Setting speeds on Oregon’s highways and streets is often a controversial and emotional issue. Many citizens believe that lowering the speed will improve traffic safety on their street or in their community. On the other hand, speed zones that are unrealistic are often disregarded by a majority of motorists who are normally careful and law-abiding drivers.

If you have questions about speed zoning, please contact:
Oregon Department of Transportation
State Traffic Engineer
4040 Fairview Industrial Drive SE
Salem, OR 97302-1142
Phone: (503) 986-3568
Fax: (503) 986-3749
Or visit our Web site at:
www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/speed_zone_program.shtml
THE LOGIC OF SPEED ZONES

Extensive studies from around the U.S. show that traffic moving at a speed that is reasonable for the road and weather conditions results in fewer accidents. Drivers are more patient because a reasonably uniform speed allows progress with less passing, less delay and fewer rear-end collisions. Lowering the speed does not necessarily result in fewer crashes.

SPEED ZONE STANDARDS
In the absence of posted speed limits, Oregon state law gives motorists the following designated speeds:
- 15 mph - Alleys, narrow residential streets
- 20 mph - Business districts, school zones
- 25 mph - Residential districts, public parks, ocean shores;
- 55 mph - Open and rural highways, trucks on interstate highways
- 65 mph - Autos on interstate highways

THE BASIC RULE
Designated and posted speeds are not the final word in Oregon, for all travel on public streets and highways is subject to the Basic Rule. The Basic Rule is both a safety valve and an acknowledgement that drivers are able to act independently, reasonably and with good judgment.

The Rule states that a motorist must drive at a speed that is reasonable and prudent at all times by considering other traffic, road and weather conditions, dangers at intersections and any other conditions that affect safety and speed.

The Basic Rule does not allow motorists to drive faster than the posted speed or designated speed. Instead, the Rule expects drivers to be responsible for their own actions.

WHAT HAPPENS WHEN A SPEED ZONE CHANGE IS REQUESTED?
The Oregon Department of Transportation has the responsibility to investigate most public roads at the request of the road authority.

When a city or county asks the Department to review a speed zone, an engineering study is started. The road is surveyed for the following:
- lane and shoulder widths
- signals and stop signs
- number of intersections and other accesses
- roadside development
- parking and bicycle lanes

Other analysis includes:
- number and type of vehicles
- number of pedestrians and cyclists
- crash history
- speed checks

Radar and laser are used in speed checks, recording free flow traffic. Recognizing that most motorists are generally safe, the speed at or below which 85 percent of the drivers travel is one nationally recognized factor proven by repeated studies as a fair and objective indication of safe and reasonable speeds.

When the investigation is completed, a report is prepared. All of the above considerations are evaluated in deciding whether to propose a change, or retain the existing posted speed. The report is then sent to the agency with road authority for review.

WHO DECIDES?
If the road authority agrees with the recommendation, the speed zone is established. If not, ODOT reviews the road authority’s objection and any additional information, and then if possible comes to a mutual agreement. If mutual agreement can’t be reached, the case is referred to the Speed Zone Review Panel.

SPEED ZONE REVIEW PANEL
The Speed Zone Review Panel hears contested speed zone cases. The panel reviews the speed zone recommendation and receives testimony from the local agency and interested parties.

The panel consists of representatives from the League of Oregon Cities, Association of Oregon Counties, Oregon Transportation Safety Committee, Oregon State Police and ODOT.