**734-020-0014**
**Speed Zone Definitions**

The following definitions apply to OAR 734-020-0014 through 734-020-0017.

**(X) “Alternative Investigation”** **means an abbreviated engineering study, a documented investigation with analysis and evaluation of the pertinent information and applicable engineering principles but shorter more concise format.**

**(X) “Arterial” as used within OAR 734-020-0015 refers to “Other Principal Arterials” and “Minor Arterials” and not to “Other Freeways and Expressways” or “Interstates”, as defined by the Federal Highway Administration. OAR 734-020-0015 refers specifically to “Other Freeways and Expressways” when applicable. Arterials are generally characterized as higher traffic volume corridors and serving longer trip demands.**

**(X) “Average Crash Rate” means the crash rate for a group of roadways within similar functional classification and jurisdiction, in order to compare the crash experience of similar locations. Traffic volumes, to calculate an average crash rate, may not be available for all functional classes.**

 (1) “Average daily traffic” (ADT) means the total number of vehicles during a given time period greater than one day and less than one year, divided by the number of whole days in that time period.

**(X) “Business District” means as defined ORS 801.170.**

**(X) “City Limits” means the limits of an incorporated city.**

(2) “Crash rate” means the number of crashes per million vehicle-miles (MVM) traveled on a section of road.

**(X) “Collector” means both Major and Minor collectors as defined by the Federal Highway Administration. Collectors are generally characterized as serving both residential and commercial and channeling trips between locals and arterials.**

**(X) “Context” refers to the existing land use types, building density, set back of buildings, numbers and types of users of the transportation system among other things. The existing land uses will not always fit neatly into the defined contexts but may require engineering judgement to determine the best fit.**

(3) “Computed Speed” means the eighty-fifth percentile speed minus the crash rate above the average ~~statewide~~ crash rate for similar functional classification highways.

(4) “Department” means the Oregon Department of Transportation.

(5) “Designated speed” means the speed that is designated under ORS 810.180 as the maximum permissible speed for a highway. The designated speed is established through a speed zone order **or rule**. Designated speeds shall be in multiples of 5 mph. The designated speed supersedes the statutory speed that would be in effect if no designated speed was established except for school speed zones.

(6) “Eighty-fifth percentile speed” means the speed at or below which 85 percent of the motorists drive on a section of road for which speeds were measured.

**(X) “Fiftieth percentile speed” means the speed at or below which 50 percent of the motorists drive on a section of road for which speeds were measured.**

(8) “Engineering study” means a documented investigation with analysis and evaluation of the pertinent information and applicable engineering principles.

(7) “Free flow speed” means the speed of vehicles when drivers tend to drive at their chosen speed unrestricted by conditions such as congestion, inclement weather, road work, law enforcement activity or traffic control such as traffic signals, stop or yield signs or by road geometry such as infrequent curves or hills.

**(X) “Other Freeways and Expressways” or “Freeway and Expressways” is a type of federal functional class as defined by the Federal Highway Administration and is a subcategory of Arterials. This classification does not include Interstates. Freeways and Expressways may be controlled-access (grade separated interchanges with on and off ramps) or be limited-access facilities (widely spaced at-grade intersections with little or no access to adjacent properties).**

**(X) “Functional Class” means a type or class of roadway based on the character of service and the functional use they provide, as defined by the Federal Highway Administration. The three main types are Arterial, Collector and Local.**

 (9) “Gravel road” means an unpaved road which has a running surface of small rock, gravel or other approved aggregate road surfacing material and may have a dust palliative applied.

(10) “Highway” means every public way, road, street, thoroughfare and place as described in ORS 801.305.

(11) “Interested jurisdiction” means any governing agencies, other than the Road Authority, which may have interest in the speed on a highway by virtue of being within the city limits, or having responsibility for maintaining the highway.

**(X) “Interstate” means the highest classification of Arterials as defined by the Federal Highway Administration and must be officially recognized by the Secretary of Transportation of the US DOT. Procedures for designating speeds on “Interstates” are covered within OAR 734-020-0010.**

**(X) “Local” means locally classified roads as defined by the Federal Highway Administration. These roads generally serve to provide direct access to abutting land and are often designed to discourage through traffic and high speeds. By default any road that is not classified as Collector or Arterial is classified a Local road.**

(12) “Low volume road” means any road, street or thoroughfare which has an average daily traffic of less than 400 vehicles, and is open to travel by the public. State highways are not considered low volume roads, regardless of ADT.

**(X) “Non-Motorized Users” means**

(13) “Pace limits” means the ten mile-per-hour range containing the largest number of sample vehicles observed in a spot speed check.

(14) “Paved road” means a regularly maintained solidified hard surfaced road typically solid bituminous (asphalt concrete), oil mat or Portland cement concrete.

(15) “Recommended Speed” is the speed that has been determined from an engineering study. Recommended speeds shall be in multiples of 5 mph.

**(X) “Rescission” means a cancellation or repeal of a previously valid speed zone order.**

**(X) “Residence District” means as defined in ORS 810.430.**

(16) “Road authority” means the governing agency which has the jurisdiction to place, maintain and operate traffic control devices as defined in Oregon Revised Statute 810.010.

**(X) “Rural Community” means an areas outside of incorporated city limits where there is a small concentration of development, and may contain either residential or commercial immediately surrounded by rural, undeveloped area. The highway may meet a residential or business district definition or the community may be listed in the Department of Land Conservation and Development’s listing of Oregon unincorporated communities.**

(17) “Rural ~~state highway~~” ~~means~~ **refers to** a section of highway ~~under the jurisdiction of the Department and~~ outside **the** city limits of an incorporated city.

(18) “School zone exception” means a specific section of highway where a statutory school speed limit (20 mph) is posted as specified in ORS 811.111.

**(X) “Speed Characteristics” are the characteristics and statistics of the speed data collected for the purpose of documenting the pertinent information relating to a section of highway. These statistics generally include, but are not limited to, 85th percentile speed, 50th percentile speed, pace limits, percent in pace and maximum speed. No single statistic completely describes the observed speed data.**

(19) “Speed zone” means a specific section of highway where a designated speed is posted under ORS 810.180.

(20) “Speed Zone Review Panel” means the hearings panel created in OAR 734-020-0015.

(21) “Statutory speed” means the speed that is established in statute, under ORS 811.111 or 811.105.

**(X) “Suburban Commercial or Residential” means an area of land uses that might include residential, offices, restaurants or retail with setbacks from the roadway usually meant to be more accessible by car and may include large parking lots. May be characterized by big box stores, commercial strip centers, auto dealers, office parks or gas stations. May be large residential neighborhoods that have their primary access from widely spaced roadway connections and few driveways to the roadway. Suburban roadways have large blocks and disconnected or sparse roadway connections.**

**(X) “Suburban Fringe” means the transition area between urban and rural areas where there may be few homes and structures, sparsely developed land, less density of businesses and fewer driveways, intermittent commercial or industrial uses and generally fewer street connections and larger lot sizes.**

(22) “Transition speed zone” means a speed zone(s) established to make the change in legal speeds less abrupt for drivers. As an example, instead of going directly from a 55 mph section to a 25 mph section, it may be desirable to establish one or more transition speed zones in between, such as 45 mph and 35 mph.

(23) “Unpaved road” means a road which has a surface that does not meet the definition of a paved road. The road surface may be dirt, rock, gravel, or other non-solidified material and may have a dust palliative applied.

**(X) “Urban Core” means downtown areas with the highest development densities and building heights in the urban area, minimal setbacks (building in back of sidewalk), parking on the street within a well-connected roadway system and typically smaller consistent block sizes.**

**(X) “Urban” refers to a section of highway inside the city limits of an incorporated city.**

**(X) “Urban Mix” means a mixed use (commercial, retail, restaurants, offices and residential) high density area on small lots with buildings typically adjacent to the sidewalk and parking on the streets, buildings are typically not as tall as urban core and may have parking in front or behind the buildings within a well-connected roadway system and typically small to medium block sizes.**

(24) “Written order” means the official document prepared and issued by the Department or the Road Authority as per ORS 810.180 that delineates the roadway segment(s) and designates the speed in a speed zone or speed zones established. This is commonly known as a speed zone order.