



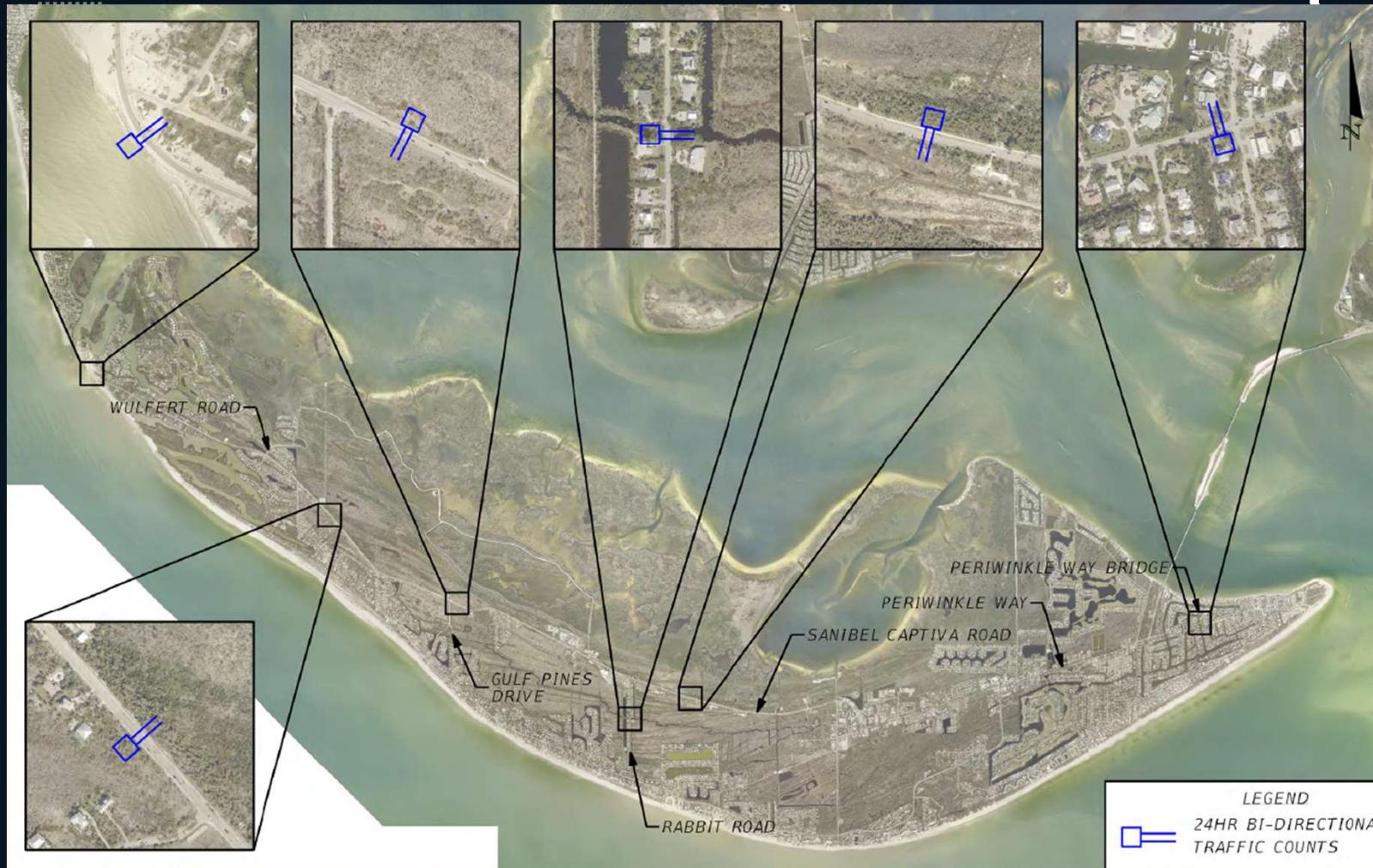
SANIBEL
Florida

Sanibel Island Roadway Speed Study

January 13, 2026

JOHNSON
ENGINEERING
— An Apex Company —

Data Collection Map



Data Collection:
November 19, 2025 –
December 9, 2025

Understanding the 85th Percentile Speed

What is it?

The 85th percentile speed is the speed at or below which **85% of motorists drive** under free-flowing conditions. It represents the speed that the majority of drivers consider safe and reasonable for a given section of road.

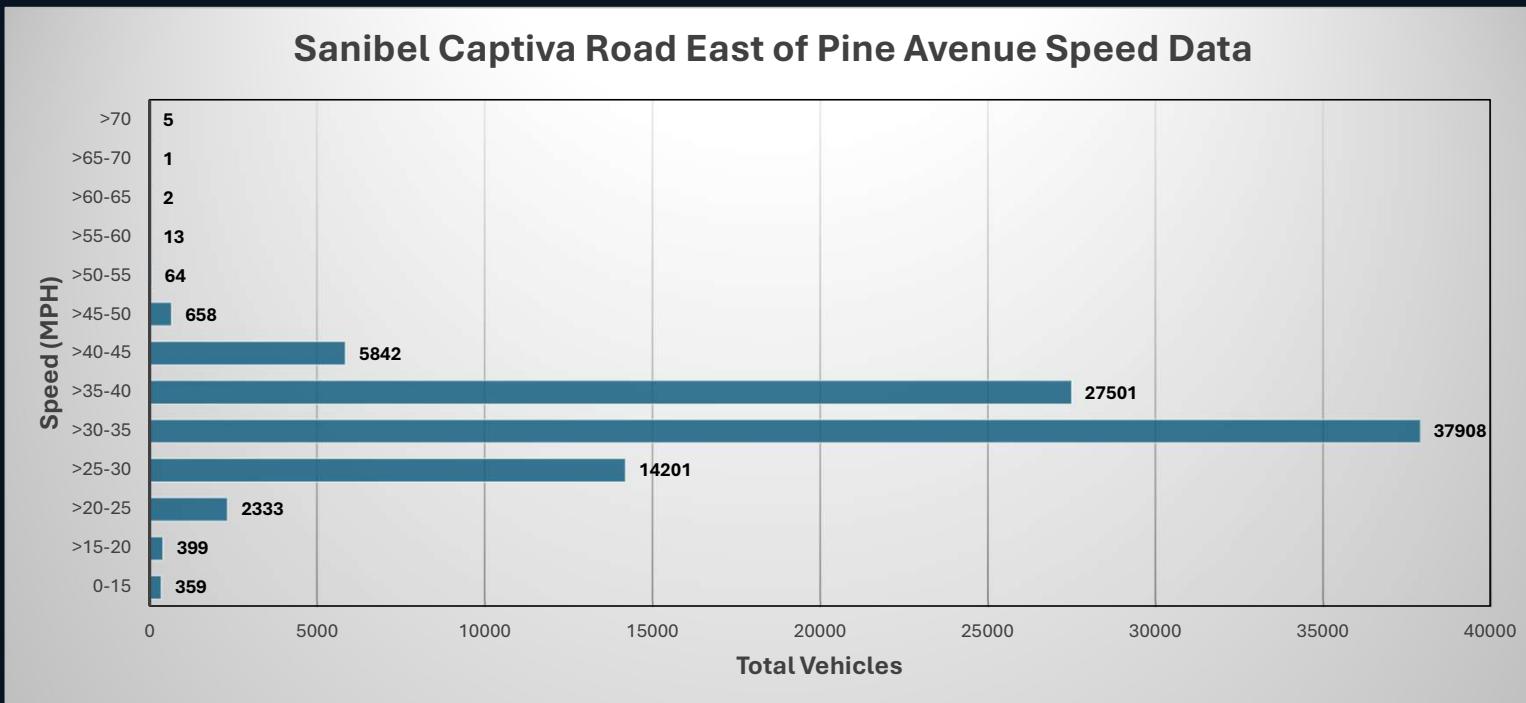
The Engineering Logic

Self-Governing Behavior: Most drivers naturally adjust their speed based on road geometry, visibility, and surroundings.

Targeting the Outliers: Speed limits set at this level target the "reckless" top 15% of drivers while acknowledging the behavior of the prudent majority.

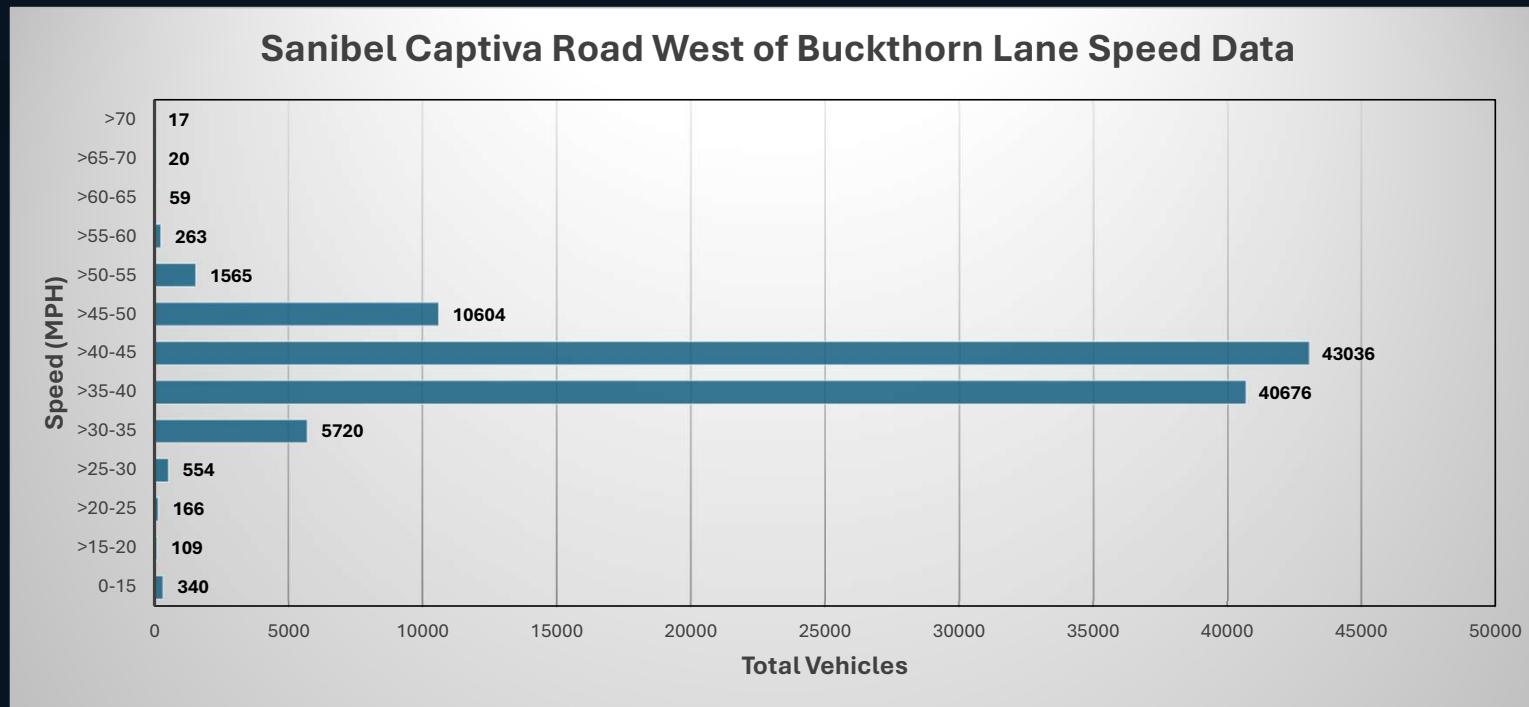
Uniformity: Setting limits near this percentile minimizes speed variance (the difference between the fastest and slowest cars), which is a leading cause of crashes.

Speed Results

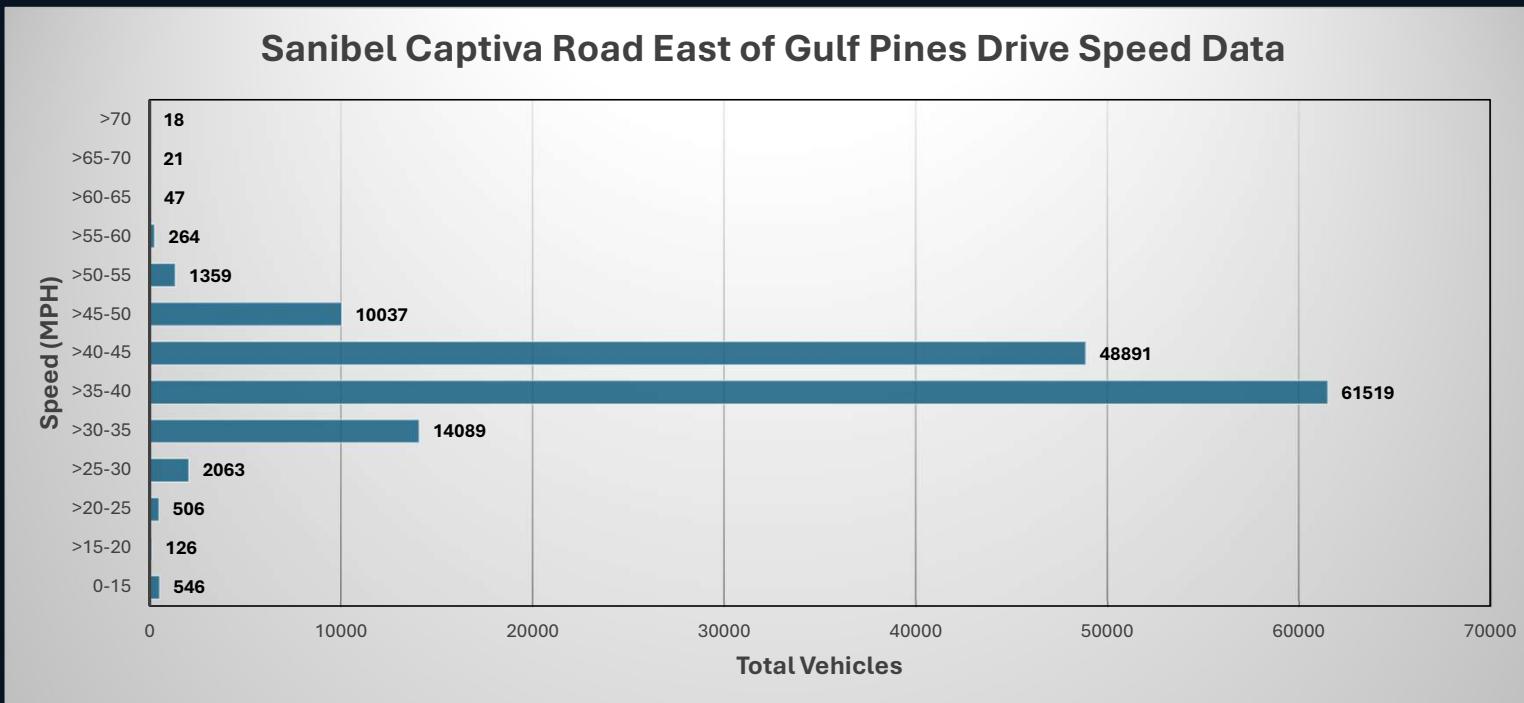


85th Percentile: 37 mph
Speed Limit: 35 mph

Speed Results



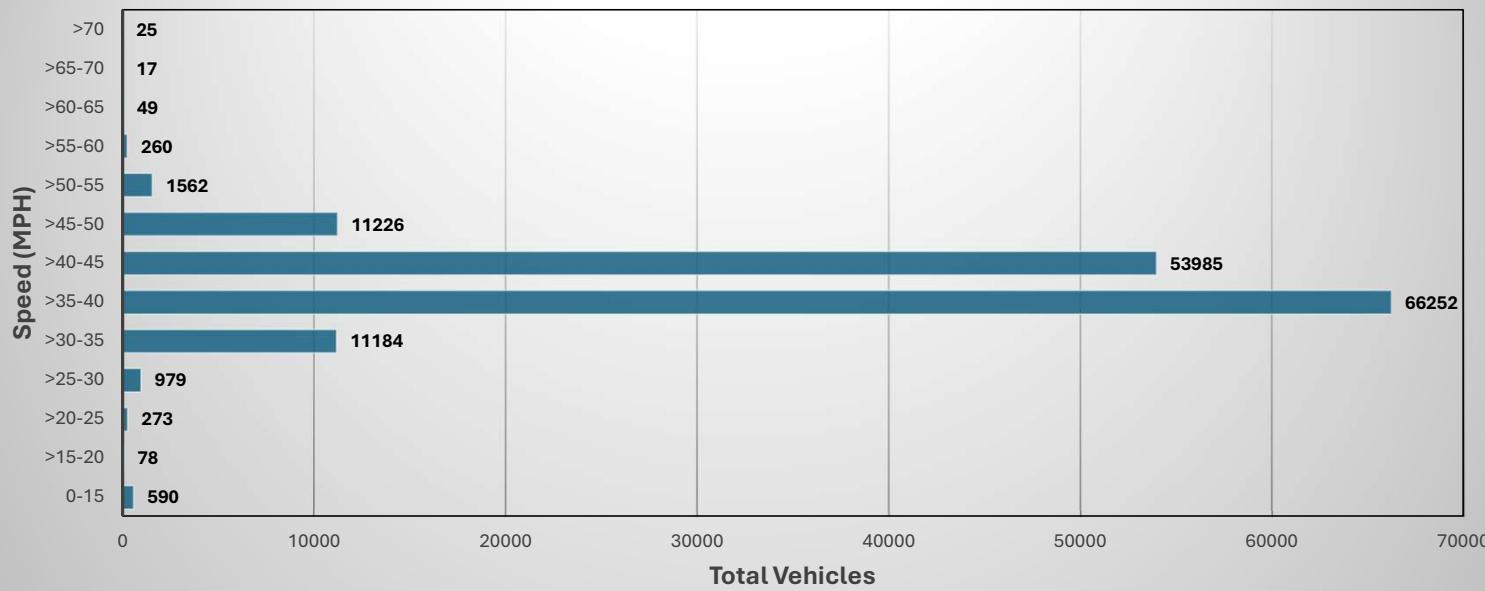
Speed Results



85th Percentile: 42 mph
Speed Limit: 35 mph

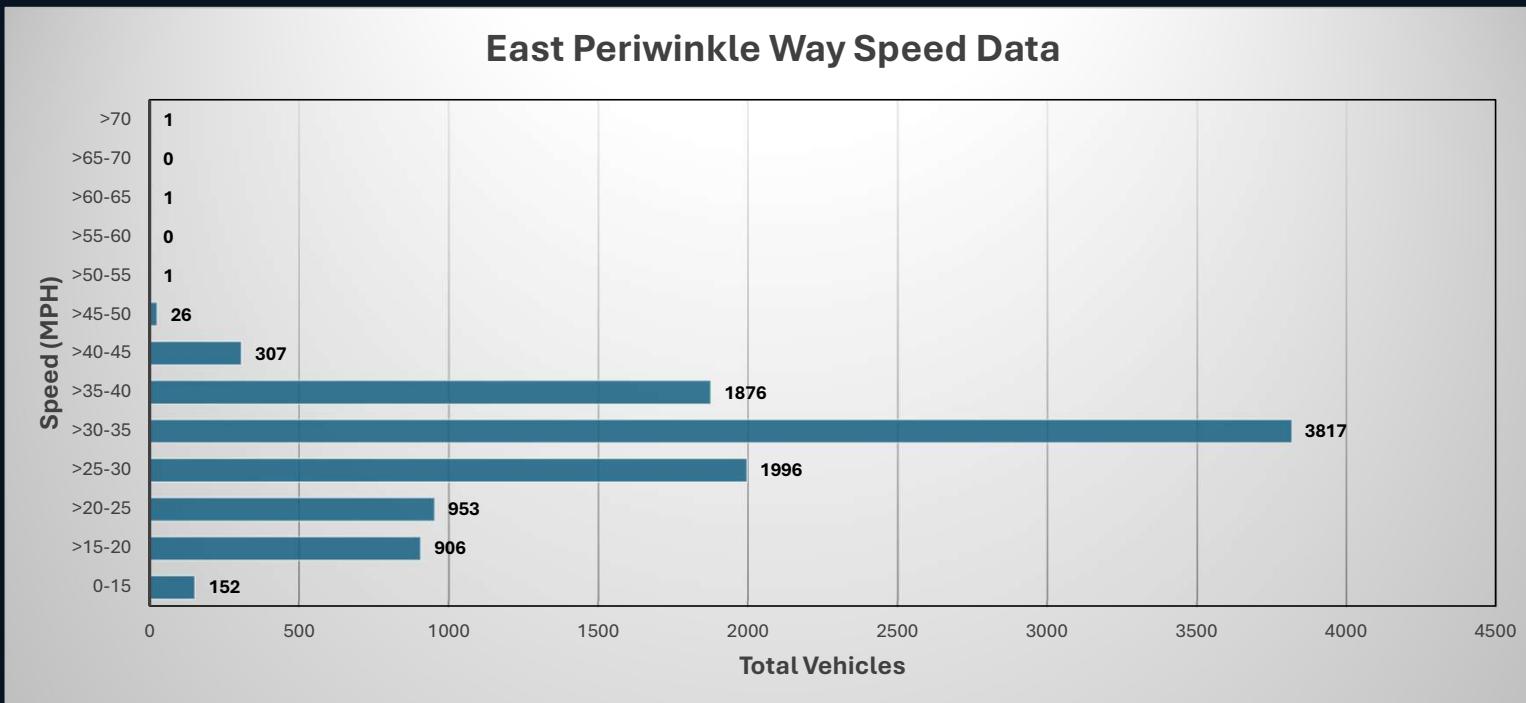
Speed Results

Sanibel Captiva Road East Rabbit Road Speed Data



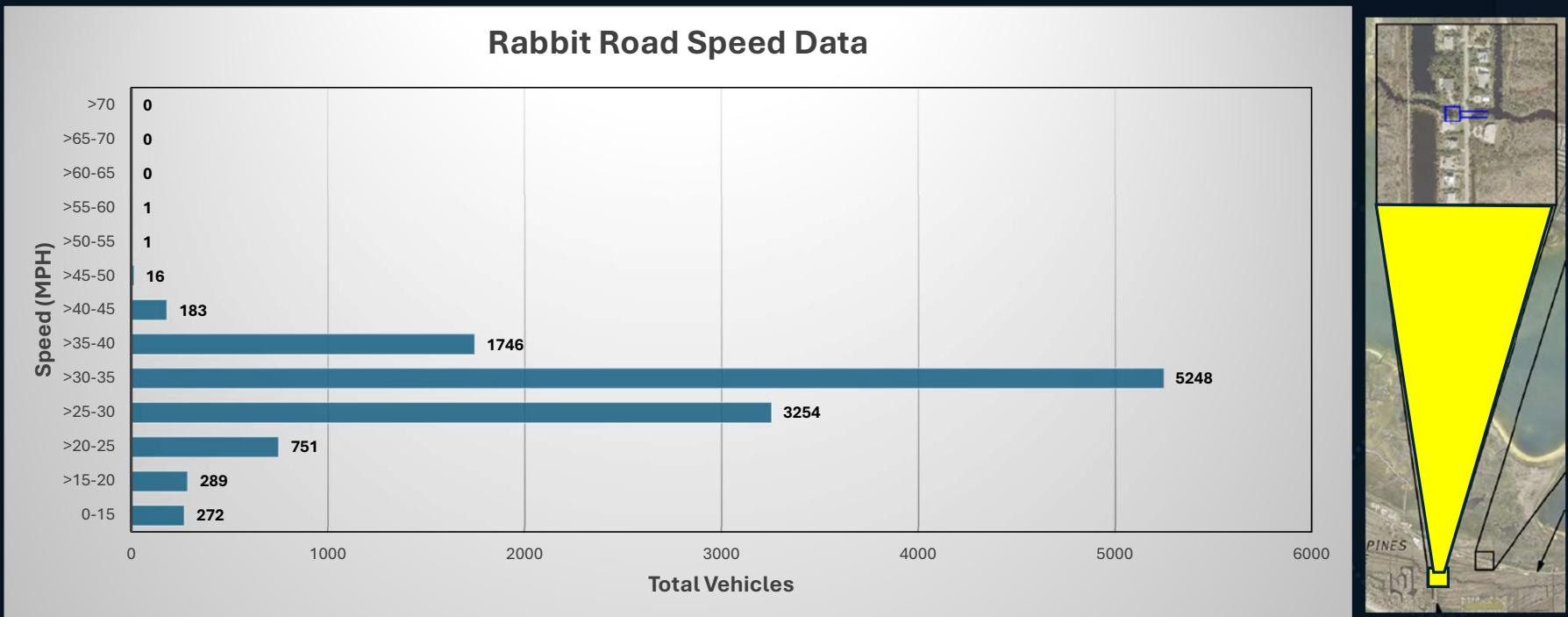
85th Percentile: 43 mph
Speed Limit: 35 mph

Speed Results



85th Percentile: 35 mph
Speed Limit: 35 mph

Speed Results



Options for Consideration

Speed Limit Signs: Consider adding additional speed limit signs. Spacing to be at intervals based on speed and areas after major intersections.

Infrastructure Modifications (Traffic Calming): If speed limit changes are not desired due to pedestrian activity or residential proximity, the "environmental feel" of the road must change. Recommend installing **high-visibility crosswalks** or **narrowing lane striping** to naturally encourage lower speeds through psychological cues.

Targeted Enforcement: Once the speed limit is adjusted to a credible level (if necessary), law enforcement should focus on "outlier" drivers speeding in the top 5% of the distribution, as these individuals represent the highest safety risk to the community.

Existing Speed Signage

City of Sanibel Street Sign Inventory V2 | City of Sanibel Street Sign Inventory ⓘ



Options for Consideration

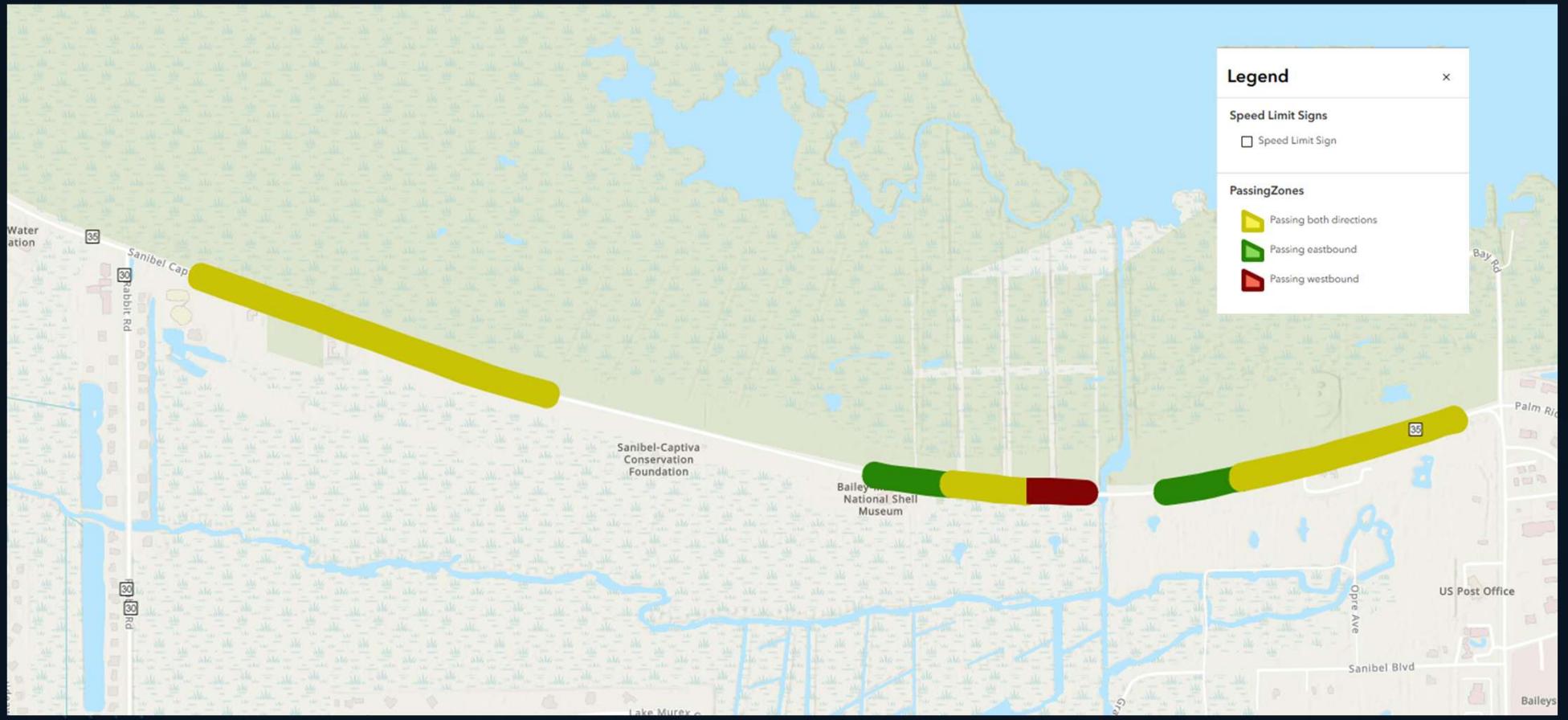
Passing Zones: Recommend keeping existing no passing zones. Areas no passing should be implemented:

- When passing sight distance is less than 550-feet at 35 mph
- Vertical curves preventing view of oncoming vehicles
- Intersections

Speed Limit Change on East Periwinkle: Reduction from 35 mph to 25 mph required for line of site change resulting from higher bridge profile. Recommend consistent 25 mph for entire length of East Periwinkle from Causeway Boulevard to Lighthouse.

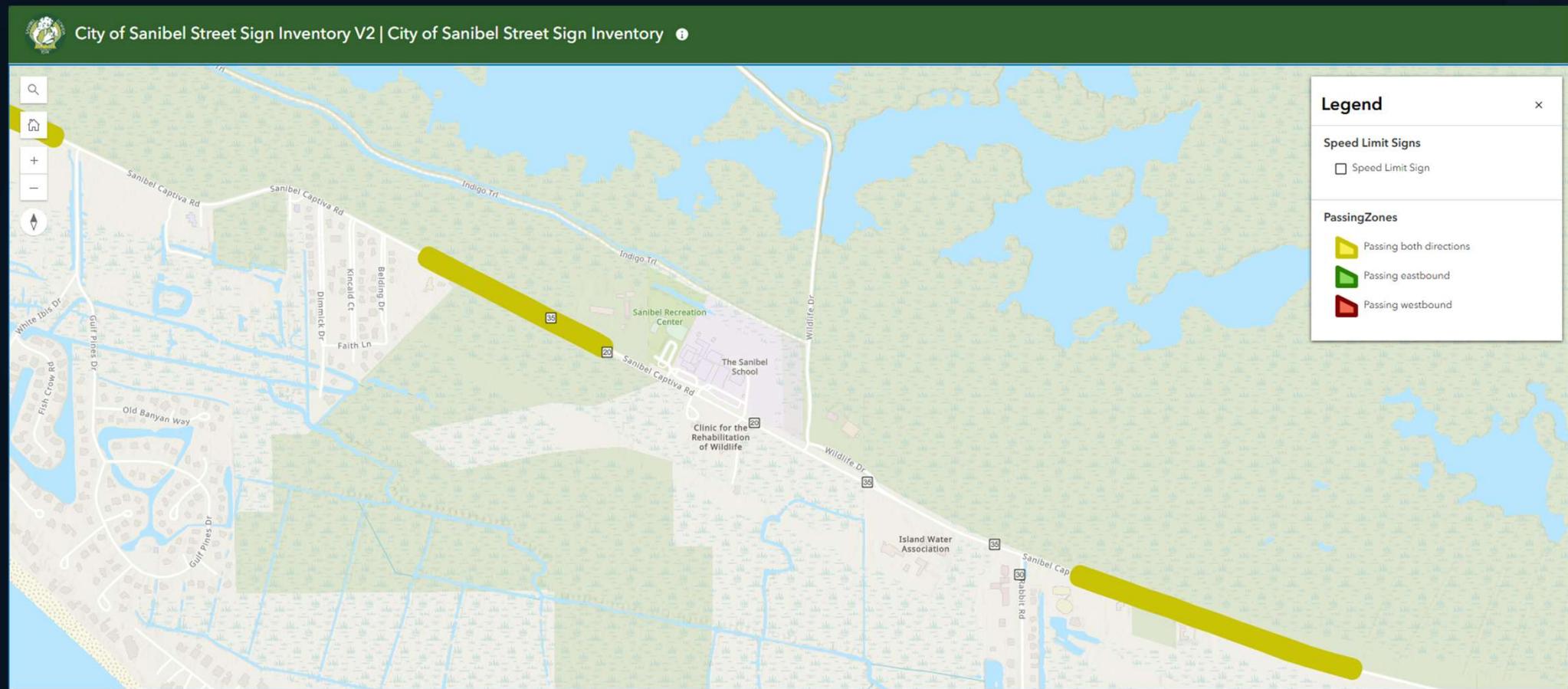
Existing SanCap Passing Zones

Tarpon Bay Road to Rabbit Road



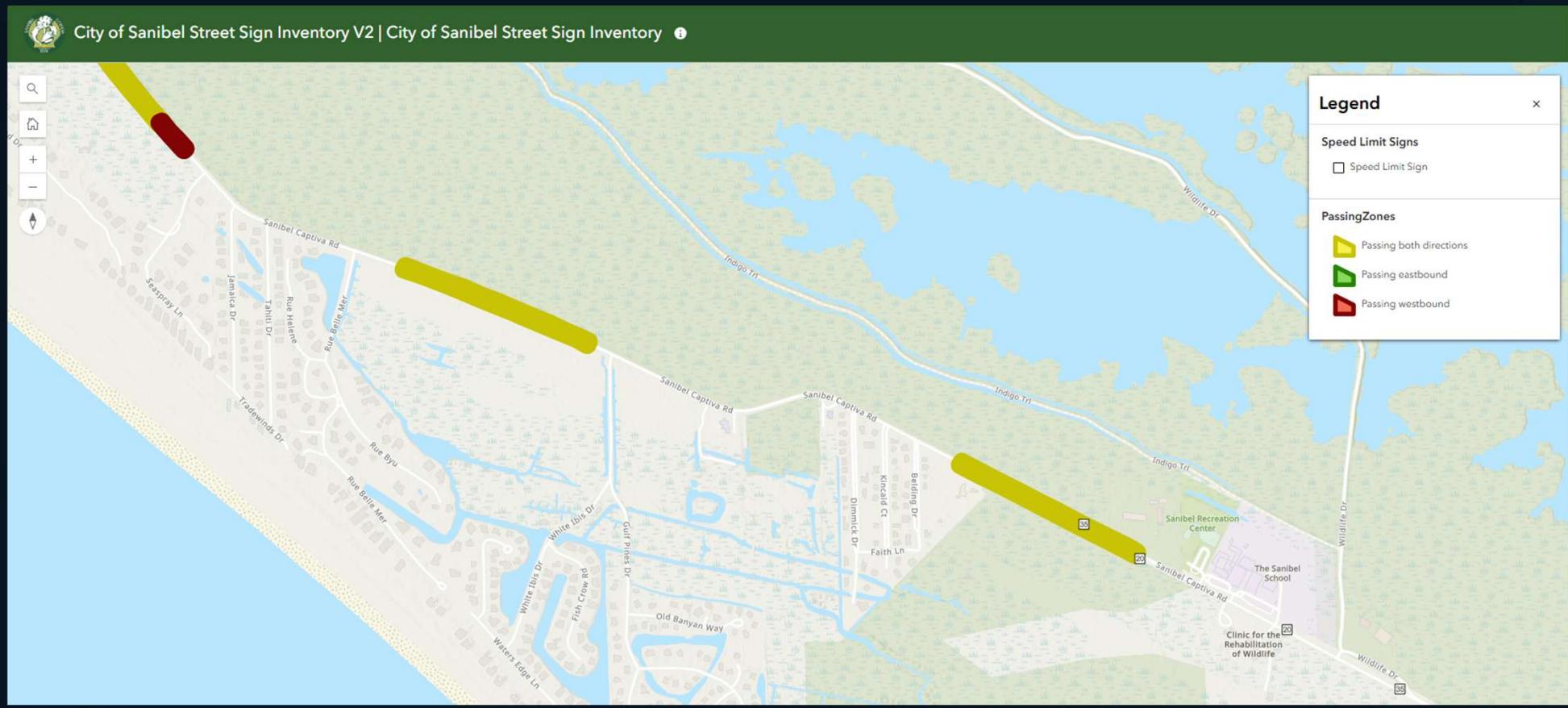
Existing SanCap Passing Zones

Rabbit Road to Sanibel School

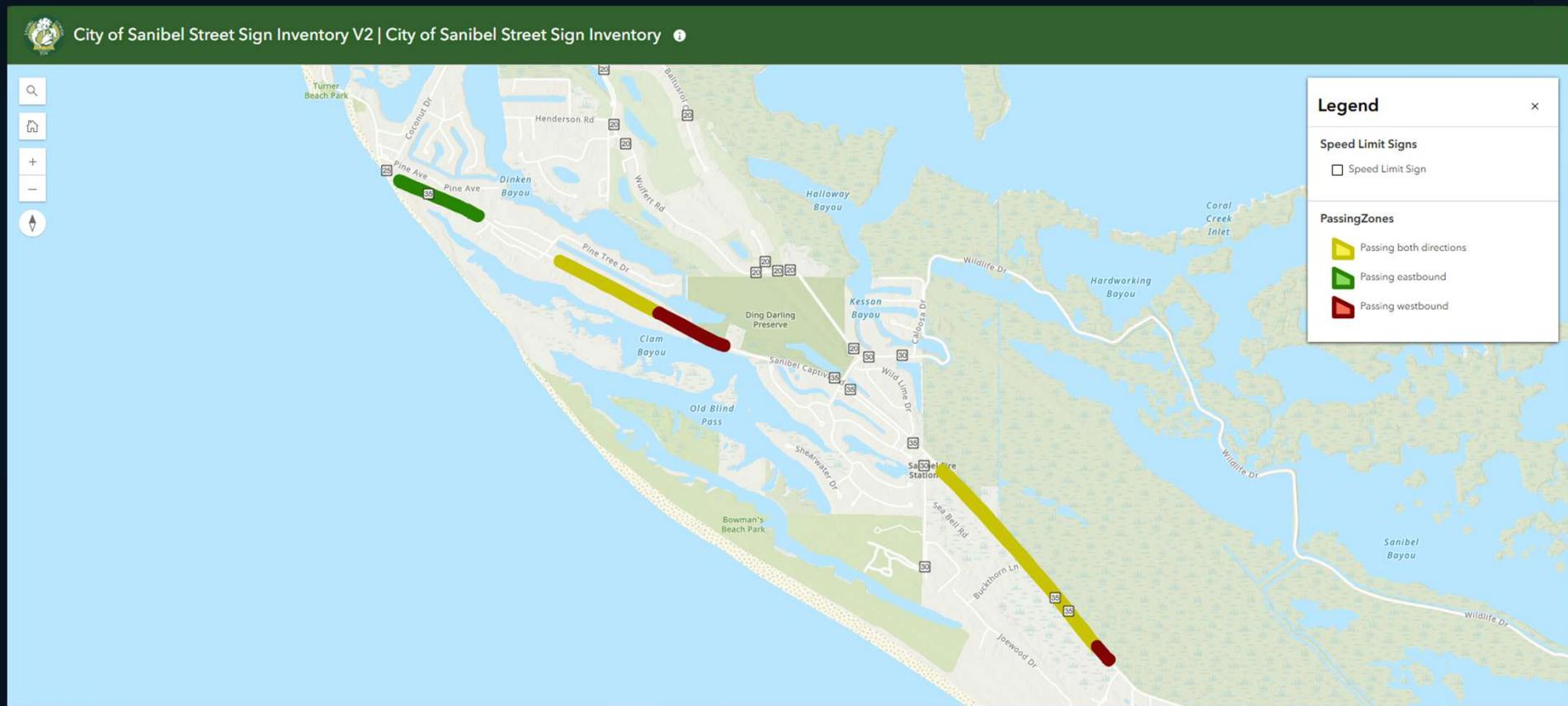


Existing SanCap Passing Zones

Sanibel School to Tradewinds Drive



Existing SanCap Passing Zones West End





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Questions?



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