



Steve
Novick
Commissioner

March 13, 2015

Leah Treat
Director

Robert Pappé
Oregon Department of Transportation
355 Capitol Street NE, MS-11
Salem OR 97301-3871

RE: Alternate Speed Zoning Test per Oregon Administrative Rule (OAR) 734-020-0015 (3)

Dear Bob,

Portland's Bureau of Transportation (PBOT) seeks review and input from the State Speed Zone Review Panel to begin testing an alternative speed zoning process in accordance with the referenced OAR. This testing would serve to inform pending policy changes in Portland as part of an ongoing exploration on how to achieve PBOT'S Vision Zero goals in alignment with the national *Towards Zero Deaths* strategy (1).

PBOT proposes a methodology in accordance with the referenced OAR, section 3(b) that considers: (A) Street classification for pedestrian, cyclist and motor vehicle traffic; (B) Street character and roadside development; (C) Traffic volumes; (D) Street width and lane configuration; and (E) An analysis of the current speed distribution of free-flowing vehicles. Attached is a draft template for Portland streets that are classified as Local Service and Neighborhood Collector, street classifications most likely to not also be classified as arterials in the Federal Functional Classification System.

Based on our preliminary investigations regarding international practice for the elimination of fatal and serious injury crash events, consideration of all users of the public rights of way should be considered when determining the safe operational speed of a roadway. In most cases, pedestrians and cyclists will be the most vulnerable road user, while occupants of motor vehicles will be the least vulnerable. At this time, PBOT is considering establishing a goal of reducing the risk of fatal or serious injury from a crash event to 10% on its street system. Two example speed postings based on this paradigm include:

- Streets designated for people cycling, with bike lanes, that do not provide buffered space from motor vehicle traffic should not be posted higher than 30 mph, and
- Streets where people walking, biking and driving share the same space, should not be posted greater than 20 mph.

As part of this test, PBOT proposes the following data collection in conjunction with this evaluation:

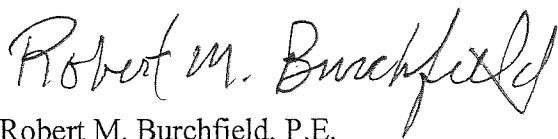
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- Free-flow and daily 85th percentile speed representative of the roadway segments,
- Auto traffic volume representative of the roadway segments,
- Free-flow and daily 85th percentile speed representative of the roadway segments after a 2-year implementation,
- Auto traffic volume data collection representative of the roadway segments after a 2-year implementation
- Crash history evaluation for five years before implementation of the test, and
- Crash history evaluation of available crash data 2 years after implementation of the test

As part of this investigation, PBOT will work with the Portland Police Bureau (PPB) to provide random enforcement of the new speed limits. PBOT will also produce a report evaluating how the proposed changes have affected roadway safety along the identified corridors.

Thank you for your attention in this matter, and PBOT looks forward to discussing this portion of the process to achieve zero roadway fatalities and serious injuries in Portland. Please contact Margi Bradway at (503) 823-5667 if you have any questions or wish to discuss this proposal further.

Sincerely,



Robert M. Burchfield, P.E.
City Traffic Engineer

1. Toward Zero Deaths: National Strategy on Highway Safety has been posted on the TZD website: <http://www.towardzerodeaths.org/>

cc Leah Treat, PBOT Director
Margi Bradway, Active Transportation Division Manager
Rian Windsheimer, ODOT Region 1 Manager

Enc. OAR 734-020-0015 text
Alternate Speed Zone Application Template