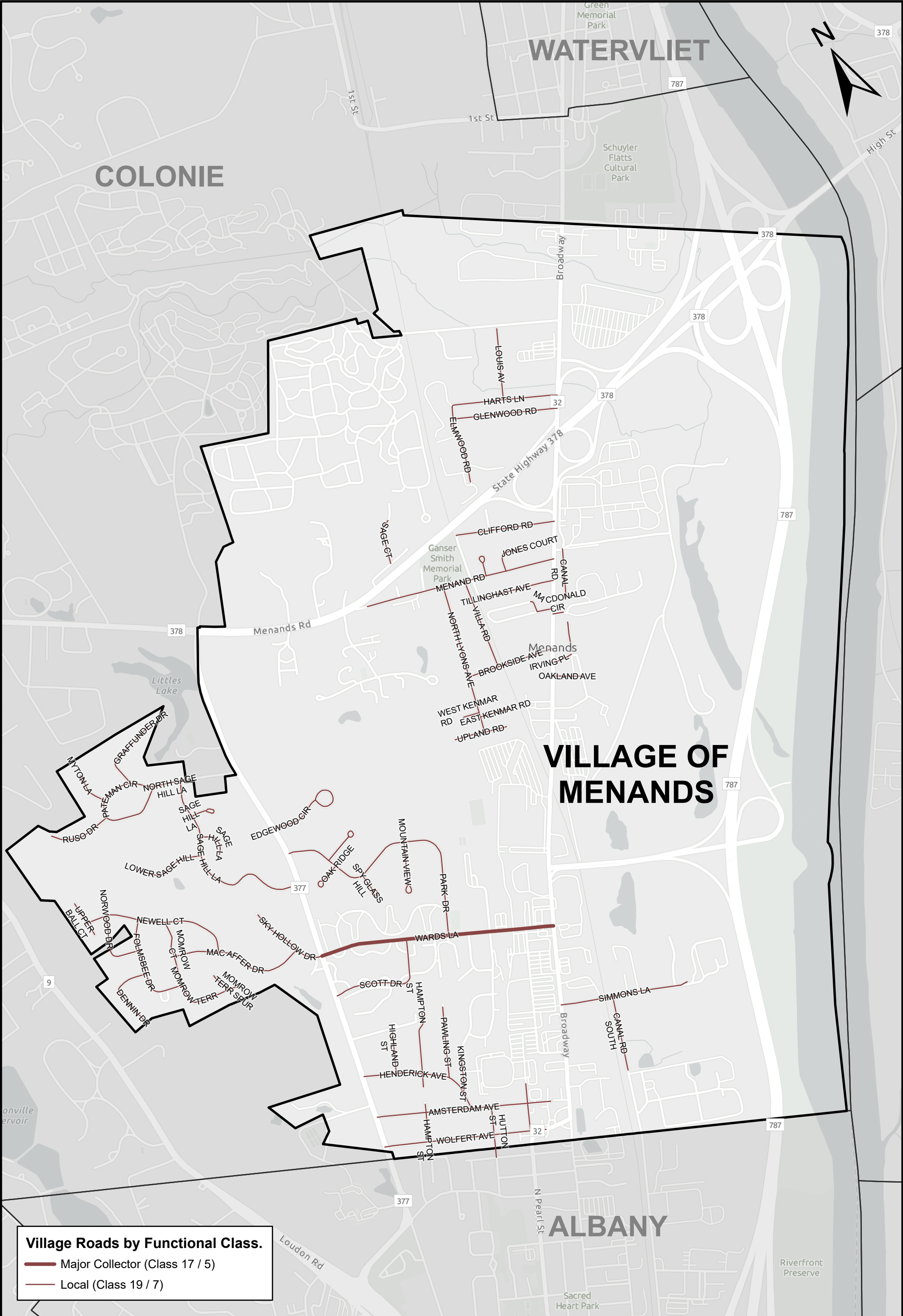
201 - 500

501 - 1,500

1,501 - 3,746

Other Village Roads (No Data)





Village Roads by Functional Class.

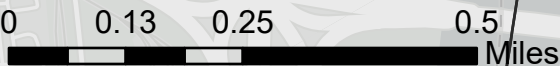
- Major Collector (Class 17 / 5)
- Local (Class 19 / 7)

VILLAGE OF MENANDS SPEED LIMIT STUDY

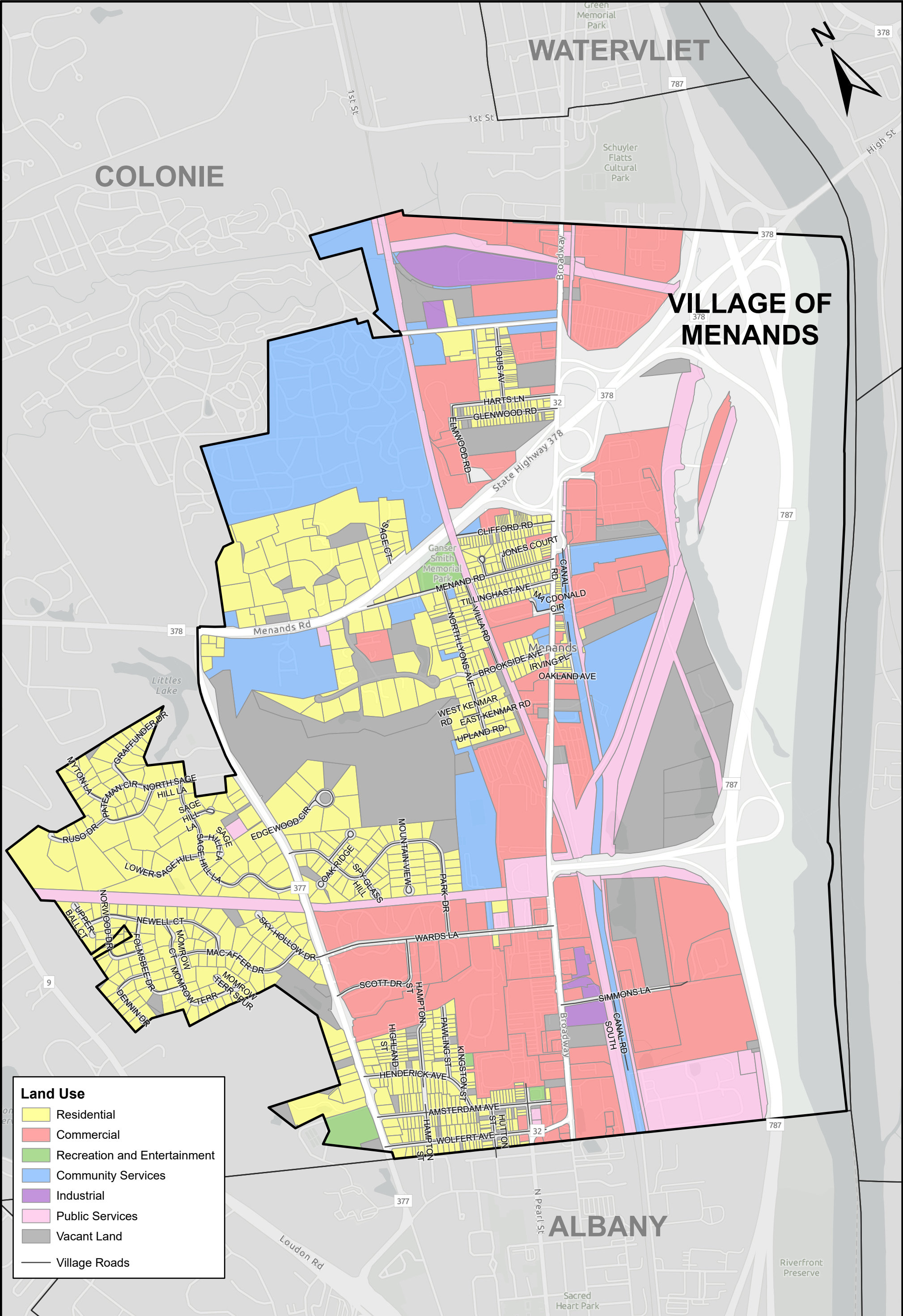
FUNCTIONAL CLASSIFICATION



PROJECT: 125-157.05
DATE: 1/28/2026
SCALE: 1:13,000



Data obtained from NYSDOT Traffic Data Viewer.



Attachment A References

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Applicable excerpts from Section 2B.13 of the [NYS Supplement to the MUTCD](#) are outlined below.

Standard:

00F. The NYR2-4, NYR2-5, and NYR2-6 signs (see Sign Drawing SD-R1) shall be used for posting area speed limits which are essentially city-wide, village-wide, and town-wide, respectively. These signs should be used even where there are specific highways or smaller areas (for example, a village within a town) where different speed limits apply. The R2-5aP, R2-5bP, R2-5cP, and R2-5P plaques shall not be used in New York.

Standard:

00K. Speed Limit signs shall be installed at or near the places where speed limits change.

Option:

00L. For area speed limits, additional signs within the area are not required, but may be desirable in extensive or complex areas.

Standard:

00T. An appropriate area Speed Limit sign (NYR2-3 through NYR2-6) shall be placed facing traffic on each highway entering the area restriction. Where a highway within an area has a higher or lower speed limit, area Speed Limit signs shall be placed on each street intersecting that highway, facing traffic entering the area restriction.

Guidance:

00U. Where traffic enters an area speed limit restriction at, or just before, an intersection, signs should be placed beyond the intersection on all highways on which the area limit applies. Where an area Speed Limit sign and a Political Boundary sign (see Section 2D.110) would conflict, the Political Boundary sign should be placed at a suitable location before or after the Speed Limit sign.

00V. Where a smaller area with a different speed limit exists within an area speed limit restriction, the two should be treated as separate areas having a common boundary.

Option:

00W. Additional area Speed Limit signs may be placed within an area to remind motorists of the speed limit.

Guidance:

00X. If used, additional area Speed Limit signs within an area should not be placed immediately in advance of intersections, or in locations where they would conflict with other traffic signs.

Standard:

00Y. An appropriate Speed Limit sign (R2-1, NYR2-2 through NYR2-6) shall be placed facing traffic on each highway leaving an area speed limit restriction to indicate the speed limit that follows.

Guidance:

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00Z. Where the end of an area speed limit restriction is at, or just before, an intersection, the signs for the next speed limit should be placed at suitable locations beyond the intersection on all highways on which the area limit does not apply. Where the intersecting highway has a linear speed limit, the normal linear posting may be adequate for this purpose.

Standard:

00CC. Where a highway subject to the statewide speed limit is within, or adjacent to, an area speed limit, NYR2-2 signs shall be placed at suitable locations on that highway to inform motorists leaving the area restriction that the statewide speed limit applies.

Guidance:

00DD. Where the highway is a freeway, the NYR2-2 signs should be placed on its mainline roadways beyond the entrance ramps, rather than on the entrance ramps.

Option:

00EE. The NYR2-2 sign may be used as necessary to inform, or remind, motorists of the statewide speed limit (e.g., on highways subject to the statewide speed limit adjacent to large airports).

00FF. Under certain conditions, an END SPEED ZONE (NYR2-11) sign may be used instead of a NYR2-2 sign to post the end of a linear or area restriction. The conditions under which this substitution may be made are described in Section 2B.101.

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SIGN DRAWING SD-R1	White Background	Black Legend
<i>Speed Limit Signs</i> <i>(NYR2-2, NYR2-3, NYR2-4, NYR2-5, NYR2-6, NYR2-11)</i>		



NYR2-2



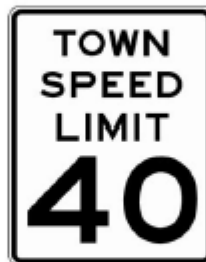
NYR2-3



NYR2-4



NYR2-5



NYR2-6



NYR2-11

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3	Line 4
C	NYR2-2 thru NYR2-6	18" x 24"	.375"	.625"	2"-F*	2"-F	2"-F	8"-E
	NYR2-2 thru NYR2-6	24" x 30"	.375"	.625"	3"-F*	3"-F	3"-F	10"-E
	NYR2-2 thru NYR2-6	30" x 36"	.5"	.75"	3.5"-F	3.5"-F	3.5"-F	12"-E
	NYR2-2 thru NYR2-6	36" x 48"	.625"	.875"	4"-F*	4"-F	4"-F	14"-E
	NYR2-2 thru NYR2-6	48" x 60"	.75"	1.25"	6"-F*	6"-F	6"-F	16"-E
C	NYR2-11	18" x 24"	.375"	.625"	3"-E	6"-E	2.5"-E	2.5"-E
	NYR2-11	24" x 30"	.375"	.625"	4"-E	8"-E	3"-E	3"-E
	NYR2-11	30" x 36"	.5"	.75"	5"-E	10"-E	4"-E	4"-E
	NYR2-11	36" x 48"	.625"	.875"	6"-E	12"-E	5"-E	5"-E
	NYR2-11	48" x 60"	.75"	1.25"	8"-E	16"-E	6"-E	6"-E
* Series E for NYR2-5 sign								

Attachment B

Review of Best Practices

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(Note: these methodologies were all developed prior to the new MUTCD guidance on setting speed limits.)

Managing Speed (TRB Report 254)

This publication is from the Transportation Research Board (TRB), Special Report 254, published in 1998. Their research found that setting speed limits by road classification and geographic area was widely used. Although the decision process for legislating speed limits for different classifications of roads may include input from traffic engineers, law enforcement, and the public among others, there is always a trade off with respect to safety, travel time, and feasibility of enforcement. A speed limit set too high may minimize travel time but at the cost of safety to vulnerable road users. Likewise, setting a limit too low on a rural through-road traveled mostly by commuters may improve safety, but would be contrary to driver expectation leading to low compliance and higher demand for enforcement. In the end, there is no single “right” speed limit, but should meet the requirements of enforceability and acceptance by the community at large.

Methods and Practices for Setting Speed Limits (FHWA)

This informational report was published by the Federal Highway Administration (FHWA) in 2012 to provide practitioners guidance on selecting a method for setting speed limits. The report outlines four primary practices and methodologies used in establishing speed limits:

- Engineering Approach – A two-step process where a base speed limit is set according to the 85th percentile speed, the design speed for the road, or other criterion. This base speed limit is adjusted according to traffic and infrastructure condition.
- Expert Systems Approach – Speed limits are set by a computer program, like USLIMITS2, that uses knowledge and inference procedures that simulate the judgement and behavior of speed limit experts.
- Optimization – Setting speed limits to minimize the total societal costs of transport. Travel time, vehicle operating costs, road crashes, traffic noise, and air pollution are considered in the determination of optimal speed limits.
- Injury Minimization or Safe System Approach – Speed limits are set according to the crash types that are likely to occur, the impact forces that result, and the human body’s tolerance to withstand these forces.

Although this report provides a broad overview of different speed limit setting methods, it does not make specific policy recommendations or suggestions; the approach applied should be based on local context. However, it is noted that methodologies for setting speed limits are typically designed to result in recommended speed limits that: 1) reduce crash risk; 2) provide a reasonable basis for enforcement; 3) are fair in the context of traffic law; and 4) are accepted as reasonable by most road users.

NYSDOT TSMI 17-05

This Traffic Safety and Mobility Instruction (TSMI) from 2017 updates NYSDOT’s policies regarding speed limits. It states, in part:

“...There is a movement nationwide to reduce reliance on the 85th percentile speed for setting speed limits in urban areas where the operating speeds are typically less than 40 MPH. If a Region feels that the circumstances call for an alternative methodology in a low speed urban

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area, then that Region is authorized to use *A Model for Setting Credible Speed Limits in Urban Areas ...*" (page 9).

A Model for Setting Credible Speed Limits in Urban Areas (ITE)

This 2013 article from the Institute of Traffic Engineers (ITE) presents a model for setting credible speed limits in urban areas. The model is based on eight key parameters whose cumulative effects significantly affect the 85th percentile speed (see Table 1). The article states, in part:

"Although several models have been developed that address all road types, including roads outside of cities, a major problem is that their parameters are not exclusive to urban environments. As a result, it is difficult for these models to precisely determine appropriate limits in urban areas. By contrast, the proposed model is specifically adapted to urban areas, and it was designed for setting credible limits by increments of 6 mph (10 km/h). In contrast to other models, which require a prior engineering study or which are based on a subjective evaluation, the proposed model is simple to apply and it consists of precise decision thresholds."

Table 1. A model for setting credible speed limits in urban areas.

Parameters	Thresholds	Score
Number of lanes	1	50
	2 or 3	25
	4 or more	0
Width of the lateral visual clearance	less than 180 ft.	40
	180 to 330 ft.	20
	330 ft. or more	0
Length of the homogeneous zone	less than 820 ft.	40
	820 to 1,640 ft.	20
	1,640 ft. or more	0
Type of surroundings	urban	30
	mostly urban	15
	transitional	0
Number of institutional entrance/exit points	none	0
	1 or 2	15
	3 or more	25
Percentage of the street with on-street parking that is continuously occupied	less than 10%	0
	10 to 30%	15
	30% or more	25
Pavement width available	less than 20 ft.	10
	20 to 39 ft.	5
	39 ft. or more	0
Number of commercial buildings	none	0
	1 to 4	20
	4 or more	40
Cumulative score	Credible speed limit	
more than 170 points	25 mph (40 km/h)	
120 to 170 points	31 mph (50 km/h)	
80 to 120 points	37 mph (60 km/h)	
30 to 80 points	43 mph (70 km/h)	

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NACTO City Limits

This 2020 document from the National Association of City Transportation Officials (NACTO) is intended to provide practitioners with guidance on how to strategically set safe speed limits on city streets, using a context-sensitive, Safe Systems approach. It offers three tools for setting speed limits on urban streets:

- Setting default speed limits on many streets at once.
- Designating slow zones in sensitive areas.
- Setting corridor speed limits on high priority major streets using a safe speed study.

Key excerpts are below:

"This document recommends maximum speed limits of 10-25 miles per hour for most city streets, increasing to 35 mph only in select, limited cases... The maximum recommended speed limit for any minor street is 20 mph. The maximum recommended speed limits are based primarily on speeds that minimize risks to pedestrians and cyclists.

On major streets, where conditions vary widely, cities can conduct a Safe Speed Study to determine the safest maximum speed limit. In urban areas, a Safe Speed Study will most often result in a recommended maximum speed limit of 20 or 25 mph for major streets.

For streets that have well-protected places for people to walk and bike, and that are in low density areas with primarily manufacturing and residential uses, cities may find that a 30 or even 35 mph speed limit is appropriate. However, these higher speed limits should be used sparingly and only in cases where safe conditions can be met.

Cities have two options for setting default speed limits: citywide or by street category...

Recommended default citywide speed limit: 25 mph

...Depending on the city, setting speed limits by category might be more politically feasible than setting a default citywide speed limit. If setting categories based on major and minor streets, practitioners should develop definitions for these streets that are easy to use based on existing local data...

Recommended category speed limit for major streets: 25 mph

Recommended category speed limit for minor streets: 20 mph

Recommended category speed limit for shared streets & alleys: 10 mph

...Safe Speed Studies are a contextually sensitive tool for determining the correct speed limit for a major street corridor. The Safe Speed Study methodology analyzes conflict density and activity level, among other contextual factors, to determine the speed limit that will best minimize the risk of a person being killed or seriously injured... There are four main components of a Safe Speed Study: collect data, analyze existing conditions, determine how to manage speeds down, and evaluate changes...

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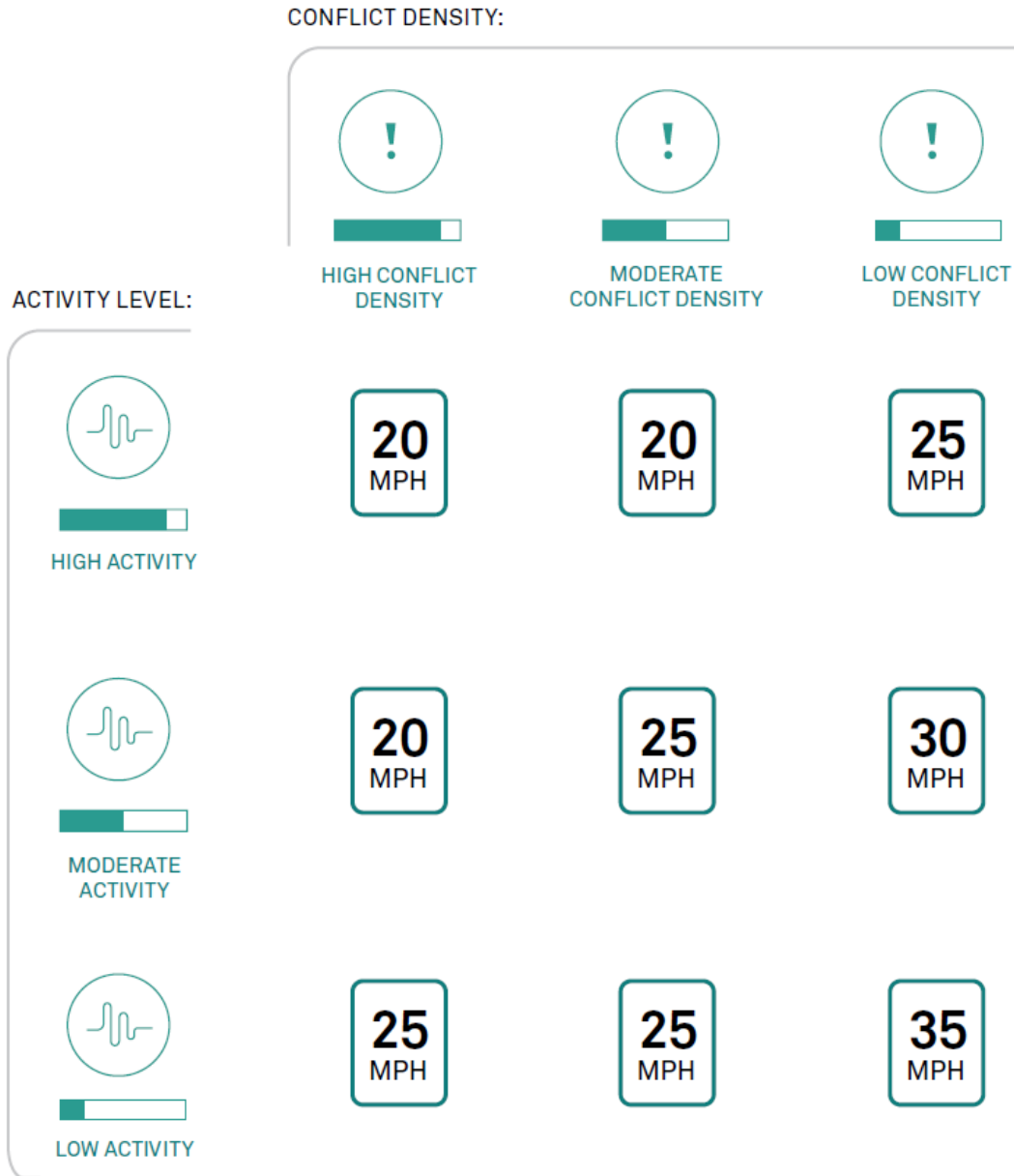


Data types:

- Existing speeds: how fast drivers are traveling on the street. Cities should evaluate a range of metrics, including high-end speeding, speeding, standard deviation, median speed, and 85th percentile speed.
- Speeding opportunities: locations where drivers are comfortable exceeding a safe speed because of the design and environment of the street.
- Fatal and serious injury crashes: a five-year history (if possible) of all crashes that resulted in a fatality or a serious injury, including the location of the crash and the circumstances of the crash.
- Conflict counts: how often two people or vehicles are on a collision course and must take evasive action to prevent a crash.

...The framework below [see image] summarizes a method for determining maximum safe speed limits based on the density of conflict points and level of activity on a major street. On urban streets where cities are required to conduct a study to determine the correct speed limit, they should use this framework instead of the passive 85th percentile speed study that the MUTCD [prior to 2023] recommends for highways.”

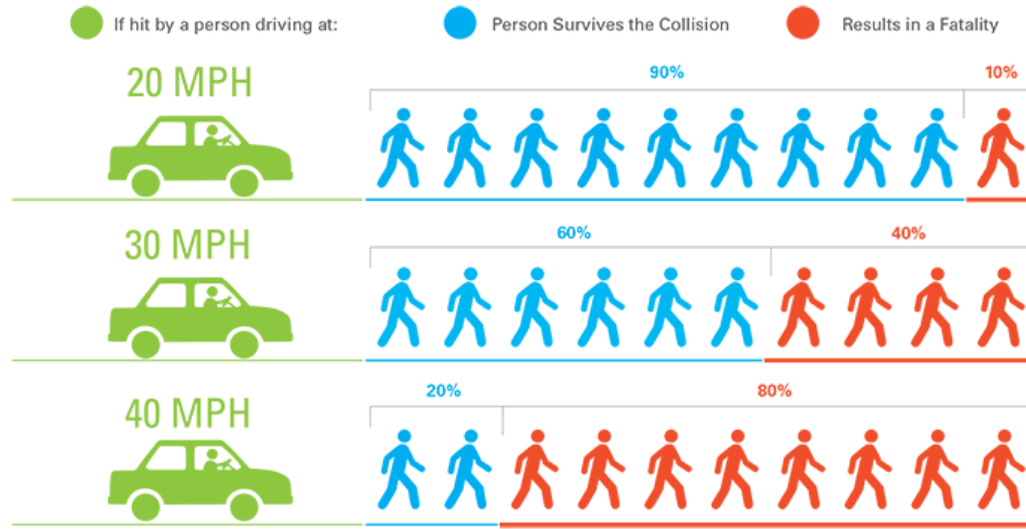
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NHTSA Lower Speed Limits

There is a clear need to evaluate how changes in speed affect crash outcomes. Lowering motorist travel speeds increases the time drivers and pedestrians have to react and avoid collisions, and it reduces the severity of pedestrian injuries when crashes do occur. Numerous studies show that higher vehicle speeds lead to more frequent and more serious pedestrian crashes and casualties (Leaf & Preusser, 1999; Rosen & Sander, 2009; Tefft, 2011; Martin & Wu, 2018; Thomas et al., 2018). Although actual driving speeds typically decrease by only 1–2 mph for every 5-mph reduction in posted speed limits (Elvik et al., 2004), even these modest reductions are associated with meaningful decreases in fatal and injury crashes.

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Source: San Francisco MTA Vision Zero Action Plan, February 2015

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Attachment C

Vehicle & Traffic Law §1643

SECTION 16243

Speed limits on highways in cities and villages

Vehicle & Traffic (VAT) CHAPTER 71, TITLE 8, ARTICLE 39

§ 1643. Speed limits on highways in cities and villages. The legislative body of any city or village with respect to highways (which term for the purposes of this section shall include private roads open to public motor vehicle traffic) in such city or village, other than state highways maintained by the state on which the department of transportation shall have established higher or lower speed limits than the statutory fifty-five miles per hour speed limit as provided in section sixteen hundred twenty of this title, or on which the department of transportation shall have designated that such city or village shall not establish any maximum speed limit as provided in section sixteen hundred twenty-four of this title, may by local law, ordinance, order, rule or regulation establish maximum speed limits at which vehicles may proceed within such city or village, within designated areas of such city or village or on or along designated highways within such city or village higher or lower than the fifty-five miles per hour maximum statutory limit. No such speed limit applicable throughout such city or village or within designated areas of such city or village shall be established at less than twenty-five miles per hour; except that in the city of Long Beach, in the county of Nassau, speed limits may be established at not less than fifteen miles per hour on any portion of the following highways in such city: Cleveland avenue, Harding avenue, Mitchell avenue, Belmont avenue, Atlantic avenue, Coolidge avenue, Wilson avenue and Taft avenue. No such speed limit applicable on or along designated highways within such city or village shall be established at less than twenty-five miles per hour, except that school speed limits may be established at not less than fifteen miles per hour, for a distance not to exceed one thousand three hundred twenty feet, on a highway passing a school building, entrance or exit of a school abutting on the highway and except that within the cities of Buffalo and Rochester speed limits may be established at not less than fifteen miles per hour for any portion of a highway within a city park. No speed limits shall be established pursuant to the provisions of this section except in accordance with the engineering considerations and factors for speed limits set forth in the manual and specifications for a uniform system of traffic control devices maintained by the commissioner of transportation pursuant to section sixteen hundred eighty of this title, as such manual and specifications may be amended from time to time, certified by a licensed professional engineer who specializes in traffic operations.

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Attachment D

Sample Speed Limit Local Laws

Council Members Zamer and Farrell introduced the following, which was approved:

LOCAL LAW M of 2022 (As Amended 6.17.24)

**A LOCAL LAW AMENDING CHAPTER 359 (VEHICLES AND TRAFFIC)
REDUCING THE SPEED LIMIT OF THE CITY OF ALBANY FROM 30 TO 25 MILES
PER HOUR**

Be it enacted, by the Common Council of the City of Albany, as follows:

Section 1. Subsection A of Section 359-18 (Speed Regulations) of Article II (Traffic Regulations) of Part II of the Code of the City of Albany is amended:

A. The City of Albany speed limit shall be ~~30~~ 25 miles per hour except it shall be ~~25 miles per hour on South Pearl Street (State Route 32) from the intersection of South Pearl Street with Old South Pearl Street north to the intersection of South Pearl Street with First Avenue~~ 30 miles per hour on Old State Road, Washington Avenue from the intersection of Exit 2 of Interstate 90 to Jermain Street, Central Avenue from the intersection of the City line to Everett Road, Everett Road, South Pearl Street from the intersection of the City line to Binghamton Street, the Port of Albany, South Port Road, Normanskill Street, Smith Boulevard, Church Street from the intersection of Broadway south, Dunnam Drive, Raft Street, and Boat Street, or as otherwise posted.

Section 2. This local law shall take effect upon final passage, public hearing and filing with the Secretary of State.

**APPROVED AS TO FORM THIS
22ND DAY OF AUGUST, 2022**

Corporation Counsel

CERTIFICATE OF RECORDING OFFICER

The undersigned hereby certifies that:

(1) She is the duly qualified and acting Clerk of the Village of Tivoli, Dutchess County, New York (hereinafter called the "Village ") and the custodian of the records of the Village, including the minutes of the proceedings of the Village Board of Trustees, and is duly authorized to execute this certificate.

(2) Attached hereto is a true and correct copy of a resolution duly adopted at a meeting of the Village Board held on the 15th day of March, 2023 and entitled:

**RESOLUTION NO. ____
DATED MARCH 15, 2023**

**AUTHORIZING ADOPTION BY THE VILLAGE BOARD OF TRUSTEES OF THE
VILLAGE OF TIVOLI OF LOCAL LAW B (PROPOSED) OF 2023 AMENDING
CHAPTER 212, SECTION 212-7 OF THE VILLAGE OF TIVOLI CODE REGARDING
SPEED LIMITS**

(3) Said meeting was duly convened and held and said resolution was duly adopted in all respects in accordance with law and the regulations of the Village. To the extent required by law or said regulations, due and proper notice of said meeting was given. A legal quorum of members of the Board was present throughout said meeting, and a legally sufficient number of members voted in the proper manner for the adoption of the resolution. All other requirements and proceedings under law, said regulations or otherwise incident to said meeting and the adoption of the resolution, including any publication, if required by law, have been duly fulfilled, carried out and otherwise observed.

(4) The seal appearing below constitutes the official seal of the Village and was duly affixed by the undersigned at the time this certificate was signed.

IN WITNESS WHEREOF, the undersigned has hereunto set her hand this ____ day of March, 2023.

-SEAL-

Robin Bruno
Village Clerk