

Executive Summary – PD Speed Trailer Survey

Location: 2000 St. Andrews Dr., Billings, MT 59105

Survey Period: August 28, 2025 – September 16, 2025

Posted Speed Limit: 25 mph

Total Vehicles Recorded: 36,477

Key Findings

- 1. Widespread Speeding**
 - **90%** of all vehicles (32,846) exceeded the posted 25-mph speed limit.
 - Only **9.95%** of drivers were compliant.
- 2. Excessive Speeding**
 - Using an excessive-speed threshold of **35 mph**, **9.76%** of all vehicles (3,561) were recorded at or above this level.
 - Some extreme speeds were documented, including a **maximum of 92 mph**.¹
- 3. Overall Speed Profile**
 - **Average speed:** 29.8 mph (≈5 mph over the limit)
 - **85th-percentile speed:** 34 mph — significantly above the statutory limit, indicating most drivers travel well over 25 mph.
 - **Standard deviation:** 4–5 mph, showing a tight cluster above the limit and a consistent speeding pattern.
- 4. Directional Consistency**
 - Traffic moving both **toward** and **away** from the recorder showed nearly identical speeding behavior, confirming this is a location-wide issue rather than direction-specific.

Public Safety Implications

- The extremely high rate of non-compliance suggests that the existing 25-mph limit is **not being respected** and likely not being effectively enforced.
- The presence of speeds in the **70–90+ mph range** represents a severe hazard for residents, pedestrians, and other road users.²
- The speed environment significantly exceeds what is considered appropriate for neighborhood or collector-type roadways.

Recommended Considerations for City Council

- 1. Targeted Enforcement:**

Initiate short-term, high-visibility enforcement to immediately reduce extreme speeds.
- 2. Traffic-Calming Measures:**

Evaluate engineering interventions such as speed feedback signs, road narrowing, curb extensions, or speed humps.

¹ Radar anomaly. Unsubstantiated.

² See footnote 1.

3. **Speed Limit Review:**

If the roadway design is inconsistent with a 25-mph limit, consider engineering assessment to determine if physical changes are necessary to support the intended speed environment.

4. **Community Engagement:**

Notify residents of findings and planned mitigation actions; consider neighborhood traffic-safety partnership programs.

Executive Summary – PD Speed Trailer Survey

Location: Rolling Hills Dr.

Survey Period: August 7–28, 2025

Posted Speed Limit: 25 mph

Total Vehicles Recorded: 34,290

Key Findings

1. **Moderate but Significant Speeding**

- **61.42%** of all vehicles (21,061) exceeded the 25-mph speed limit.
- **38.58%** of drivers followed the posted speed, which is notably higher compliance than other residential-area surveys but still represents a majority speeding.

2. **Low Rate of Excessive Speeding**

- Using a 35-mph threshold, **1.06%** of drivers (363 vehicles) were recorded at or above excessive-speed levels.
- Although low in percentage, these speeds represent an elevated safety risk where pedestrian activity may be present.

3. **Overall Speed Characteristics**

- **Average speed:** 26.24 mph — slightly above the limit.
- **85th-percentile speed:** 29 mph — indicates that most drivers exceed the posted limit but not dramatically.
- **Maximum recorded speed:** 62 mph — isolated but concerning outlier.

4. **Direction Comparison**

- Speeding behavior is consistent in both directions, indicating a corridor-wide pattern rather than a directional anomaly.
- Slightly better compliance was observed in the “Away” direction (41.45% compliant vs. 35.99% in the “Closing” direction).

Public Safety Implications

- The corridor shows a **majority speeding**, though at levels only mildly above the posted limit for most drivers.
- Excessive speeding is **uncommon**, but the presence of speeds more than twice the posted limit poses intermittent but serious safety hazards.
- Rolling Hills Dr. may benefit from targeted mitigation to narrow speed variance and reduce mid-range speeding.

Recommended Considerations for City Council

1. **Targeted Enforcement:**
Use periodic enforcement to reduce habitual speeding and reinforce posted limits.
2. **Engineering Adjustments:**
Consider speed feedback signs, pavement markings, or other low-cost calming measures to bring the 85th-percentile speed closer to 25 mph.
3. **Monitoring and Follow-Up:**
A follow-up study after mitigation can help determine effectiveness and whether additional measures are warranted.
4. **Community Outreach:**
Inform residents of findings and encourage neighborhood participation in traffic-safety initiatives.

Executive Summary – PD Speed Trailer Survey

Location: Shiloh Rd & Monad Rd

Survey Period: July 15–17, 2025

Posted Speed Limit: 45 mph

Total Vehicles Recorded: 24,292

Key Findings

1. **Majority Compliance with Posted Speed Limit**
 - **61.56%** of drivers (14,954 vehicles) traveled at or below the posted 45-mph limit.
 - **38.44%** (9,338 vehicles) exceeded the speed limit—significant but notably lower than speeding rates observed in many residential-speed surveys.
2. **Excessive Speeds Present but Infrequent**
 - With an excessive-speed threshold of **55 mph**, **2.25%** of drivers (546 vehicles) were recorded at or above this level.
 - While a small percentage, these higher-risk speeds can contribute to severe crashes on a high-volume arterial.
3. **Speed Characteristics on the Corridor**
 - **Average speed:** 44.11 mph — slightly below the limit.
 - **85th-percentile speed:** 49 mph — consistent with typical behavior on a four-lane arterial roadway.
 - **Maximum observed speed:** 97 mph — a major outlier and a substantial safety concern.
4. **Directional Differences**
 - Southbound (“Away”) traffic showed **higher speeding rates** (44.09%) than northbound (“Closing”) traffic (33.28%).
 - Higher excessive-speed frequency southbound suggests potential roadway geometry, traffic flow, or sight-line factors contributing to faster speeds.

Public Safety Implications

- Overall compliance is **relatively strong** for an arterial roadway, but nearly **9,400 speeders in a 48-hour period** still represents a substantial enforcement and safety consideration.
- Excessive speeds, though infrequent, pose disproportionate crash-severity risks.
- The corridor's high volume (24k+ in two days) amplifies the impact of even small percentages of unsafe drivers.

Recommended Considerations for City Council

1. **Targeted Enforcement on Southbound Approach:**
Deploy intermittent speed enforcement in the southbound direction where speeding is most prevalent.
2. **Speed Feedback or Dynamic Messaging Signs:**
These are effective in reminding drivers of the 45-mph limit and reducing high-end speed outliers.
3. **Review of Roadway Design Elements:**
Evaluate whether lane width, median design, or downhill grades contribute to speed increases, particularly in the southbound segment.
4. **Crash Data Integration:**
Compare speed data with recent crash history to prioritize enforcement or engineering responses.