

Setting Speed Limits: Statewide Practice

- Oregon has Statutory speeds for alleys, business districts, schools, residential areas, and Freeways
- For all other highways roads and streets speeds are set by the State Traffic Engineer thru an engineering study.
 - By rule these speed limits are tied to the 85th percentile speed
 - Other factors are considered but speeds can only be 5 mph below 85th on state Hwys. or up to 10 mph below on local roads or within cities.

Oregon has many local agencies wanting to set speeds well below 85th without changing the character of the road ,citing bikes or peds use, or other factors.

Does you state give other factors
greater influence?

What factors?

Successful?

Are roadway changes required?

It's not just a local, state or U.S. issue, other countries wrestle with competing interests too.

- Ireland has guidelines that put emphasis on other factors. Most you've seen before.
[http://www.dttas.ie/sites/default/files/upload/general/Guide Speed Limits Mar 2015.pdf](http://www.dttas.ie/sites/default/files/upload/general/Guide%20Speed%20Limits%20Mar%202015.pdf)
- Yet Ireland still relies on the 85th to set “Special Speed Limits” , cautions against large deviations and requires “appropriate” Eng. measures to mitigate.