



# New Speed Zoning Process

What has changed?

April 2020



# Recent National Activity

## **National Association of City Transportation Officials** issues policy:

“State rules or laws that set speed limits at the 85th percentile speed should be repealed”



## **National Transportation Safety Board**

recommends removing the guidance that speed limits should be set within 5 mph of the 85th percentile speed



# Why are things changing?

A group of Cities and Counties met with ODOT to discuss possible changes to speed zoning-

- What is working?
- What is not working?
- How can we improve Safety?
- How can we improve the Process?
- What is happening nationally?



# Points of Discussion

- 85<sup>th</sup> percentile speeds do not work well within urban areas
- Using prevailing speeds of motor vehicles do not produce good outcomes for vulnerable users such as pedestrians
- Suggest a change to speeds based on considering Land Use type (Context)
  - More pedestrians = lower speeds
- The City of Portland had been testing an alternative method of investigation



# National Cooperative Highway Research Program Report 855 – What is Context?

## *Land use*



# National Cooperative Highway Research Program Project 17-76

- Purpose to identify and describe Factors that influence operating speeds
- Provide guidance for making informed decisions related to establishing speed limits



# Big things that are New

- Use of more 50<sup>th</sup> percentile speeds
  - 50<sup>th</sup> percentile = average speed
- Context is used inside of cities
  - Drivers respond to what the land use is
  - Denser land use = more pedestrians = slower speeds
- Rural Communities
  - Not all communities in Oregon are within incorporated city limits
  - Some are along 55 and 65 mph highways
- Alternative Investigations
  - An abbreviated investigation
  - Now it can be used on lower class roadways



# New method



Inside City Limits -  
speeds based on  
context and 50<sup>th</sup>  
percentile speeds

Outside City Limits  
speeds based on  
85<sup>th</sup> and/or 50<sup>th</sup>  
percentile speeds

Flexibility for rural  
communities to  
use 50<sup>th</sup>  
percentile speeds





# Speed Ranges for Inside City Limits

Context >	Urban Core/CBD	Urban Mix	Suburban Commercial and Residential	Suburban Fringe
Roadway Class				
Arterial	20-25 Low	25-30 Med Low	30-35 Med High	35-45 High
Collector	20-25 Low	25-30 Med Low	25-35 Med	30-40 Med High
Local	20-25 Low	20-25 Low	25-35 Med	25-35 Med



# Proposed Target Posted Speeds Outside City Limits

Roadway	Rural Highways	Rural Communities
State Highways	85 <sup>th</sup> percentile +/-5 mph	50 <sup>th</sup> percentile +/-10 mph
Non-state Arterials	85 <sup>th</sup> percentile +/-5 mph	50 <sup>th</sup> percentile +/-10 mph
Non-State collectors or locals	50 <sup>th</sup> percentile +/-5 mph	50 <sup>th</sup> percentile +/-10 mph



# Some things have not changed

- Still requires an engineering study be completed
  - All studies require speeds, crash data and roadway data
- 85<sup>th</sup> percentile speeds will still be used on rural high speed roadways and expressways
  - Only 15% of the drivers are exceeding this speed
- Still have special provisions for lowering speeds if there is a higher than usual crash history





Safety

Compliance

All Users

Reasonable and Safe

Thank you!