



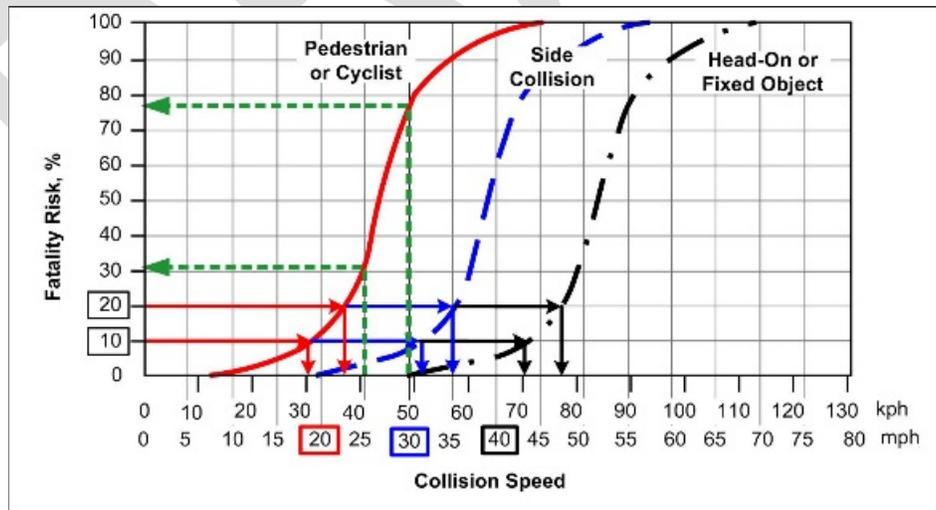
# Speed Zone Request

To request a Speed Zone Investigation by ODOT personnel, City or County Engineering Department staff should complete this form and email it - with a map of the roadway - to:

[ODOTSpeedZoning@odot.state.or.us](mailto:ODOTSpeedZoning@odot.state.or.us)

## OAR 734-020-0015 (3) Alternative Investigation Method

<b>Date</b> MM/DD/YYYY		<b>Contact</b> XXXXX		<b>Phone</b> 503-823-XXXX	
<b>Agency</b> City of Portland		<b>E-mail</b> X@portlandoregon.gov		<b>Fax</b> 503-823-7576	
Typical Photos (Label each)					
<b>Name of Roadway</b> X		<b>From</b> X		<b>To</b> X	
<b>Federal Functional Classification</b> X		<b>Portland Traffic Classification</b> X		<b>Land Use</b> X	<b>Roadway Character</b> X
<b>Typical Roadway Cross Section</b> NSEW Curb; X foot Parking Lane; X Foot Bike Lane; X foot Travel Lane; X Foot Travel Lane; X foot Center Turn lane Median; X foot Travel Lane; X Foot Travel Lane; X Foot Bike Lane; X foot Parking Lane; SNWE Curb					
<b>Street Width, ft.</b> X Feet	<b>Data Date</b> MM/DD/YY	<b>Volume, vpd</b> X	<b>85<sup>th</sup> Percentile, mph</b> X mph	<b>Free Flow 85<sup>th</sup>, mph</b> X mph	



<b>Safety for People Walking</b> Percent Sidewalk _____ X % Separation from Auto Lane _____ X Feet		<b>Safety for People Biking</b> Percent Bike Lane _____ X %  Bike Lane Width _____ X Feet Separation from Auto Lane _____ X Feet		<b>Safety for People Driving</b> Lane Width (ft.) _____ X Feet Opposing Lane Separation _____ X Feet	
<b>Safe Speed For Pedestrians, mph</b> X mph		<b>Safe Speed for Cyclists, mph</b> X mph		<b>Safe Speed for Motorists, mph</b> X mph	
<b>Existing Speed, mph</b> X mph <b>Existing Speed Order</b> XXXXX		<b>Requested Speed, mph</b> X mph	<b>Abutting Roadway Speed Limits, mph</b> <b>Entering at</b> Y X mph	<b>Exiting at</b> Z X mph	
<b>Notes</b>					

DRAFT

# Manual for Alternative Speed Zone Methodology

Portland is proposing this alternative speed zone methodology in accordance with guidelines per OAR 734-020-0015 (3). The primary reason for setting speed limits is safety. When balancing the mobility desires of the traveling public with the safety needs, minimizing risk should always take precedence.

The principle factors to determine risk are the speed of adjacent motor vehicles and the proximity of those vehicles to the more vulnerable road users, namely pedestrians and cyclists. When determining what speed to propose for a street corridor, the engineer should default to the lowest safe speed for the most vulnerable road user until such time as greater protection for that most vulnerable user can be provided.

The following is a summary of the data collected in order to arrive at a proposed speed limit for submission to ODOT.

1. Enter date of request in MM/DD/YYYY format.
2. Enter the name of the contact person for this request, usually yourself.
3. Enter the phone number of the contact person.
4. Agency is the road authority requesting the change, typically City of Portland.
5. Enter the contact person's e-mail address.
6. Verify FAX number is current.
7. Typical Photos: Insert photos from along the corridor of the subject request. Photos should be representative of the corridor and any change of conditions that are significantly different in physical layout (such as fully improved vs. curb only, vs. center strip paving only, etc.), or vary by adjacent land use (commercial, vs. residential, vs. rural). Photos need only be representative and only one or two samples for each differentiation listed above.
8. Enter the name of the roadway.
9. Enter the west or north limit cross-street of the request.
10. Enter the east or south limit cross-street of the request.
11. Enter the Federal Functional Classification, found at:  
<https://www.oregon.gov/ODOT/TD/TDATA/gis/docs/COUNTYMAPS/Mult1.pdf> ; or by searching for Federal Functional Classification at [www.oregon.gov](http://www.oregon.gov) .
12. Enter the Portland Traffic Street Classification from GIS.
13. Enter the general description of the adjacent land use: Residential; Business; Mixed Residential/Business.
14. Enter the roadway character: Urban; Rural; Mixed Urban/Rural.
15. List the typical roadway cross-section, beginning from one side of the road and moving across perpendicular to the curb.
16. Enter the street width, or a range, if needed.
17. Enter the date of the most recent data collection.
18. Enter the average traffic volume (with note), or a range.
19. Enter the average 85<sup>th</sup> percentile speed (with note), or range.
20. Enter the average free flow 85<sup>th</sup> percentile speed (with note), or range. Free flow speed is determined from off-peak operation hours.
21. The Wramborg graph is provided to assist with risk assessment.

22. Safety for People Walking: Using GIS, measure how much sidewalk is present in total along the corridor and divide by twice the total corridor length to determine how much of the corridor has sidewalk 100% on both sides. Determine the typical, average, or range of, separation of the front edge of the sidewalk from the closest edge of a motor vehicle travel lane (with note typ.; avg.).
23. Safety for People Biking: Using GIS, measure how much bike lane is present in total along the corridor and divide by twice the total corridor length to determine how much of the corridor has bike lane 100% on both sides. Determine the typical, average, or range of, bike lane width along the corridor (with note typ.; avg.). Determine the typical, average, or range of, separation of the left edge of the bike lane from the closest edge of a motor vehicle travel lane (with note typ.; avg.).
24. Using GIS, determine the typical, average, or range of, width of the motor vehicle travel lanes (with note typ.; avg.) as well as separation from the opposing lane of travel, if any, or NA if a one-way street.
25. Enter the Safe Speed for Pedestrians as determined from Portland's Simplified Speed Limit Matrix. This is the speed intended to achieve near 10% risk of fatality balanced against mobility goals.
26. Enter the Safe Speed for Cyclists as determined from Portland's Simplified Speed Limit Matrix. This is the speed intended to achieve near 10% risk of fatality balanced against mobility goals.
27. Enter the Safe Speed for Motorists as determined from Portland's Simplified Speed Limit Matrix. This is the speed intended to achieve near 10% risk of fatality balanced against mobility goals.
28. Add explanatory notes as needed. The proposed methodology does not focus on historical crash patterns, but instead on future risk of fatalities, so this is a good location to summarize such subjects. Additional information could include items such concerns such as adjacent schools, school zones, parks and commercial activity.