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“State rules or laws that set speed limits at the 85th percentile speed should be repealed”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

Land use

- Rural
- Suburban
- Urban
- Urban Core
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\textsuperscript{th} percentile speeds
  - 50\textsuperscript{th} 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\textsuperscript{th} percentile speeds

Outside City Limits - speeds based on 85\textsuperscript{th} and/or 50\textsuperscript{th} percentile speeds

Flexibility for rural communities to use 50\textsuperscript{th} percentile speeds
## Speed Ranges for Inside City Limits

<table>
<thead>
<tr>
<th>Context &gt;</th>
<th>Urban Core/CBD</th>
<th>Urban Mix</th>
<th>Suburban Commercial and Residential</th>
<th>Suburban Fringe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Class</td>
<td></td>
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</tbody>
</table>
# Proposed Target Posted Speeds

**Outside City Limits**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Rural Highways</th>
<th>Rural Communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Highways</td>
<td>85&lt;sup&gt;th&lt;/sup&gt; percentile +/-5 mph</td>
<td>50&lt;sup&gt;th&lt;/sup&gt; percentile +/-10 mph</td>
</tr>
<tr>
<td>Non-state Arterials</td>
<td>85&lt;sup&gt;th&lt;/sup&gt; percentile +/-5 mph</td>
<td>50&lt;sup&gt;th&lt;/sup&gt; percentile +/-10 mph</td>
</tr>
<tr>
<td>Non-State collectors or locals</td>
<td>50&lt;sup&gt;th&lt;/sup&gt; percentile +/-5 mph</td>
<td>50&lt;sup&gt;th&lt;/sup&gt; percentile +/-10 mph</td>
</tr>
</tbody>
</table>
Some things have not changed

• Still requires an engineering study be completed
  – All studies require speeds, crash data and roadway data
• 85\textsuperscript{th} 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
Thank you!

Safety
Compliance
All Users
Reasonable and Safe