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"State rules or laws that set speed limits at the 85th percentile speed should be repealed"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

- 85th 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?

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 50th percentile speeds
  - 50th 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 50th percentile speeds

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

Flexibility for rural communities to use 50th 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	85th percentile +/-5 mph	50th percentile +/-10 mph
Non-state Arterials	85th percentile +/-5 mph	50th percentile +/-10 mph
Non-State collectors or locals	50th percentile +/-5 mph	50th percentile +/-10 mph

Some things have not changed

- Still requires an engineering study be completed
  - All studies require speeds, crash data and roadway data
- 85th 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!